



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 5

No. 3

March 2017

IN THIS EDITION:
MODEL A BIRTHDAY
 5 Books for Your Library
 Golden Wrench - Model A Glove Box
 IS SHE HOT OR NOT?
 TOUR FOR TONKATSU



JH Hadfield, standing next to his newly restored Tudor

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The purpose of the club is two-fold:

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

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

Chairman of the Board	Nicholas Mack
President	Reid Carlson
Vice President	Greg Mack
Secretary/Historian	Howard Eckstein
Treasurer	Diane Brimley

APPOINTED POSITIONS

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

A Message From Our President

GREEN IS GOOD!

Dear Model A'ers,

Well March is here and the end of winter happens later this month (20th). Our cars notice the seasons, because winter is the time they usually sit in the garage hibernating. However, there are a number of cars that have been exercising and having had mechanical treatments.

To me March is the green month, maybe that is the Irish in me, but green is good. Green is the sign of new life and more to do outdoors. Mother Nature is giving the green light for the Model A's to come out of hibernation.

We have a wonderful club and I would like to remind us of our roots. Two very wonderful individuals who loved Model A's had a chance meeting with each other. They each had similar, but very divergent skill sets. They shared a love of Ford Model A's. They are, Robert Mack (our first President) and Joe Fazzio (our first Vice President). I want to publicly tell them again thanks for all they did, and continue to do, making our club great.

As a club, we focus on not just Model A's, but on people as well. Some of our members have some health issues they are dealing with and our thoughts and prayers are with them. In addition, some of our Model A's have health issues and our club stands ready to help in the healing and recovery process. There is not a Model A in the club that cannot be fixed. Don't be shy to ask for help.

Remember, our goals this year are:

1. Get all Model A's running.
2. Take a group photo of all Model A's together.
3. Devise a 90th birthday award and celebration.

Thanks for all you do,

President Reid Carlson



2017 Calendar of Events

March

- 16th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, rebuilding a distributor by Tony Jacobs
- 24-25th — Central California Regional Jamboree, Porterville, CA

April

- 20th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, brake rebuild by Pat Hansen
- 22nd — Utah County WPA Tour led by Howard and Gemma

May

- 16-20th — Northern California Regional Meet, Lodi, CA
- 18th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, timing and replacing points by Roger Davis
- 19-20th UVU Car Show, UVU Campus
- Provo Canyon, Heber Valley Tour, ride Weber Creeper w/ Salty A's.

June

- 5-9th — Omaha Regional Meet, Omaha Nebraska
- 15th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, rebuilding transmission top tower, Clyde Munson
- 22-24th — North West Regional Meet, Coos Bay, Oregon, Hosts: The Myrtlewood A's

July

- 8th — Steel Days Car Show, Rotary Park, American Fork
- 15th — Steel Days Grande Parade w/ Mayor JH Hadfield
- 20th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, lubrication points, Nicholas Mack
- 24th — Mapleton Pioneer Day Parade 9:00 a.m.
- 30th — Henry Ford's 153rd Birthday

August

- Lindon Car Show
- 24th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, Model A body styles by Bill Thompson

- Ely, Nevada Tour, ride the Nevada Northern Railway with Salty A's.

September

- 21th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- 24-29th — MAFCA National Tour, traveling Pacific Coast Highway, visit Half Moon Bay, Big Sur, Golden Gate Bridge, Monterey Bay, Carmel and San Francisco
- International Model A Day/Vintage Iron Chef

October

- 26th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- Fall Color Tour with the Copper Classics Chapter of the Veteran Motor Car Club of America, Sanpete County

November

- 14th — Club Meeting, 7:00 p.m. Larry H Miller Ford

December

- TBA — Annual Christmas Dinner



Karl Furr — March 10
 Bud Durrant — March 11
 Syd Crockett — March 24
 Tim Crockett — March 29
 Chris Tucker — March 30
 Nicholas Mack — March 31



February's Monthly Meeting

Attendance:

Reid and Elaine Carlson, Howard and Gemma Eckstein, Tony Jacobs, Clyde Munson, Will Redd, Pat Hansen, Nicholas and Greg Mack, Diane and Brim Brimley, Karl Pope, Richard Judd, Wayne and Jan Atkinson, Bill and Colette Thompson, Ron and Ellie Sessions, Cliff Godfrey, JH Hadfield, and Robert Mack.

Club Business:

President Reid Carlson presided and conducted the meeting. He started out by asking who needed help to get their car ready for the road. I don't think he was prepared for the response; everyone in the room raised their hands.

Treasury: Diane gave us an accounting of the monies in our coffers. We have \$1546.00 in savings and \$337.00 in checking.

Introduction: Even though Will Redd has been a member of the club in years past, he and Peggy have been serving a mission. They returned about six months ago and finally settled down. Will and Peggy live in Draper and own a two-tone green Fordor. Welcome back Will and Peggy!

T-shirts and Jackets: Brim has artwork from Greg to get apparel for Nicholas and Natalie, Reid and Elaine, Pat, and Tony and Janice. Will sent Greg a picture of his Fordor and Howard sent in a picture of JH Tudor so he can prepare artwork for their T-shirts. If you want apparel with your Model A pictured, send a good picture of your vehicle to Greg. The cost of the shirts is \$20.00 each. Brim has a list of colors.

Injury List:

Cliff Godfrey joined us this month. Even though his stroke caused him to seek treatment from a speech therapist, he didn't hesitate to tell of his incident in a very humorous way. He is regaining his speech quite rapidly. At his last appointment with his "ticker fixer," the doctor said he has a hole in his heart that needs to be repaired.

Pat Justensen has been sidelined. We found out that on Christmas Day Pat had to have her hip replaced for the second time! She had it replaced and started to notice pain in the joint, which got worse and worse. When they x-rayed her hip they found that the bone had cracked so they had to do it all over again. Get Well Soon Pat!

Vern Cope is on the mend. He is up and walking, but only around the house. He has not been able to venture out as yet. He had better heal quickly so he can drive his truck this summer.



2017 Club Goals:

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

1. Get everyone's car 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.

Other Business:

JH Hadfield took the floor to discuss American Fork Steel Days. There are two activities of interest to the club. The first is the car show in Rotary Park on July 8th. Registration is at 8:00 a.m. and the show starts at 10:00 a.m. to 5:00. JH will arrange to have the entry fee waived for the club. There will be an area roped off for the club's cars. On Saturday, July 15th we have been asked to chauffeur the city's dignitaries. JH will have more details for us as the time draws closer.

He also invited us to a party at his house! He has an extensive collection of license plates that we are welcome to view. Combine this with a BBQ, it sounds like a great time.

- **Wayne Atkinson** reported that after going through six engines, he has found a good one. He is starting to go through it now.
- **Ron Sessions** received his rebuilt engine today. He had some pictures of a great looking engine. Darn, now he is going to get it dirty. But he and Ellie will have fun in the process.

TechTalk:

The Model A Cooling System was the topic of Clyde's TechTalk this month. He had a Power Point presentation that covered three sections of the cooling system: 1. radiator, 2. fan, 3. water pump.

Radiators have rows and fins that cool the water from the engine. You can get 2, 3 or 4 rows. Clyde pointed out that the rows in a four core radiator clog more easily so they should be avoided unless you use distilled water. Number of fins per inch are the crucial factor in cooling the water, because the fins cool the water by dissipating the heat.

Fans need to be replaced if they are the two bladed originals. They are unsafe. New two, four and six blade fans are available now. They all have their pros and cons. Six bladed fans create greater air flow, but it is not enough to justify a six blade over a four blade.

Leakless water pumps are the most popular pumps now, but with age they will eventually start to leak. They should be watched for wear.



Clyde carries all sorts of spare parts in his car. The only problem is catching up to him when you need to borrow them.

Reid Carlson



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB

If you want a good story, call **Cliff Godfrey**. He was at the monthly meeting this month (which surprised most of us since he recently had a stroke). The stroke occurred at 1:30 a.m. when he went to answer the “call of nature.” The way he recounts it now is quite amusing. We can laugh at it now, and are grateful that his recovery is moving along quickly.

Pat Justensen is on the mend after a second hip replacement on the same hip! The bone cracked after replacing the hip so she had to go back into the hospital and have it done again! We hope things go better this time. Get better soon Pat.

Vern Cope is still making headlines in the Grapevine with his back surgery. As mentioned in the February meeting notes, he is recuperating from his back surgery. He is up and moving around now, but because the process is still painful, he hasn’t made trips out of the house yet.

Bob and Janell Todd have returned to Utah. It sounds like they are still making the rounds to visit family, but hopefully will be back in our midst soon. If not, we may have to go visit their roadster and give it some exercise. I’m sure it’s ready for some fun this spring.

Congratulations JH! After 40 years, your car is as good as new (and in many cases, better). He and Howard have spent many hours working on the car. Several of us had an opportunity to see the project take shape little by little. Talking with Howard, we found out that Elaine got to drive it home first! She seems just as pleased about its completion as JH is.

Whose car is the next car to fulfill the club’s goal of every car on the road?





Golden Wrench — Installing a Glove Box

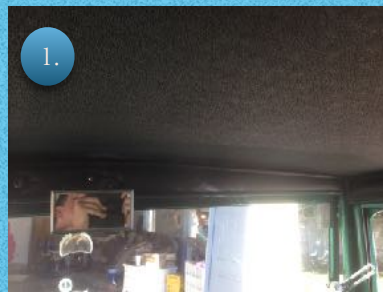
BY CLYDE MUNSON

One failing of the Model A is it was not designed with much convenient storage in the cockpit. Sure there are pockets in the door, but those can be cumbersome to access while driving and are not really suited for bigger heavier items, like the case for your sunglasses or your cell phone or even the small point and shoot camera that is now obsolete due to the smart phone (or the fact Greg or Robert are around and always take better photos than you could hope to take). It would be great to have a traditional glove box but that really isn't an option in a Model A.

On the Southern Utah trip with the Salty A's, I came across an interesting solution to this dilemma. Lance Andrewsen has a very nice sedan with a shelf that sits above the windshield. Lance's shelf was made from stained wood, from what I remember, and goes all the way across the car. The rearview mirror needed to be mounted a bit differently, but it looked nice and provided quite a bit of easily accessible storage for stuff.

I decided on a similar idea for my car. I did not want to change the mounting of my mirror, so my shelf would only go halfway across the car. This adjustment required some added work but it still worked out well. I also wanted the shelf to blend into the headliner so some "skilled" upholstery work would be needed. I built and upholstered my shelf, then installed it. It turned out great and held my sunglasses case and cell phone so when I needed them I didn't need to dig it out of my pocket.

It did have one fatal flaw. When taking a corner, whatever was placed onto the shelf would slide right off. I found this out the hard way when my sunglasses flew off of the shelf and out the window when I went around a corner. I added some domed upholstery tacks and an elastic strap to hold items on the shelf. Now I just need to replace my sunglasses so I can get the full use of my new storage shelf. Next, I need to come up with a good solution for a cup holder that can handle a 64 oz. jug of diet Coke.



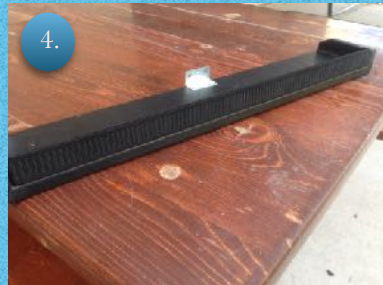
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2.

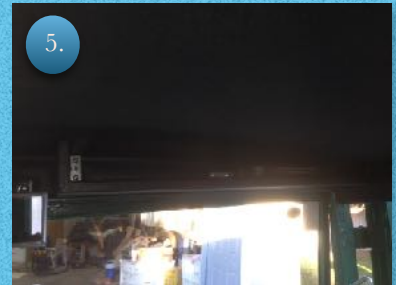


3.



4.

1. Location of future shelf
2. Wooden shelf completed
3. Shelf upholstered and attachment brackets installed
4. Shelf facing added
5. Shelf installed in the car



5.



Tour for Tonkatsu

BY HOWARD ECKSTEIN

Anyone who is familiar with the propensity of the members of the Utah Valley Model A Club to want to eat will not be surprised by our February activity.

February is a cold month in Utah and on a 30-odd degree damp evening, twenty hungry Model A enthusiasts came to an indoor event at Chao's Asian Market in Orem, UT. Here we were hosted by Chao's owner, Ernie Silva who conducted a cooking class where we all made as much *kontatsu* as we could eat.



Kontatsu is a dish made of pork loin coated in flour, egg and panko bread crumbs which is then fried in deep oil. The result is a nice crispy lean pork Japanese comfort food drizzled with sweet spicy fruit sauce. With tasty brown rice, Korean noodles and Ernie's aunt's Asian coleslaw, our plates were full of the flavors of the Orient.

In keeping with the health department's wishes, we all wore those little vinyl see-through gloves that were made for women and midgets. This writer busted out about four gloves before getting two to stay halfway on. (The same thing happened a few years back when

trying to wear the paper house slippers issued at an upscale Japanese hotel in Shimoda.)

It's amazing how a fine dining experience devolves into a discussion of proper clutch adjustments, an uncracked engine block search and the prospect that one of the wives in the club is writing an article for an upcoming newsletter article about her experiences as a "Model A Widow".

The nice thing about this event, besides the socializing and the parking of our cars in front, was its fund raising aspect. Ernie holds these cooking classes for the purpose of raising money for _____.





They use this money for the building of schools and other structures in 3rd world countries. All of the proceeds of Chao's cooking classes go to this organization.

The club tacked on a little to the ticket price to raise some money for our coffers, too.

Many of the wives in attendance troled the aisles of the market, filling their baskets with Asian goodies to take home for exciting upcoming meals they now have planned. The men who went shopping just bought sweet crackers and candy which is the limit of most men's imagination in a place like this

Thanks to Ernie Silva of Chao's Asian Market for putting this event on for us. This was a great winter club activity.

It's nice to have fun together and support a good cause in the process. Our board feels it's important to have different kinds of events so there is something for everyone. When winter retires for the year, we'll have our day trips, car shows, parades,

rallies, manifold cook-offs, WPA Tour, overnigher distance tours and a variety of hijinks for which we are famous. In the meantime, those who drive their cars year round can have something to look forward to each month. And this month, we



parked them outside a unique market wherein we cooked our own dinners and ate like shoguns.





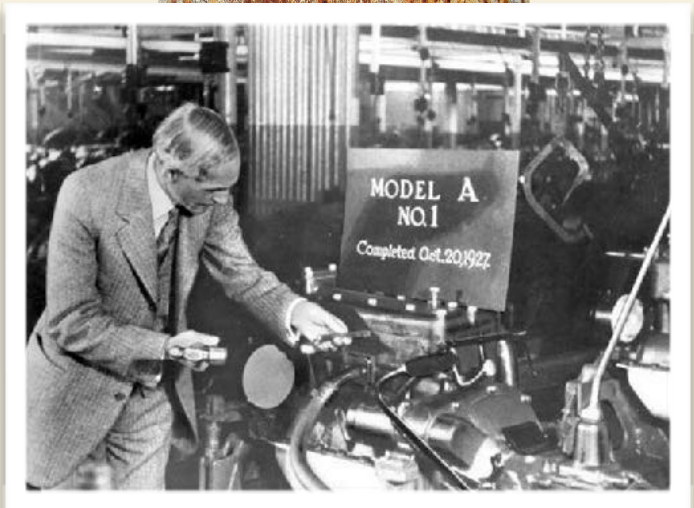
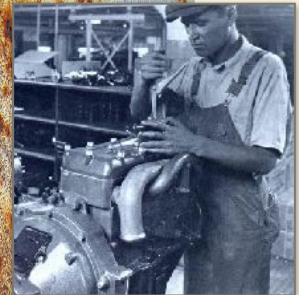
Model A's Birthday

BY CLYDE MUNSON

We are fast approaching the 90th birthdays of our cars. Most of us know the year our car was born but is it possible to find out the day? Well, yes and no. To clarify that answer it is important to understand the process that took place before the birth of our cars. First off two Model Ts that loved each other very much got together and.....

Seriously, it is a little more complicated than that but it all starts with the engine. The skilled craftsmen at the Ford factory would cast a block and other components; the engine would be assembled and then tested. If the engine checked out it would be stamped with a sequential number on the number pad above the lower water outlet. The number would have a prefix of A, AA (or AF, AAF, CA, CAA or a bunch of others with a C prefix that is highly unlikely in your car) and have a star stamp on either end. The chart shows the number series and the month that it was stamped (if you are interested, I can provide you with the exact date that the engine was stamped).

Later a frame would be rolled down the production line. The engine would be dropped in and then one of Ford's highly skilled workers would come along with a set of stamps and stamp the number that was previously stamped into the engine onto the frame. This number is usually somewhere on the driver's side frame rail between the rear motor mount and the center x-member. The body of the car must be lifted and the splash apron removed to see this number. This process was, as you can imagine, not perfect, depending how tired the gentleman was that stamped this number; it could be well set or very light, evenly spaced or quite random or missing all together. Additionally in the 90 years since this number was stamped, the frame could be pitted making it hard to see this number.





Now you may be thinking “great, I now know when my car was born.” Not so fast, tiger. In the 90 years since your car rolled off of the line, the engine that matched the number on your frame may have been removed and replaced with a different engine or rebuilt and the rebuilder could ground the original number off and replaced it with one he made up. Your car at some point could have been re-titled off of this number making a mess of everything (you may be thinking it is possible that you could attempt to title a car with the engine number but it will show up that someone else has titled your car/ not your car off of the same number by using the frame number). Yes, this could be a huge mess.

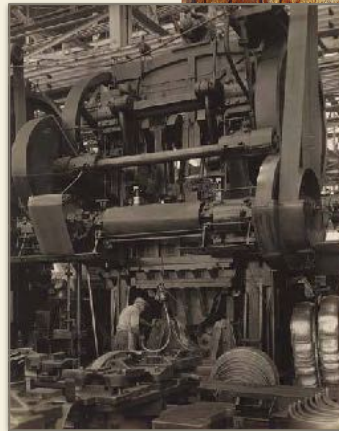
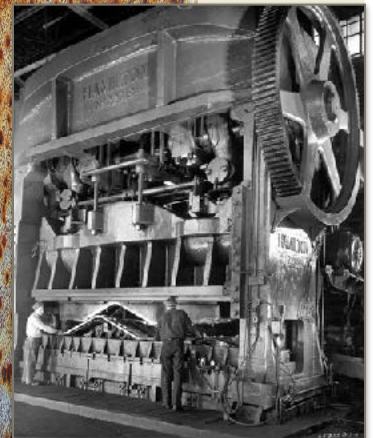
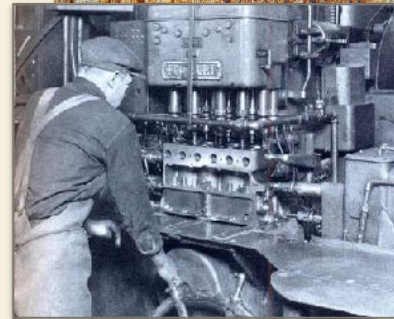
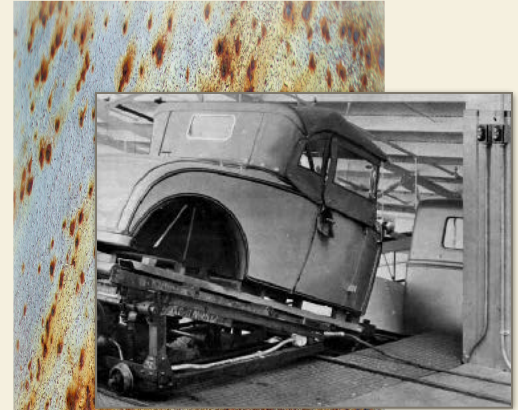
Another problem arises when you realize that the engine was not immediately crammed in a frame moments after the number was stamped into it. In reality, it could take up to three months between when the engine was stamped and when it was placed in a frame. The engines were not necessarily placed in frames in order. It is possible that engines one number apart could have been placed in a frame a month or two apart. While most engines were completed in the River Rouge plant, the cars were assembled in locations across the country; so depending on the assembly plant of the final car, there could a rather short or extended time between engine stamping and final assembly. This issue is also more prevalent in 1931 as the back stock of engines was heavier than in other years.

Now with all of these issues you may say, “I give up, I have a 1929 car but the engine number is from 1931.” Well, in this situation you may just luck out. In some 1928 and 1929 cars there is a date stamp on the gas tank/firewall on the driver’s side. It is thought that this was a date code as to when the tank was tested not when the car was completed but it can narrow down the date for you. You may also be thinking, “To heck with all that. The date might be on the title” Well, there might be a date on there but in some states it was the date the car was first sold not the actual model year so you could have a 1929 that is titled as a 1930.



With all of this info you are probably ready to kill the author of this article because you still don't know when your A was "born." Sorry about that. This is where the yes and no comes in. It is possible to know when the engine in your car was ready (in most cases), but unfortunately it isn't possible to know when it actually rolled off of the production line as a completed car. In a way you can choose. In 1928 there would not be a huge lag between engine completion and when it was placed in a frame. You could then look at the engine number and if it is early in the month it would likely be rolling off at the end of that same month. If the engine was stamped late in the month series, it would likely be in a car completed early in the following month; figure 2-3 weeks. For cars built in 1929, add 3-5 weeks from the engine date to completed car. If you have a car with a date stamp in the tank, it could check your guess against that date plus a week or two. When you get into 1930, I would recommend taking the engine date and adding 5-8 weeks until a completed car rolled out of the factory doors. Finally, if your car is a 1931, adding 6-12 weeks would be a good starting point.

Now while this highly scientific method makes sense, it is not foolproof. An example of this is my dad's 1931 standard slant windshield sedan. It has a mid-April engine number that matches the frame. Using my prescribed method we would guess it would have been completed at some point between the 1st of June and the middle of July and while this is still possible, another aspect of this car may change that assumption slightly. The car has the late 1931 indented firewall which was phased into production near the 1st of April and was at 100% by the end of May. Dad's car also has what is called a re-stamped firewall (flat firewall tossed back into the stamp for the indented firewall) so this car would have been completed fairly early in the transition to the recessed firewall. For this reason and the fact that the car is named Abe after Abraham Lincoln, I have





Clyde Munson Photographer

the car a “birthday” of May the 4th (the day in 1865 that Lincoln was first interred in the Oak Ridge Cemetery).

Good luck and have fun narrowing down a birthday for your car. It could have some significance to you or it could be just a good day to enjoy some cake and ice cream with your favorite car.

Photos from Ford archives, unless otherwise stated.

Model A Engine Numbers and Build Dates

1928			1929			1930			1931		
Starting #	Ending #	Date	Starting #	Ending #	Date	Starting #	Ending #	Date	Starting #	Ending #	Date
1	137	Oct '27	810123	983136	Jan	2742696	2826649	Jan	4237501	4310300	Jan
138	971	Nov '27	983137	1127171	Feb	2826650	2940776	Feb	4310301	4393627	Feb
972	5257	Dec '27	1127172	1298827	Mar	2940777	3114465	Mar	4393628	4520831	Mar
5276	17251	Jan	1298828	1478647	Apr	3114466	3304703	Apr	4520832	4611921	Apr
17252	36016	Feb	1478648	1663401	May	3304704	3509306	May	4611922	4695999	May
36017	67700	Mar	1663402	1854831	Jun	3509307	3702547	Jun	4696000	4746730	Jun
67701	109740	Apr	1854832	2045422	Jul	3702548	3771362	Jul	4746731	4803000	Jul
109741	165726	May	2045423	2243920	Aug	3771363	3883888	Aug	none	none	Aug
165727	224276	Jun	2243921	2396932	Sep	3883889	4005973	Sep	4803001	4824809	Sep
224277	295707	Jul	2396933	2571781	Oct	4005974	4093995	Oct	4824810	4826746	Oct
295708	384867	Aug	2571782	2678140	Nov	4093996	4177733	Nov	4826747	4830806	Nov
384868	473030	Sep	2678141	2742695	Dec	4177734	4237500	Dec	none	none	Dec
473031	585696	Oct							4830807	4842983	Jan
585697	697829	Nov							4842984	4846691	Feb
697830	810122	Dec							4846692	4849340	Mar



First Books for Your Model A Library

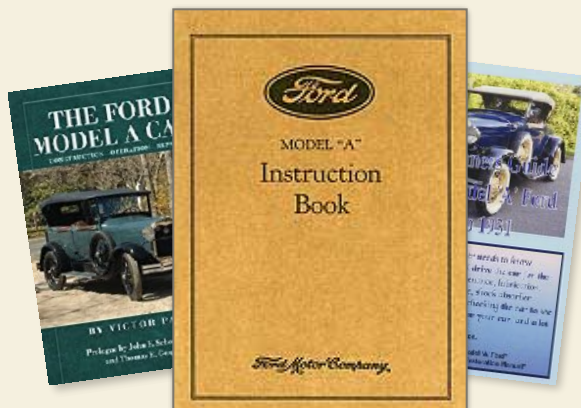
BY RICK BLACK, MAFCA WEBMASTER

Whether you're an experienced Model A collector, restorer, owner or just getting into the hobby, you will appreciate how much literature there is about Model A Fords. Most Model A suppliers stock books on the Model A, and you'll also find a great sample of them on the MAFCA STORE page of the MAFCA website.



I've selected 5 books that I think are "must haves" in anyone's Model A Library. Each of these provides excellent information that every owner/driver should be aware of.

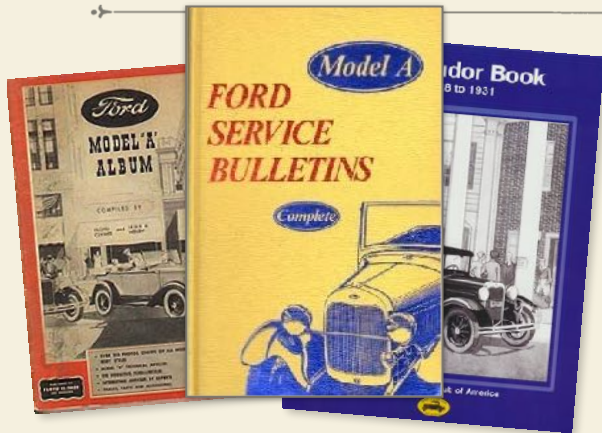
The first book is a "must have" – the Model A Instruction Book. It's the owner's manual that was supplied by Ford with every new Model A Ford. It has information on starting the car, shifting, capacities of gas tank, radiator, engine oil, etc. There are photos and diagrams that allow the new owner to take care of their car for many years of service.



There were at least 13 different versions of this book (Model "A" Instruction Book), as Ford would update them as features of the Model A evolved over the years. You should try to find a version that's close to the month and year of your Model A. There is a helpful article on the MAFCA website that describes all 13 of the books and when they were used. You can use that information to determine which book comes closest to the original manual that came with your car. Original copies of these manuals are getting harder to find, but fortunately, every year's book is reprinted, and the price of those is about \$15. Find them at your Model A parts supplier, on eBay, or at local swap meets.

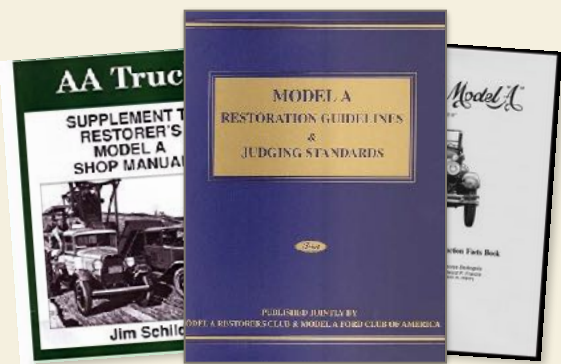
The second book I'd recommend that everyone should have is the Model A Ford Service Bulletins. Ford published a monthly bulletin every month of Model A production and supplied them to all Ford service departments. These bulletins gave information on mechanical procedures (timing, brake overhauls, etc.)





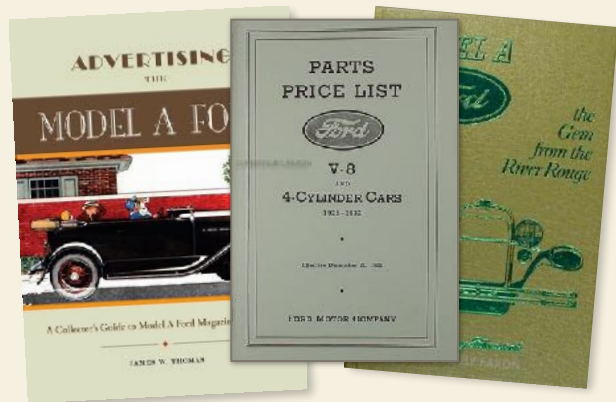
parts and directions for service personnel to follow with their customer's cars. If you do the mechanical work on your car, this is the first book to check for service procedures.

Model A Restoration Guidelines and Judging Standards is published jointly by the two major Model A clubs, MAFCA and MARC. It's evolved over the years as more information becomes available. Over 20 chapters cover every facet of the Model A, showing how the parts changed over the years, detailing the finishes of the items,



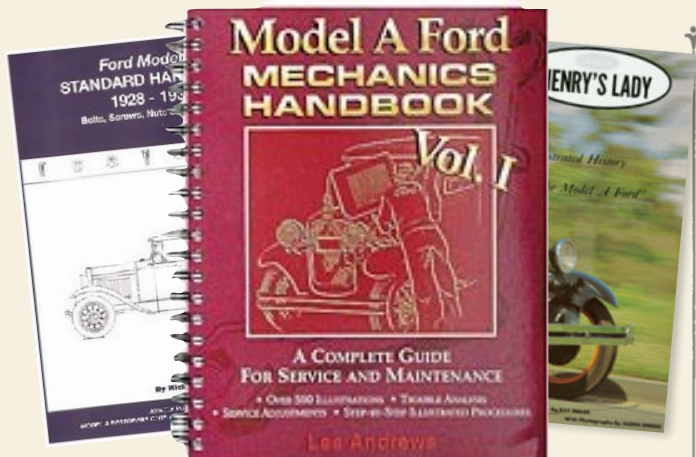
etc. This is "the bible" for restorers, whether you want to restore the car to 100% originality or just make sure you have the right parts for your car.

The fourth book may surprise you. The Parts List was published periodically by Ford during the Model A run. The current reprint covers 1928-1932 Model A and B vehicles. It lists nearly every mechanical part used on all Model A's by Ford's part numbering system (which is still used today!)



Not only are the parts listed, but the fasteners used with the parts are also listed, and a list in the back of the book shows the size and the finish of most of those fasteners. This is great information for restorers, whether you are working on a show car or a "driver." Knowing what the right size nuts and bolts are really makes the job of reassembling parts easier and faster.





The last of the 5 books is the Model A Mechanic's Handbook, written by Les Andrews. "Mr. Model A", Les has been involved with Model A's his whole life, and he has been the Technical Director of MAFCA and its president. He not only knows his stuff but he knows how to explain how things work and how to maintain and overhaul nearly all of the systems in the Model A, from the engine, transmission, driveline, brakes, body blocks. The book is organized in alphabetical order by topic. At the end of the book there are charts covering things like the sizes and locations of cotter pins, body block locations, capacities and much more.

There are lots more, but these five cover the majority of topics on the Model A Ford. If you're looking for something, chances are good you'll find it in one of these books.

Don't think that you have to buy these books new. They show up all the time at swap meets, eBay, and even used book stores. You can also watch Craigslist and the MAFCA website's classified pages. You don't have to get them all at once, but I recommend you get them in the order I've described them. Read through them – more than just once. Digest the information. You'll find that you'll gain a lot more knowledge about your Model A and that will help you diagnose any problems that might come up and give you the confidence that you can get it fixed and back on the road for many more miles of enjoyment.

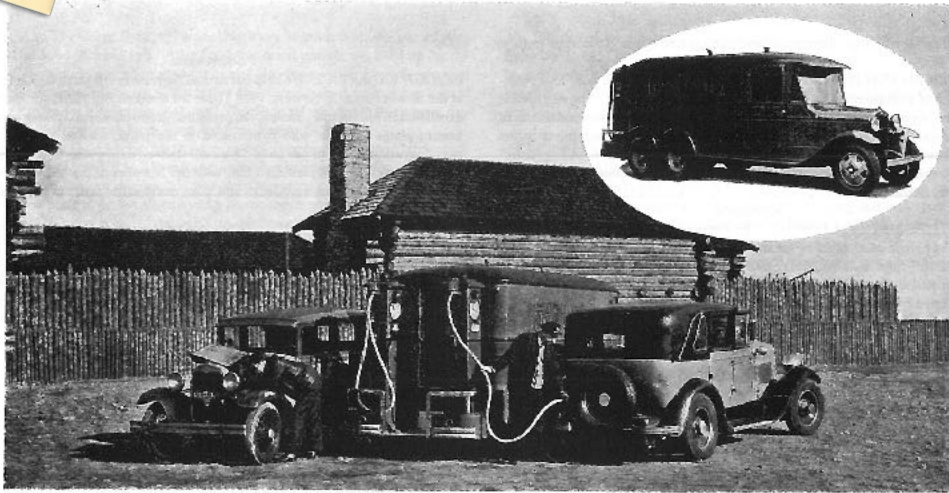




Gas-O-Car

THE RESTORER, JAN-FEB, 1999

Original Source:
Ford Service Bulletins
December 1931



Here's a New One—a Filling Station That Can Go Places

Mobile Unit Offers Many Advantages

MOTORISTS visiting the replica of Old Fort Dearborn at the site of the Century of Progress Exposition in Chicago were treated to a pleasant surprise recently when they were offered complete service from the Gas-O-Car. A unique mobile gasoline service station, developed and covered with patents by F. P. Steinhauer of Chicago, has just made its appearance. Novelty and fine appearance combined with the ingenuity in the arrangement of the Gas-O-Car is exceeded only by its ready adaptability to modern merchandising methods.

The equipment, as shown in the accompanying illustration, consists essentially of two service station type motor operated gasoline pumps mounted on the rear end platform of the truck chassis. The body houses two 350-gallon tanks. A sliding door in the rear of the body between the two pumps, gives access to four oil pumps mounted on 40-gallon tanks in which four different grades of oil are carried.

Additional facilities include an air

station and pressure gauge of hose mounted on the rear platform. Greasing equipment, automobile accessories, first aid, even fire extinguishers in case of emergency, complete the service to the motorist. While the particular unit shown is not so equipped, a larger model Gas-O-Car is even fitted with a bus type rest room accommodation for roadside convenience. The cab of the Gas-O-Car at once serves as an office for the attendant-driver, here he keeps his safe or cash register and does his necessary bookkeeping. Provided with a conventional heater for winter use, the cab office is entirely comfortable even in the most inclement weather.

The whole is mounted on a standard 1½-ton Ford chassis in this case, although any commercial car chassis may be used. Electrical energy for the operation of the two motors in the gas pumps and the air compressor motor, as well as a complete lighting system, is supplied by a 32-volt, 100-hour battery, which is charged by a special generator driven through an auxiliary transmission from the engine

shaft. The lighting and ignition system of the chassis itself is left intact and there is no connection between the two. The entire unit meets with the underwriter's specifications.

The economic justification for this type of mobile service station is at once apparent when its many advantages are considered. First is the matter of investment; the outlay for the Gas-O-Car is less than half that of the cheapest kind of permanent service station building, underground tanks, etc., and as compared with the more ornate type may be less than a quarter or a sixth.

Several types of location suggest themselves as profitable places in which to station the Gas-O-Car, as, for instance, garages, parking lots, airports, country clubs, yacht clubs, tourist camps, summer resorts, fair grounds, race tracks and stadia. In all of these except the first two the market is very irregular, when automobiles are there the owner stations his Gas-O-Car there; when they are not, he can readily move it to some other site.

Is She Hot or Not?

BY KEITH COLLINS, MODESTO A'S

Two methods to clean a radiator:

1. Chemical Bath
2. Rodding

Editor's note: If your car suffers from overheating during the hot summer months, now is the time to get that corrected before the driving season starts. This article, by Keith Collins, explains why a chemical bath may not be the answer to your over heating problems.

There are only a few things internally that will cause your Model A to overheat under normal driving conditions. The main two reasons for overheating are the engine block and the radiator. They could have restrictions from rust or other foreign material causing poor circulation of the water or coolant. Both the block and the radiator need to be clean and free from any restrictions.

I will try to clarify the servicing of the radiator. There are two methods to clean a radiator.

The first method is taking the radiator in and having it dipped in a chemical bath and then flushed. The second method is rodding the radiator and then having it bathed and flushed.

In the first method, the radiator is soaked in a chemical tank which will remove sludge that may slow down water circulation. This method will NOT remove hard deposits.

You can see, in Fig. 2, that the radiator is still clogged after a chemical bath. In fact all of the tubes were blocked causing a 100% restriction. In Fig. 3 this radiator is still about 33% restricted after a chemical bath.





When inspecting the radiator, it is very difficult to see the core (tubes) as there is a baffle in the top tank ,and this blocks your view of the core. You can see a small amount through the lower outlet, but not enough. So you are left to look for clues or symptoms. Looking at the water in the radiator, is it dirty or rusty? Does the car overheat? Or, do you know the history of the radiator?

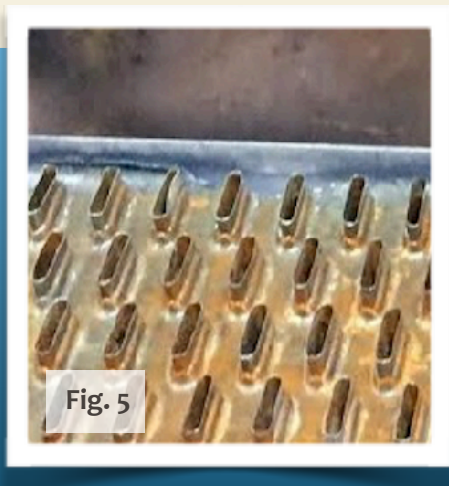
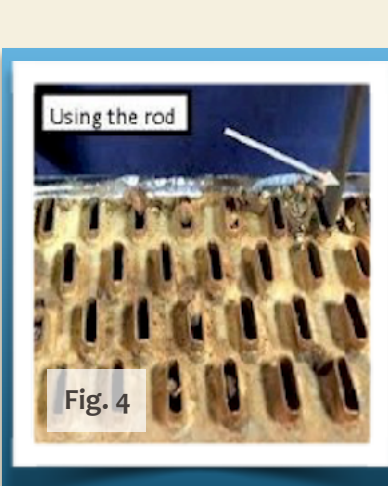
In the second method, the top and bottom tanks need to be removed to expose the core tubes (the water flows through the tubes). These tubes become clogged with hard deposits (rust or calcium are the two most common). These tubes become clogged with hard deposits over time which restricts the flow of water. This means you lose that portion of the radiator to cool the water, which leads to the ineffectiveness of the radiator altogether.

To counter-act this, special rods are pushed through each tube to dislodge the hard deposits. Once all the tubes are cleared, then the radiator is cleaned in a chemical tank and flushed to make sure all tubes are clean (Fig. 5). Once this is done, the finished core is ready to have the top and bottom reassembled (Fig. 6). The cost of rodding will be about double the cost of just having the radiator cleaned in a chemical bath. But, it is definitely worth the extra cost.

One important factor to remember is always having the radiator cleaned, and repaired if necessary, when you are installing a new engine.

Always have the radiator cleaned when installing a new engine.

Photos are courtesy of Mike Ascencio of Modesto Radiator





The Fashion Journal

EXCERPTS FROM THE *PEOPLE HISTORY.COM*



1928

Any Hour Taffeta Dress



Price: \$1.98
Description This is one of the prettiest Any Hour Dresses--a model of fine cotton vanity taffeta, navy, with fancy design. Has pleats in skirt, two pockets, roll collar and vestee. Trimmed with plain harmonizing color. Narrow tie girle. A lovely frock for little money.

Blue Chinchilla Overcoat



Price: \$35.00
Description The quality and workmanship in this dandy-looking double-breasted all-wool blue chinchilla is quickly recognized. It is a very smart-looking ulster with belted back, cuffs on sleeves, flap patch pockets and convertible storm collar. Shoulders and sleeves lined with a sturdy wearing art satin, the body fully lined with plush for extra warmth. No further proof is necessary of the value you receive in this coat.

Crepe Back Satin Dress



Price: \$11.50
Description Fashionable style and beautiful material combine to make this one of our loveliest dresses for the small woman. It is made of crepe-back satin, the satin side out, and for trimming it uses the reverse or crepe side. One long scarf-end hangs from the right shoulder. The inset yoke at the neckline and again at the waistline, the narrow cuffs, the insets in the sleeves and in the scarf, are of the reverse side of the satin. Fancy buttons trim front of bodice. Cluster of flowers on the left shoulder.

Crepe De Chine Dress



Price: \$8.95
Description A delightfully smart frock for dressy wear, made of silk crepe-de-chine. Collar and sleeves of contrasting colored georgette. Collar and skirt trimmed with pleated ribbon rouchings. Pin-tucked sleeves finished with silk cuff. Bodice pin-tucked above the waistline. Skirt-front shirred below the waistline. Sash has buckle in front and ties at back.



Editor's Note: In the next few months we will be looking at sample clothing from the Model A Era. We hope this will give you inspiration for your era wardrobe. Remember, you can

consult with Elaine Carlton about era dress and Jenn Munson is our era expert cosmetologist.

Flowered Silk Pongee Dress

Price: \$2.98

Description Attractive dress of fancy silk-finished pongee in pretty flowered pattern on black ground. Narrow bands around the neckline, at bottom of sleeves and at waistline, are of plain black. Scarf-ends of black collar are trimmed with the fancy pongee. Skirt pleated in front. Self sash at back. You won't be disappointed in the service this dress will give.



Men's Pullover Sweater

Price: \$3.98

Description Men's smart pullover sweater in a lovely shade of gray with contrasting colors. V-neck style, with plain-color trimming. Knitted from the best all-wool yarns. Warm and serviceable as well as one of the greatest favorites.



Double Breasted Brown Tweed Suit

Price: \$22.50

Description A stylish double-breasted English imported brown tweed, beautifully tailored from one of the season's newest English weaves, showing a slight herringbone with a faint stripe. Coat is fashionably cut with wide peak roll lapels. Regular style vest cut medium high. Well shaped trousers tailored regulation leg width and finished with standard pockets, belt loops and cuff bottoms.



Fancy Fur Coat

Price: \$32.50

Description Fur fabric coats, such as this one, are enjoying a lively popularity among well-dressed women everywhere. They give you much of the rich luxurious appearance and genuine warmth of real fur--for a very moderate price. This coat is of heavy fancy fur fabric in lustrous finish. The long shawl collar and deep cuffs are of mandel fur, dyed like Silver fitch. Smart flower on the collar gives a bright dash of color. Fancy silk mixture lining. Full flannelette interlining. Inside pocket and ties. You will go far before finding beautiful quality like this for such a low price.

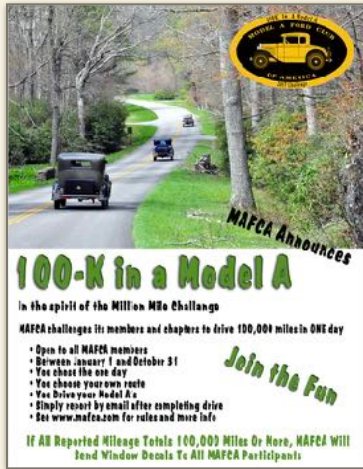




MAFCA Driving Awards

It's official. We are taking on the MAFCA Challenge!

The board of directors will select a tour which will cover the most miles and use this activity to meet the MAFCA Challenge. In case you missed last month's article, the Model A Ford Club of America issued a challenge to all of its chapters, which was to drive 100,000 miles in one day. It's not like International Model A Day, where all Model A owners are supposed to drive their cars on a specific day identified by MAFCA and



MARC. In this challenge, clubs will submit the miles driven by all the cars on a specific day of their choosing.

We are also striving to earn the Club Touring Award. With this award, we will be adding our miles up throughout the year. The goal is to have every car in the club driven an average of 800 miles.



As we mentioned last month, make sure you report your current odometer reading to Howard Eckstein. If your car does not have a functioning odometer, don't despair! We will check the mileage of each club activity, so, if you bring your car along, your miles will count!

LET'S GET OUR CARS OUT AND DRIVE!

Classified Ads



Wayne Atkinson has just a couple items for sale. He has something for everyone.

- New .060 over positions \$90
- New .060 over piston rings \$35
- New brake rods (6 pieces) \$75
- 30-31 Radiator - looks good
- 30-31 Radiator - may need cleaning and repair
- Generators - unknown condition
- Water pumps, misc. parts and complete
- 4 blade fans
- good used cylinder heads
- Tillotson carbs - unknown condition

- Zenith carbs - unknown condition
- Used Hill ring & pinion - look good
- Misc rear-end parts - housings etc.
- 30-31 steering wheels - not perfect
- 30-31 horn button & light switch rod
- 2 transmissions

You can contact Wayne in Fairview at (641) 390-0870.

Mark Layton and **Tony Jacobs** have a lot of parts for sale too. If you need something for your car, call Mark at (801) 361-7300 or Tony at (801) 796-0396. They may have what you are looking for.



Model A Ford Club of America

Established 1957

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



Model A Ford Club of America



I hope you all are making good use of your time in the parts of the country where the weather is a bit too frigid and downright snowy for touring! I would guess that you all have begun projects to finish up prior to the robins' arrival signaling the beginning of

Spring and Model A touring season.

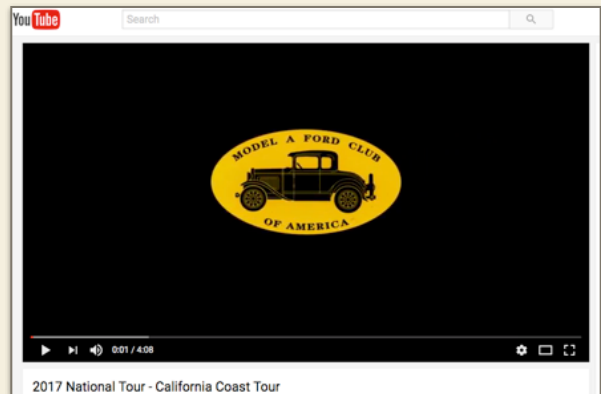
Membership renewals continue to come in to the office. But, if this slipped your mind, please call the office at 562-697-2712 or go to the website and click "Join MAFCA" to renew. For those of you looking for your MAFCA membership cards, we experienced an error with the January/February issue of The Restorer. Unfortunately, the cards were not inserted. Please look for them in the March/April issue. When you do have your membership cards in hand, you can find your membership number on the protective plastic wrap just above your name and address. Be sure to write your number on your card for future reference.

Did you know that there is now a Model A Club in a US high school? The Santa Anita A's helped the Pasadena (California) High School form a Chapter of

MAFCA. They have a wonderful video that can be found on the [MAFCA YouTube channel](#). The Pasadena Club has over 100 members! This is a great way to get young people involved with our fun hobby.

Has your Chapter talked about taking part with our newest fun mileage challenge? The challenge is to see if we, as a club can drive 100,000 miles in any one day. Your Chapter chooses the day! If you are not a member of a MAFCA Chapter, you can still participate on your own. For more information, [click here](#).

MAFCA has been using an online email service to keep folks informed of all the great happenings. Are you receiving our email blasts? If not, send an email to Garth Shreading; his address is membership@mafca.com and he will make sure you are on the list. Please know that MAFCA will never sell or distribute any of your personal information.



I hope you are talking with your touring friends about participating in the upcoming [National Tour of the California Coastline](#); it will be the last week in September. The Bakersfield Chapter has a great tour planned. Registration materials will be available in the March/April issue of The Restorer.



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