



UTAH VALLEY

- Model A Club -

THE MOTOMETER

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December 2017

IN THIS EDITION:
CLARA STANDS HER GROUND
 Stealing Christmas Dinner
 Electrical Safety in Your Model A

WAYNE'S
 WHEEL
 PAINTER

1932
 RED
 BOOK



Photographer unknown, 1930 Tudor owned by Jonathan Klinger



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UVMAC Mission Statement

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo

2017 Club Officers

CLUB OFFICERS

Board Chairman	Nicholas Mack	kcam1999@yahoo.com
President	Reid Carlson	rcarlson1964@yahoo.com
Vice President	Greg Mack	gregmack02@yahoo.com
Sec/Historian	Howard Eckstein	h_eckstein@hotmail.com
Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	see above see above
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Allison Mack	see above windjamer9945@yahoo.com
Activities	Clyde Munson	see above
Awards	Kelly Barker	rustycarkb@yahoo.com
Newsletter	Robert Mack	mack4759@yahoo.com





A Message from Our President

BY REID CARLSON

Dear Model A'ers,

I think that each of us just enjoyed a lovely Thanksgiving holiday. It is a wonderful time of year to reflect and realize the blessings and good things that fill our lives. As you know, we are approaching the Christmas Season where traditionally we celebrate the past year with a holiday that strengthens family ties and warms our hearts as we think of the past and the many blessings that have come our way.

I am especially thankful for each of you as I complete my current term as club president. I certainly could not have done anything without the overwhelming support and camaraderie of our board of directors and each of our members. Our little club has been organized for about five years. There are nearly 300 chapters in MAFCA and many of them with decades of history and experience.

In this short five years existence of our club, our members have had a number of technical articles and cover photos printed in *The Restorer*. Along with that, some of the club authors received multiple national literary awards as well. In addition, our Newsletter has received the "Newsletter of Distinction" award. Our little club has great resources that can solve almost anything a Model A can throw our way. I consider it a great privilege to be a part of this club.

I was thinking at our recent activity where we were gathered in our period clothes with cars for a shooting segment in the BYU production called "Utah's Famous Firsts." Here is a photo taken during a coaching session between takes.

We only had short notice, which included a date and location change at the last minute, but we still had six cars there. What impresses me about this is the dedication that each of you have towards sharing your Model A with the world.

We cap the year with our annual Christmas Dinner on Dec. 2, 2017 and what a great year it has been. Next year should be full of adventure, including the National Convention in Sparks, NV in June. Thanks to all of our members, and may you have a wonderful Christmas and a healthy, happy and prosperous New Year!

"Ah-ooo-Gah,"

Reid Carlson



2017 Calendar of Events

December

- 2nd — Annual Club Christmas Dinner and Awards Meeting, Pleasant Grove, Chubby's 6:00 p.m., next to Ace Hardware.
- Christmas Light Tour, TBA

2018 Calendar of Events

June

- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

2019 Calendar of Events

October

- 7th -11th — Canyonlands Hub Tour, Kanab, Utah, This will be a hub and spoke tour of the Redrock Canyonlands of Southern Utah and Northern Arizona. We will tour through Bryce Canyon, which sits at the northernmost part of the Grand Staircase and stretches to the north rim of the Grand Canyon, Bryce Canyon, Zion National Park, and the Grand Staircase-Escalante National Monument. Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtu.be>

The Wisdom of Henry Ford



*Failure is simply the opportunity to begin again,
this time more intelligently.*

HAPPY BIRTHDAY



Dale Bench – December 5
Clyde Munson – December 8
Diane Brimley -- December 9
Tim Isaksen – December 11
Kelly Barker – December 17
Jan Atkinson – December 21
Collette Thompson – December 22

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Wayne and Jan Atkinson continue to make progress on their roadster. They have the engine block back and are ready to start rebuilding the engine. The body and chassis were painted by Don Pendergrass and are awaiting the return of the Atkinsons from their snowbird hiatus to finish the engine and chassis so the body and fenders can be married together. In fact Wayne recommends IPA Sandblasting of Provo, if you ever need it done.



We had a pretty good turn out for BYU's filming of the movie about Walter Frederick Morrison. He is the inventor of the Frisbee. Brimleys, Carlsons, Ecksteins, Crockets, Crouches and Richard Tucker.



Greg Mack is continuing his work on the Slant Window Sedan. He now has parts hung up to dry upstairs, in the basement and in his sister's vacated bedroom.

Reid Carlson, the people have spoken! Congratulations. You won! Not only that but you got the most votes. More so than the incumbent who ran. This means Elaine will have you closer to home for awhile. Now, a word of caution. Don't let it interfere with the club activities or we'll have to impeach you.



For those who don't know, Reid ran for office with Mapleton City as a councilman and won. Maybe JH Hadfield can give him some pointers.

Brim Brimley went to the doctor and found out that he has some patches of skin cancer that need to come off. We wish him well.

Howard Eckstein and Lavar Cardon are making progress on Lavar's car. The paint is done and the engine is installed in the chassis.



October's Monthly Meeting

Attendance:

Wayne and Jan Atkinson, Reid and Elaine Carlson, Vern Cope, Syd Crockett, Howard Eckstein, Joe Fazzio, Tim Isaksen, Tony Jacobs, Clyde Munson, Nicholas, Greg and Robert Mack, Diane and Brim Brimley, Bill and Colette Thompson, Ron and Ellie Sessions, Larry Taylor and Richard Tucker.

Club Business:

President Reid Carlson presided and conducted the meeting. He started out by lining up refreshments for the first six months of 2018. Reid has his priorities right!

Treasury: Diane gave us an accounting of the funds we have in the bank. In checking we have \$107.37. In saving we have \$1,770.07. It is down from last month because of expenditures from our Murder Mystery party. Diane pointed out that we started out the year at \$1,346.59.

Murder Mystery Dinner: Reid thanked everyone who made the evening such a great success! A lot of planning and preparation went into the evening and it showed. We all had a great time eating, playing in the photo booth, and solving the murder of Clyde Munson. Thank you to all who attended.

Club Roster: A new club roster will be distributed at the beginning of the year. Please make sure that your information is correct. Contact Robert Mack at (801) 489-9809 or send him an e-mail at mack4759@yahoo.com.

Mileage Awards: There are probably more earned than awarded. There are several benchmarks. Let Clyde Munson know when you reach 500, 1,000, 1,500, 2,500, 5,000 or 10,000 miles. Clyde has a radiator badge/sticker for each of those milestones.

MAFCA 100,000 mile challenge is wrapping up. We will submit our mileage for the Spring City Heritage Days. Even though we didn't travel as far as we did during the Ely trip, we had more cars participate in the trip to Sanpete County.

We are also trying to earn the MAFCA chapter mileage award. 2017 mileages for each car need to be submitted to Howard in December. He will divide them by the number of cars. If we reach 800 miles per car, we will earn the award.

Greg Mack gave a Power Point presentation that showed the highlights of the Ely trip taken in September. He did an excellent job with both the photography and the presentation. Everyone seemed to enjoy it and asked a lot of questions.

2017 Club Goals:

President Carlson has outlined four goals he would like us to strive toward:

1. Get all club member's cars running and on the road before the end of June.
2. Have an activity where everyone's car is in a club photograph.
3. Develop a 90th anniversary/celebration gift for the Model A's as they each turn 90 years old.



Officer Nominations: Clyde took the floor to lead the voting. Howard Eckstein, Clyde Munson and Greg Mack were all nominated. Everyone picked their first, second and third choices. The one with the most votes will become president, the second in votes will take on the position of vice president and the third person will be the secretary. Brimleys will continue as treasurer. Winners will be announced at the Christmas party.

MAFCA 2018 National Convention in Sparks, Nevada is June 23-30th. There is a convoy of Model A's from Utah Valley driving to Sparks on June 21st. If you would like to join the group driving their A's to Sparks, let Clyde know. If you want to go, you will need to sign up as soon as you can. One tour is already full. All activities have limited space so sign up soon. Motel rooms are only \$79 a night at the Nugget (host hotel).

Activities:

December 2nd is the date for the club's annual **Christmas dinner**. It will be held in Pleasant Grove, at Chubby's, next to Ace Hardware (336 S. Main St) at 6:00 p.m.

The board has tentatively canceled the **Christmas light tour** pending input from the club. Reid polled the group present and decided to continue the discussion with the board members.

January TechTalk will be presented by Diane Brimley. She said it isn't about fashions, but won't tell us what it is about.

TechTalk:

Unauthorized Model A Accessories was the topic of Joe's TechTalk this month. He had numerous samples of accessories we read about. It was fun to be able to see and handle the items first-hand. He passed around a number of bud vases, pocket watch holders, a duel windshield wiper, spoke covers, a remote starter button lever, dealer issued Ford script pocket watches, air gauges, oil pressure gauges, clock mirrors, cigar lighters and ash trays, and even a vacuum operated windshield defroster fan. Joe stated that these were just a few of the many accessories available and showed us a book (one inch thick) of all the known items companies offered for the Model A.

Elaine Carlson ended the evening with delicious, and healthy, refreshments. Thanks Elaine!



Clara Ford Stands Her Ground

BY ALLISON MACK



Figure 1: Clara's 1914 Detroit Electric Car*

When Henry Ford's Model T was revolutionizing the automobile industry, his wife Clara refused to own her own gasoline-powered car, insisting that the electric car was more her style. So, to please her, in 1908, the same year the Model T debuted, Henry bought his wife a 1908 Model C Detroit electric car. Because of her continued preference for the electric car, Henry continued to buy Clara a new electric car every two years.



Figure 2: Clara Ford & 1906 Ford Model N

Clara did drive Henry's gasoline-powered cars on rare occasions, as seen in this picture of Clara driving a 1906 four-cylinder, front-engine Ford Model N, but she never drove them alone (Figure 2). The gas-powered cars were known to break down on occasion, whereas the electric cars were virtually maintenance-free.

Clara's primary complaint of the Model T was the need to crank the car. Though Ford insisted that cranking the car was easy, Clara disagreed. Not only did a lot of women lack the strength to crank the car, women wore corsets which restricted their movement. Also, in those days, it was considered unladylike to do so.

Clara felt that electric cars were reliable, easy to drive and didn't have the noise, smell or vibration of gasoline cars and most importantly, didn't require cranking. Her \$2,600 Detroit model could run for several hours and drive approximately 80 miles on one charge, though the top speed was only about 20-25 miles an hour. The cars were perfect for short jaunts to visit friends or shopping trips into the city. Another nice boon was that eventually, charging stations sprang up around town where the car could be charged while its owner shopped (Figure 3).



Figure 3: Electric Car Charging Station

Electric cars appeared on the scene in America during the 1870's, but it was the Pope Manufacturing Company, owned by Colonel Albert Pope, that became the first major American electric car manufacturer. With regard to gasoline-



powered cars, Pope believed that you couldn't ask a person to "sit over an explosion." He believed that the quiet, clean, electric vehicles were the way to go. By 1897, Colonel Pope had produced over five hundred electric cars.

By 1904, one third of the motor vehicles in the major cities were electric cars. In 1912, some 34,000 electrics were on the road, and many of them were driven by women. Some of the more well-known people who drove electrics were Mamie Eisenhower, Lizzie Borden, Molly Brown, Helen Joy, the wife of the president of the Packard Motor Car Company, Ferdinand Porsche and Thomas Edison.

There was a Victorian era notion that women were fragile, weak, nervous and fussy, and therefore did not have the temperament or aptitude to drive a powerful gas-powered car. So Pope and other electric car manufacturers seized the opportunity to market their quiet, safe, no-fuss cars to women, showcasing their luxurious, comfortable, easy to drive, easy to charge, easy to maintain (no oil, no smelly gasoline, no grease to soil their gloves, and no catching their dresses on fire) vehicles. They even claimed that a woman would be able to "preserve her toilet immaculate" and keep "her coiffure intact."

The cars were designed to reflect the ornate accoutrements of a sitting room or parlor. There were facing button-tufted bench seats, a flower vase, a clock and even a compartment for makeup. The fenders were made of leather. The front, side and rear windows opened and closed like windows on a train. The car sported interior and exterior electric lights, while other cars were still using gas lamps. The driver steered the car with a tiller, and the horn sounded like a trolley bell. One could almost hear Judy Garland singing, "Clang, clang, clang went the trolley."

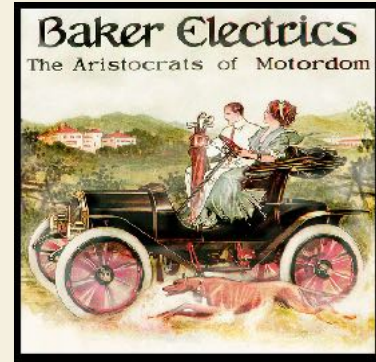
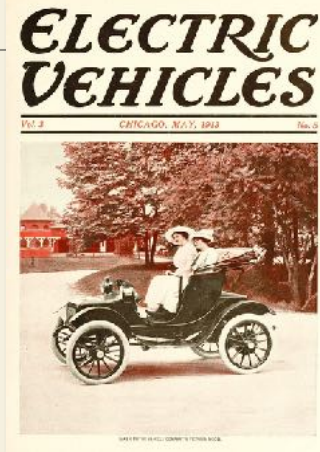
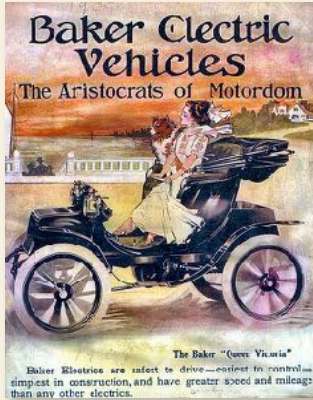
Steering the car was simple enough. All the driver had to do was sit on the left side of the back bench, fold down the long tiller, pull back on the tiller to turn right, and push forward to turn left. Mind you, if passengers sat on the opposite bench, the driver had to look around them while driving.

There were no gears to work through, which made it easier than having to "shift and grind the straight-cut gears of the day." And with its shaft drive, the car was virtually silent. Jay Leno, who owns a 1909 Baker Electric, agreed saying that, though his car is more than a century old, it drives noiselessly.

The speed of the car, which was never more than 25 mph, was controlled by a lever positioned on the left of the driver, and there were two brake pedals; one for each rear wheel.

The enclosed car was top-heavy with its height being seven feet tall; it was almost as tall as it was long. Jay Leno said that driving his electric car is, "a bit like driving a phone booth."

To further promote their suitability for women drivers, the electric car manufacturers used women in their advertisements (*Figures 4-6*).




Figures 4-6: 1912 Baker Electrics Ads, 1913 Electric Vehicles Magazine

They also tried to induce men to buy electric cars claiming that it was the perfect car for their wives or daughters, “for your bride-to-be—or your bride of many Junes ago“(Figures 7).

The electric car did have a strong male advocate in Henry Ford’s good friend, Thomas Edison. Edison believed that electric cars were superior to gasoline-powered vehicles saying, “Electricity is the thing. There are no whirring and grinding gears with their numerous levers to confuse. There is not that almost terrifying uncertain throb and whirr of the powerful combustion engine. No dangerous and evil-smelling gasoline and no noise.”

Edison had hoped to develop a long-range storage battery, (Figure 8) and eventually invented the alkaline battery in hopes of extending the range and speed of electric cars. The Baker Car Company touted that their cars made “the world’s mileage record of 244 miles on a single charge” using the Edison battery (Figure 9).

**For WIFE or DAUGHTER
MOTHER or SISTER**



Model 6, Victoria, Price \$1700.

FIVE MODELS. SEND FOR CATALOGUE.

BABCOCK ELECTRIC CARRIAGE CO., Builders
250 West Utica Street, Buffalo, N. Y.
New York Branch, 1591 BROADWAY, Corner 48th St.

- ☛ What more acceptable Gift than a Babcock Electric?
- ☛ The Automobile that Women and Children Can Operate with Ease and Safety.
- ☛ Adapted for Any Kind of Service in City or Suburbs.

** When you build right, it's weight and price that count! —BABCOCK.

Figures 7: Your Bride’s Car

Edison even enlisted Henry Ford in the hopes of creating a low-priced electric car. Henry admitted as much in 1914 saying, “Within a year, I hope we shall begin the manufacture of an electric automobile.” He admitted that the only drawback to making the car was the need to build “a storage battery of light weight which would operate for long distances. “ But after ten years of experimenting with the battery, Edison gave up the idea.



Figure 8-9: Thomas Edison's Storage Battery / Baker Ad

Long-range batteries were not the only problems with the electric car. They were more expensive to build with the average price of an electric car being six times that of the Model T. They had too much weight to climb hills, and didn't have the speed that gas-powered cars had. Also, the electric car's identification with the female population was so strong, that men felt their masculinity might be in question if they owned or drove one. Before long there was a definite divide; gas-powered cars were for men and electric cars for women.

The popularity of the electric car began to dwindle so much that by 1915, it had just two percent of the market. By 1920, the electric car ceased to be a worthwhile commercial venture. In 1927 Clara and Henry both got their way. Clara was driving a Ford with no need to crank start it.

*Club member Karl Pope owns a 1912 Detroit Electric.



Brimley's Sport Coupe



Electrical Safety in Your Model A

BY JOHN MCMILLAN

Most of the following are faults and/or safety hazards that I've encountered in Model A's and other antique vehicles. The cures are neither expensive nor technically difficult.

BATTERY

Hold Down: Without a hold down, the battery can bounce around, resulting in case cracks and acid leakage or cable shifting and abrasion resulting in a possible short. Easy to correct.

Ground Strap: Attachment to the frame should be to BARE METAL. We usually apply lots of paint to the frame and unless some is removed where the ground strap attaches, a solid ground cannot be achieved. A coat of dielectric grease helps to promote good contact and slows rusting when applied to bare metal. With a poor ground, the starter will turn real slow, and draw far more current than it should. Easy to fix.

Cable Size: Modern cables that you can buy at your local auto shop are too small. Small cables cannot carry the current draw of a starter motor safely. They will overheat and the starter will turn slowly. The cable size should be No. 1. These can be ordered at the local parts house, or purchased from a vintage Ford dealer.

Caps: Make sure the battery vent caps are not plugged. If they're plugged, and the charge rate is high, the battery can explode from gas buildup inside the battery. Very exciting, very messy and very dangerous. Plugged caps are caused by dirt and, I suspect, by using hard water in the battery. Clean caps and distilled water are the inexpensive answer. I had one blow up in a German Model A (VW) and the clean up alone took about eight hours.

Cable routing: The negative cable to the starter MUST be routed according to Ford's plan. See illustrations in any of the Ford repair manuals. Other routings most likely will cause cable insulation chafing and a resulting short circuit. Even if you installed a fuse,

this is not a fused cable, and a fire is very likely. I've seen this several times, the last time at Big Bear when a member complained of white smoke every time he stepped on the brake. The pedal pushed the battery cable against the bell housing and shorted out. If a fire starts here, you need to disconnect the battery to stop the fire source. It's very hard to get to. You might wind up watching your car burn while you try to remember if your fire insurance is paid up. This kind of fire can also happen after you've parked the car in your garage. Real easy to fix. Note that no safety switch or fuse installation will eliminate this hazard. The only way to cure the problem is to "do it right the first time," and it takes no more effort than to do it wrong.

STARTER

Grounding: Must have a good ground for proper operation. A slow grinding starter is a hot starter and hot cables are not healthy cables. If your starter spins real slow, you may need to add a second ground strap from the starter mounting bolt or a transmission bolt to a bare spot on the frame. If you have Float a Motor mounts, I think this secondary cable is almost required.

Starter Switch: This is one of the items that must have been designed by an incompetent engineer. Check yours for bad insulation and shorting against the body of the switch, both very common faults with this switch. Another fault is that the switch can "weld" itself to the starter contact and keep on cranking even after you've removed your foot from the starter rod. If this happens, reach down and try to pull up on the starter rod. Sometimes this doesn't stop the cranking, and the starter will continue running until the battery dies or the starter



burns out. The only way to stop this is if you've installed a master cut off switch, more about this later.

BRAKE LIGHT SWITCH

28-29 Switch: The original switches are usually only a problem in that they can be a pain to adjust so that they work. The reproduction switches are, for the most part, a real problem. Actually, most that I've seen are a fire waiting to happen. The problem is in the insulation around the studs. A lot of the reproductions have poor quality red fiber that cracks easily. If this happens on the hot terminal, a short will occur that can set the input wire on fire. Some symptoms are, a discharge reading on the ammeter, and poor running engine because all the power is going into melting the wire. If the secondary terminal shorts out, you'll see a high discharge reading whenever you step on the brake. To check the switch, remove it, hook an ohmmeter from stud to ground and force the stud in all directions. If it shorts out on either stud, replace the switch. Check new switches as well. I've seen them in failure right out of the box. This is another fault that can start a fire when your car is parked. A fuse MAY protect you, but 25 amps is still enough to start a fire. I fixed mine by taking it apart and machining new insulators out of delrin plastic.

30-31 Switch: Although not a safety issue, operation can be improved and squeak eliminated by silver brazing and reaming the operating rod hole in the switch body.

CUTOUT

Points Stuck Open: This is the more common failure. Points won't close, battery won't charge, battery dies, and your generator fries because it's trying to charge the whole universe. Not a safety issue, but very unpleasant when it happens away from home. Short term fix is to install a jumper wire across the cutout terminals so that the generator works properly. **Just remember**

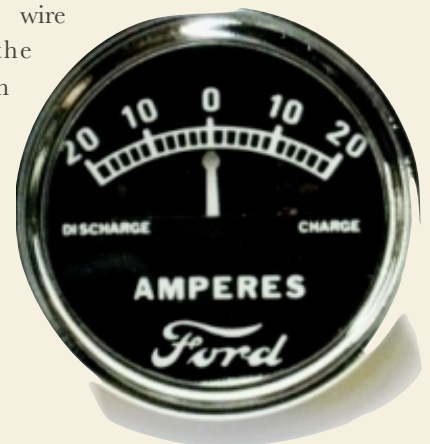
to disconnect the wire when you shut off the engine. If you've installed a master cut-off switch, you can just shut the switch off.

Points Stuck Closed: This is another problem, less common, but a real hazard. When they stick closed, the generator functions normally when the engine is running. When the engine is shut off, the battery feeds the generator, which now thinks it is a starter motor and tries to turn the engine over, resulting in a burned out generator, a melted out charging wire, a dead battery or a burned out car. This is another garage fire potential. If you see a heavy discharge on the ammeter when the engine is off, look for this problem. Disconnect the wire from the "batt" side of the cutout. A fuse helps here because it will usually blow. Best solution is to install a diode kit in the cutout.

AMMETER

Cap Nuts: Using plain nuts on the back of an ammeter is an invitation to a short circuit against the fuel tank. Use the plastic cap nuts that Ford designed for that use.

Meter Shorts: Check that there is no possibility of a short on the studs to the ammeter case back, especially on original meters. I had a near mint meter short out due to 70-year-old insulation failure. This stuff does not last forever. The short melted the insulation from the wire that runs from the meter to the junction box. This is one part where a reproduction may well be better than the original.





HEADLAMP

Sockets: Check that the spring-loaded contacts inside the bulb sockets do not contact the wall of the socket. Some reproduction sockets can be pretty sloppy in this area. Contact will result in a short circuit whenever the lights are turned on, either in one or both high and low beam settings.

Connectors: These are the little troublesome connectors at the base of the headlamp buckets. Probably the best solution is to hardwire the lamps, thereby bypassing those little rubber gizzies.

MISCELLANY

Grommets: If a wire is going to pass through sheet metal, always use a rubber grommet. If not, vibration will wear through the insulation and a short will result.

Frayed Wires: If the insulation is frayed, replace or tape the frayed area.

Wire Routing: If you are routing wires, use common sense. The worst example I have seen was a fuel pump wire strapped to a fuel line. The fuel line was leaky (Model A, big surprise), the fuel dissolved the wire insulation so that the wire became bare. Use your imagination as to what could happen if a spark occurred.

Electric Fuel Pump: If you add one, don't forget to add a regulator so that the pump pressure isn't so high that fuel comes out of the carburetor. Old carburetor fuel valves cannot handle the pressure of an unregulated pump. Although not an electrical item, I did see what happened when fuel from an unregulated pump met a stray spark from a magneto on a 1913 Mercer.

Good Rule: Always check the ammeter when you shut off your engine. Never walk away from a Model A that registers a heavy discharge. If you can't fix the problem, then disconnect the battery ground cable.

Hint: A light coating of dielectric grease on all electrical connections including light bulb bases will promote good electrical contact and inhibit corrosion. It is available at most electronic supply houses under various brand names and from your local auto parts house as Permatex #67V Dielectric Tune-Up Grease. If this grease is used on light bulbs, fuses, connectors etc., then removal is easy, without the usual sticking and subsequent breakage.

GOOD ADDITIONS

Fuse Holder: These are available from all Model A suppliers for a few dollars and are very easy to install. They provide a lot of protection from the bad results of electrical faults. Pulling the fuse when you park your car shuts off most everything and helps prevent theft as well.

Master Cut-Off Switch: Probably the best safety investment for an antique car is the master cut-off switch.. They cost about \$25. They cut off all power past the battery. An additional benefit is that the battery will maintain a charge longer if you make a habit of always turning the power off whenever you stop the car. Everything connected to a battery will draw small amounts of current, even when "off" due to resistance at the connections. If the switch is off, the battery does not discharge. I would not have an old car in my garage that did not have a power cut off switch, unless the battery was disconnected.

Fire Extinguisher: When all else fails and fate is working overtime, an extinguisher is really nice to have. Lacking one, try to smother the flames with sand or a blanket, jacket or whatever. If you can't put out the fire, enjoy the spectacle, plan the restoration of your next vehicle, and figure out where you can put the hard luck trophy.



1932 Red Book

BILL BERGER, SANTA BARBARA CHAPTER

The following is an extract from "The National Used Car Market Report - Red Book" for October, November and December 1932. This book was utilized by used car salesmen to estimate the trade-in value of your car (the equivalent of today's Blue Book). Here are some quotations of interest to all Model A's:

	<u>TYPE</u>	<u>FACTORY PRICE</u>	<u>TRADE-IN APPRAISAL</u>
1928	Roadster	\$385	\$17
	Roadster Dlx	420	22
	Phaeton	395	14
	Sport Coupe	550	32
	Tudor	495	32
1929	Roadster	\$435	\$32
	Phaeton	440	27
	Business Coupe	490	42
	Cabriolet	645	64
	Town Car	1200	47
	Town Sedan	670	89
1930	Roadster Dlx	\$460	\$84
	Phaeton	440	54
	Cabriolet	625	130
	Phaeton 2dr Dlx	625	105
	Victoria	625	120
1931	Roadster Dlx	\$475	\$165
	Phaeton	435	105
	Cabriolet	595	185
	Phaeton 2 dr Dlx	580	150
	Victoria	640	225
1932	Conv. Sedan (4 cyl)	\$600	\$345
	Conv. Sedan (8 cyl)	650	395

This was during the depth of the depression. 1927 Model T runabouts were \$6 each; anything earlier than '27 was usually marked "SALVAGE."



Wayne Atkinson's Wheel Painter

I thought I would show this tool I made for working on and painting wire wheels. I made it out of discarded Model A parts.

The support part started out as one side of a rear end housing. I cut all the brake mounting hardware off of the housing. That part was not really necessary but I wanted to clean it up so there weren't any protrusions in the way of fingers and tools. You could use the whole housing half, but it would be a little awkward because of the taper and the bell end. So I cut it off about a foot long, and then welded that piece to a section of a discarded drive shaft tube.

I had a rear drum and hub that were not usable so I cut the drum from the hub to use to bolt the wheel to. I had an axle with a bad keyway so it was sacrificed for the project. I cut the gear off the axle. I slid the axle into the housing and installed the hub. I then made a wood bearing for the other end to support the axle.

A bad 30-31 steering wheel was attached to the end of the axle by drilling and tapping for a 3/8 bolt. I then bolted all of this to my VW engine stand.

Now Jan can sand and grind the nicks and damage out of the wheels. Then when I paint them, she can rotate them with the steering wheel, so we can get good paint coverage and no runs. We are through with this now, so any club members that would have a need for it are welcome to use it.



2018 MAFCA National Convention

SPARKS, NEVADA, JUNE 24-29, 2018



Editor's Note: Each month until next June, we will devote a page in each newsletter to sights and activities that will be part of the convention. There will be a lot to do and see.



Hubley Derby

Someone may ask, What is a Hubley Derby? Well here is some background about the sport.

The Cars

In the 1950's and 1960's, there were two key companies that made scale models of Model A Fords. Hubley was a brand name

of the Scale Models division of Joseph L. Ertl, Inc. of Deyersville, Iowa. The other company was Gabriel Industries, Inc. of Lancaster, Pennsylvania. Hubley was the trade name used by Scale Models. Like Kleenex has become synonymous for all facial tissues, Hubley has become the generic term applied to any metal scale model of the Model A Ford. These little cars used a 1:20 scale. The bodies are made of cast aluminum. Wheels, seats and other components are cast plastic. Tires are rubber. The kits have to be assembled, painted and adjusted for the best friction-free rolling performance.

There are seven Model "A" Ford body styles available: Four Door Sedan, Station Wagon, Coupe, Roadster, Roadster Pickup, Victoria, and Phaeton. It does take some time to clean up all the pieces and paint them, but the results are well worth the effort. This is a great family participation project that can include younger family members. Everyone who races a car must be involved in some part of the building of it.

Originally only appearing in local and regional MAFCA events, the "Hubley Derby" came into the national spotlight when it was an official event at the 1994 Tacoma MAFCA/MARC National Meet. Pre-registration is required. Late entrants will NOT be accepted at the time of Check-In. This allows us to have your car already in the database. Check-In is for weighing and attaching the number to your car.

Racing Your Hubley

There are rules that outline how Hubley cars are to be constructed, lubricated and how much they may weigh. That is so each racing competition is equal and fair. Cars may weigh up to 21 ounces (1 lb, 5 ozs).

On page 11 of the convention registration forms file is a form you can use to indicate your interest in racing your Hubley car. Be sure to include it in your registration so on race day you will be on the list of participants.

The races will take place on Wednesday, June 27 from 7:00 to 9:00 pm. There are two classes for cars.

Class 1: Standard

- Age Group 1: Youth – Under 10 years old
- Age Group 2: Youth – 10 to 17 years old
- Age Group 3: Adult – 18 and over

Class 2: Modified

- All Ages in One Group

The track is 3 lanes wide and 40 feet long. The format is side-by-side racing on the 3-lane track with single elimination races until the age group champion is determined. Gravity does all the work. Good Luck!



The Fashion Journal

WINTER FASHIONS 1928-1929



1928-1929: We see dress lengths did finally go up to the knee, even in winter. Pleats and tiered skirts were popular details during the later years which in winter also worked in favor of adding more fabric to dresses. Thick flat crepe, wool, and flannel were all materials easy to pleat into the latest styles. Notice too instead of sheer fabric insets, solid brown fabric insets alluded to bare skin yet revealed none. A sneaky way of being sexy and bundled up at the same time!

Women's Dresses
Newest Style Features

17-500
All-Wool Flannel
\$6.95

17-502
All-Silk Flat Crepe
"Elegant"
\$12.50

17-508
All-Silk Flat Crepe
"Elegant"
\$11.95

17-511
Heavy All-Silk Flat Crepe
\$10.95

17-503
Misty Morn. Navy.
\$12.50

17-504
Black.

17-505
Imported All-Wool Flannel
\$5.50

17-514
All-Silk Flat Crepe
\$11.75

17-506
New Green Navy.
Rosewood.
\$5.50

Pencil Stripe
17-501 Navy.
Black.
Price delivered \$6.95

For Dress Wear
17-508 Rosewood.
17-515 Navy.
17-516 Chin-Chin-Blue.
Price delivered \$11.95

All-Silk Flat Crepe
17-514 Navy.
17-515 Rosewood.
17-516 Black.
Price delivered \$11.75

All-Wool Flannel
17-505 New Green Navy.
17-507 Rosewood.
Price delivered \$5.50

Graceful Dress of Heavy All-Silk Flat Crepe
17-511 Navy.
17-513 Black.
Price delivered \$10.95

Silk Flat Crepe "Elegant"
17-503 Navy.
17-504 Black.
Price delivered \$12.50

16 **Fall and Winter 1928-9** Simpson Quality and Simpson Value



1928: Plus size ladies were usually extra happy when summer ended and winter dresses came out. The darker colors, longer sleeves, and heavier fabrics were all the more flattering to the 1920s stout figure. They wore these colors and styles in summer too but in winter they blended in more. Velvet was a fabulous winter fabric for plus and miss sizes especially for afternoon and evening gowns. It is a very nice fabric to use if you are planning to sew a winter dress.

The Christmas I Remember Best: Stealing Christmas Dinner

WRITTEN BY TONY JACOBS FOR THE DESERET NEWS

As I sit in my comfortable warm, well furnished home here in Provo, and gaze at the twinkling lights of the Christmas tree, my mind drifts back to Christmases of the past. One I remember most vividly of my childhood was the year 1944. I was eleven years old.

The Second World War was at its peak. I was living in the little town of Medemblik in the north of Holland at the home of my father's sister, Tante Jan Koenradt and her husband, Matteo Koenradt.

The Germans had confiscated all the food in our country. The weather was cold. The stores were all empty; there was no transportation, no gasoline, no electricity, no trade or goods of any kind. Anything that could be used to burn for heat was used by the people, such as a fence, a shed, and some resorted to the burning of their own furniture to try and stay warm.

Once a day we were allowed to go to the German food line and receive three scoops of food for the family, which at that time, was just my mother, my brother, who was three and a half years older, and me.

We were not sure what the food consisted of. Some said it was ground tulip bulbs mixed with potatoes and onions and perhaps some sugar beets. Whatever it was, we were very grateful for it. One scoop for each of us — no more, no less. We had no candy, meat, cheese or any of the marvelous things that we here in America take for granted and have access to everyday.

For growing young boys, the two things most on our minds were food and how we could keep warm. My brother and I slept with our mother so that we could utilize our body heat to keep warm enough to sleep during the cold icy nights. Before bed each night, our mother would wrap our feet in burlap bags that she

had previously washed so that they were soft. The nights were cold and long.

By morning we were very hungry, and we would arise early to check the shorelines of the Zuider Zee for any fragments of driftwood or anything that might have drifted on shore during the night. We were not alone in our hunt. The search for anything of use was very competitive. We wore the burlap bags still on our feet from the night before inside our wooden shoes. If we were lucky, we would hurry home with the wood, being careful, ducking through alleys and taking little short cuts known only to my brother and me. There were always a few boys bigger than us waiting to take away from us our little pile of driftwood or whatever else we may have found.

Some days on the way home we would stop by our friend the shoemaker. Sometimes he would trade us a little sack of wood chips from the shoes he carved for one larger piece of driftwood. These little shavings would enable us to start our fire easier. Nothing went to waste. On these days we felt very fortunate because there were many days that we had no fire at all.

My Uncle Knoeradt worked for the Department of Agriculture and would oversee the crops that were raised for the Germans, such as flax, sugar beets, potatoes or onions. Because of his job, he seemed to have privileges and things that no one else had. It was talked about though-out the little village that he collaborated with the Germans. He was very selfish with his goods and shared with no one. One of his privileges was that he was allowed to keep chickens in a chicken house near his home from which he could gather fresh eggs. He was one of the few people in Medemblik to have this privilege. Needless to say, he was not a popular man and considered by some to be a traitor.



One morning, a few days before Christmas, we stopped by the shoemaker's place. As we visited with him and shared with each other our feelings of hunger, he approached us with a plan. My brother Keesje and I were impressed. We were raised in a very religious home and always were taught to be honest. We had pure hearts and the plan the shoemaker told us about we would never have thought of on our own.

He wanted us to steal one of our uncle's chickens and bring it to him. This was to be done in secret; we were not even to tell our mom. He told us if we would do this, he would have his wife cook the chicken and keep half for his family and the other half he would bring to us for Christmas dinner.

My brother and I pondered this in our minds. Our mother always knew where we were and what we were doing. However, the Sunday before, the priest had told the congregation that at this time it was not necessarily a sin to steal. As we thought of this, it seemed one way we could give our mother a Christmas gift. There had been no presents on December 5th, the usual day of St. Nikolas in Holland.

We pondered and discussed just how we could do this so no one would know. We decided to do it when it was dark and everyone was asleep, even the chickens. One evening we waited till everything was quiet and dark. My brother was to wait by the gate and open it for me when I came with the chicken. I crept into the chicken house and grabbed a chicken and as I did so the chicken squawked and awakened all the other chickens. I saw a flashlight turn on in my uncle's room. My heart was pounding hard. I ran to the gate, but it was locked. I had to hand the chicken over the fence and then jump over myself. Time was short.

We ran around the block holding the chicken by its neck. I have often wondered if I choked it or scared it to death. It was pretty limp as I handed it to Keesje. I knocked on the shoemaker's bedroom window to tell him we decided to take him up on the plan. He smiled and let us in.

He took the chicken but decided we couldn't possibly go home yet as my knees were covered with chicken manure and I smelled like the chicken house. The shoemaker's wife spent some time on my clothes and did her best to clean me up. We arrived quietly back to the house before daylight. No one seemed to suspect Keesje and me of the adventure we experienced the night before.

About 9 a.m. on Christmas morning there was a knock on the door downstairs. My aunt answered the door, and there on the doorstep was the shoemaker holding a plate with a chicken, potatoes and carrots. He told my aunt he had something for Mrs. Jacobs and her children upstairs. My aunt said, "take it on up." As my brother and I looked out over the banister, we saw my uncle look up and raise his head almost as if it clicked in his mind as to what was going on, but he didn't say a word. This is a Christmas I will never forget. We ate the chicken, and for several days after, my mother cooked the bones until there was nothing left.



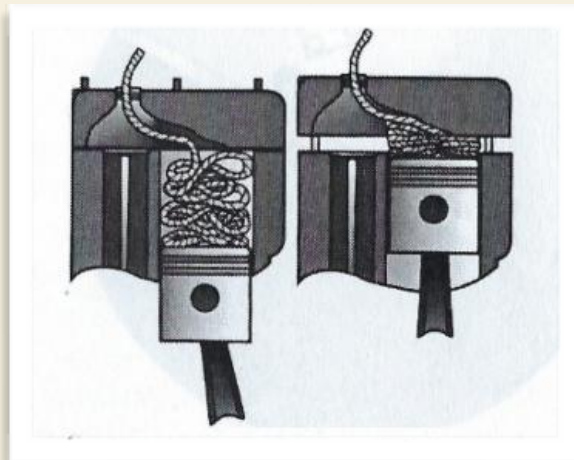
Safe and Easy Way to Free a Stuck Head

BY DAN RITT

Editor's Note: I ran across this "Tiny Tip" by Dan Ritt. It seemed to be such a simple technique, I wasn't sure if it would work. So, if you've got this problem, try it and tell us about your experience. Did it work? If so, was it as easy as Dan said it would be?

If you are trying to remove your Model A head and it is stuck, simply remove all head nuts, if you haven't already. Take out all spark plugs and, using your hand crank, turn the engine over until pistons #2 and #3 are at top dead center. A flashlight will aid this looking in the #2 and #3 spark plug holes. Take two pieces of 3/8" nylon or cotton rope several feet long, and feed one end of each rope into the #1 and #4 cylinders through the spark plug holes.

Then, simply use the hand crank to compress the rope with a little force on the crank. The head will lift right up. Use the same length of rope for each cylinder. Try and get the same amount of rope in each cylinder so that the pressure in both cylinders is similar. This will help to lift the head evenly.



Submitted by Dan Ritt, Mt. Arab, Ohio
Illustrated by Dick Lewis, Lawrenceburg, Indiana



Wayne Atkinson has the following parts for sale:

- New .060 over pistons \$90
 - New .060 over piston rings \$35
 - Used 4:11 ring & pinion - look good
 - Two transmissions
- You can contact Wayne in Fairview at (641) 390-0870.

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300

Tony Jacobs has a lot of parts for sale too. If you need something for your car, call Tony at (801) 796-0396

Paul Walgren sent us this e-mail: "I don't have time or money to do this project. Can you put the word out that this car is for sale? It is a 1929 Fordor leatherback Briggs model. Everything seems to be the original parts. It is in Lyman, Wyoming. I am asking \$6000. I can be reached at paulwalgren@msn.com or send a text to 307-747-7025."





Model A Ford Club of America

Established 1957

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Model A Ford Club of America



Crisp autumn air and Model A's are a perfect combination! I hope you are able to get out in your car and enjoy the fall foliage! I recently returned from a Model A adventure to the Outer Banks of North Carolina and the weather could not have been

better! If you have the opportunity to make that drive, you will enjoy pristine untouched beach areas and great seafood. I highly recommend the drive.

Hershey was well attended this year and the weather was wonderful. A big thank you to all who helped in the tent, but especially to Alex Janke for presenting our technical sessions!

We are looking for a new editor of our award winning magazine, *The Restorer*. Our long time, 17 years, Editor Jim Spawn has decided that it is time for him to retire from editing our magazine. I'm certain we will see him and his wife, Melissa, at events in the future. I wish Jim the very best and hope he will enjoy his free time driving the back roads in his Model A for many years!

I hope you will be joining us in Oklahoma City for the 2017 National Awards Banquet. The Sooner Model A Club will be celebrating their 50th Anniversary and would love for you to be there. The 2018 MAFCA Board of Directors will be installed and we will be recognizing those folks who have gone above and beyond to support MAFCA and the Model A hobby with awards. It's not too late to register and links to those forms can be found on the Home page of the MAFCA website.

Don't forget to order your Christmas cards from MAFCA. We have a wonderful new design this year. It depicts a family loading up the Model A with gifts. [These can be ordered online](#) or by calling the office, 562-697-2712. You will also find holiday gift ideas for your Model A friends and family on the website. Order early to be sure to receive them in time!

Registration materials for the 2018 National Convention to be held in Reno, Nevada are available on the [NCRG Convention website](#). Don't forget to make your hotel reservations at The Nugget Hotel, 1-800-843-2427 and mention the code GMODEL for the negotiated rate of \$89++ per night.

Planning is well underway for the 2019 National Tour. It will be a "Hub & Spoke" style of tour, based out of Kanab, Utah, October 7-11, 2019. The Canyonlands Special Interest Group will host this unique tour through the red rock canyon lands of Southwest Utah and Northeast Arizona. Start making plans to join us as we discover this hauntingly beautiful area of the Southwestern US!

I hope to see you in Oklahoma City at the end of this month!



*We Wish You
A Merry Christmas*



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