



# UTAH VALLEY

## *Model A Club*

THE MOTOMETER

Vol. 5

No. 8

August 2017

IN THIS EDITION:  
**THE 2ND GEAR JUMP PT 2**  
Fashions for the Younger Set pt 2  
Restoring Wayne Carlton's Tudor

SPOTLIGHT  
ALAN AND PAT  
JUSTESEN

ELY  
NEVADA  
TOUR

MAFCA Newsletter of Distinction 2016  
MAFCA Newsletter of Merit 2015  
MAFCA Most Improved Newsletter 2014



*Provo Freedom Festival Parade*



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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



Steel Days Car Show



# A Message from Our President

BY REID CARLSON

Dear Club Members,

As you all know, July was a busy month for parades. All of you made it possible for great representation of our club at Provo, Manti, American Fork and Mapleton. Our club definitely made an impression with thousands of people cheering for the cars and their special communicative language of ahooga (a Model A trademark).

I just want to say again how glad I am to associate with the wonderful people each of you are. I believe that the cars are what originally brought us together, but the friendship that ensued is the glue that keeps us together. Thanks again to everyone for being who you are and for all that you do. Continue to spot other "A"s or "A" lovers on the road and invite them to join with us.

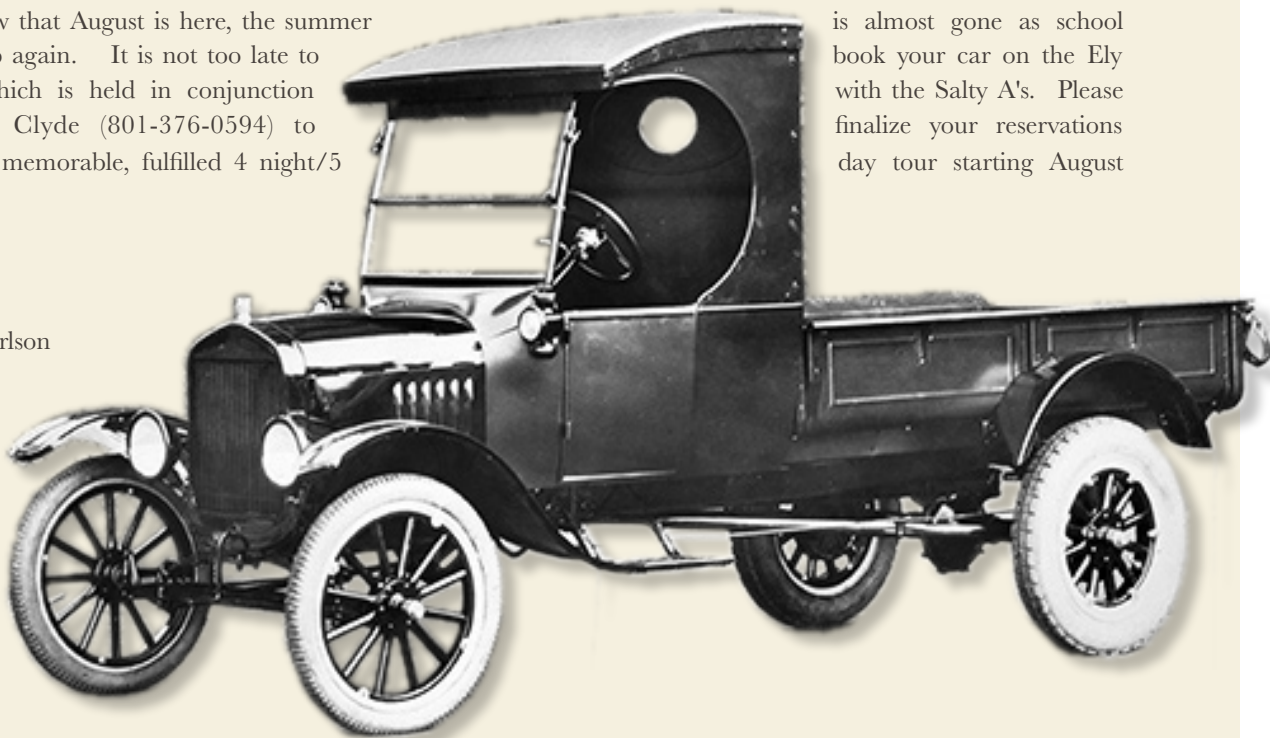
Another landmark event that occurred on July 27, 2017 was the 100<sup>th</sup> anniversary of the very first pickup truck. Some of the members of our club have some later made Model A trucks that are celebrating the event with their older brothers. One thing for sure is that Henry Ford revolutionized his industry and transportation in general, making it affordable to middle class families. I think that everyone in the club has or at one time had a pickup truck, so we should celebrate its centennial by driving around in our Model As a little more.

Now that August is here, the summer starts up again. It is not too late to Tour which is held in conjunction contact Clyde (801-376-0594) to for this memorable, fulfilled 4 night/5 30.

is almost gone as school book your car on the Ely with the Salty A's. Please finalize your reservations day tour starting August

Thanks,

Reid Carlson





# July's Monthly Meeting

### Attendance:

Wayne and Jan Atkinson, Diane and Brim Brimley, Reid and Elaine Carlson, Vern Cope, Karl Furr, Tim Isaksen, Tony Jacobs, Mark Layton, Nicholas, Greg & Robert Mack, Dick, Aniece and Jim McCulloch. Clyde Munson, Karl Pope, Fernando Salazar, Bill and Colette Thompson, Bob Todd.

### Club Business:

**President Reid Carlson** presided and conducted the meeting. He was pleased with the club's turnout at the various parades. The Provo parade had 14 cars present, while at the same time the Manti 4th parade had five cars in attendance. We had a great turnout for the Steel Days parade with 17 cars participating. JH was very appreciative of the support.

**Treasury:** Diane gave us an accounting of the monies in our coffers. We have \$2114.36 in savings and \$209.43 in checking.

**Introduction:** Dick and Aniece brought their son Jim with them to the meeting tonight. He is currently living with them at the moment. He thought it would be interesting to attend the meeting, since Model A ownership may be in his future.

**DMV Issues:** With Wayne Carlton having difficulty registering his car, Reid pointed out that Snyder's and Macs both sell "body plates" that can be stamped with the frame number of the car. It looks official and could alleviate DMV problems.

Mary, from Payson, contacted the club with a request that will net the club additional revenues. Mary's parents traveled from Texas to Utah in a Model A years ago. She would like her grandkids to get an inkling of what that was like by having club members give them a ride during their family reunion. Carlsons, Macks, Munsons and Brimleys all volunteered to help.

**Parts for Sale:** During recent travels Reid, met Kirby Martin in Henrieville. He is a Model A enthusiast who has a lot of parts for sale. He would love to talk with fellow Model A owners. Bob Todd has six brand new 19" blackball tires for sale. Mark Layton has two engines, a transmission, wheels, a rear end as well as several new parts ordered from Mac's that he didn't use.

**Bob and Janell Todd** will be leaving us again for another mission. This time they will be serving at the Tahiti Temple. They will leave in October. We wish them the best.

### 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.



Activities:

**Future Tech Talks:** Bill Thompson will give August's presentation on Model A body types. In September Bob Todd will talk about timing and points.

**July:** The Salty A's invited us to attend their BBQ on July 31st in Taylorsville at 6:30. Contact Reid for address and additional details.

**August:** 7th — Lindon Car Show. Clyde has forms, please fill one out and get it to him ASAP; 26th — Sanpete County Fair, car show (10-3) with parade following car show; 30th - Sep 3rd — Ely Tour with the Beehive and Salty A's.

- 30th: Three clubs meet in Saratoga Springs & travel to Delta through Eureka.
- 31st: Visit Lehman Caves, White Pine Public Museum, and Economy Drug.
- 1st: Renaissance Village, Farmers Market and General Store in morning, Nevada Northern Railroad steam train ride with a visit to the museum in afternoon.
- 2nd: McGill Pharmacy, Wendover Historic Airbase Museum.
- 3rd: Travel home.

**September:** Manifold Cook-off, date yet to be determined. Club will travel to Vivian Park where JH Hadfield has a cabin. Progressive Dinner will probably be shelved until next year.

**October:** 28th — Murder Mystery at American Fork Senior Center; upstairs this time.

TechTalk:

**Lubricating the Model A** was the topic of Nicholas' TechTalk this month. He spoke first-hand about his experience locating and lubricating the 28 different locations that needed attention only to realize that his car is missing some fittings. He found this out by using Les Andrew's book. He highly recommends that every Model A owner get a copy. They can be purchased through MAFCA as well as parts suppliers. Don't buy from Amazon, they are more expensive.

A motor oil discussion ensued. Clyde uses 10-30 motor oil. He prefers the multi-weight oil because it helps protect the engine on cold starts. Bob Todd talked with Jim Cannon (MAFCA technical director) who recommended Rotella T3 30 weight oil because babbitt bearings benefit from the Zinc additive.

Refreshments were provided by Thompsons. Thank you!

## 2017 Calendar of Events

### August

- 3rd — Club fundraiser in Payson; contact Reid for info.
- 7th — 4 to 9 p.m. Lindon Car Show, Lindon City Park, 200 N State Street. Early registrations receive free t-shirt
- 24th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, Model A body styles by Bill Thompson
- 26th — Sanpete County Fair, car show 10-3 followed by parade
- 30th-Sep 3rd — Ely, Nevada Tour, ride the Nevada Northern Railway with Salty A's.

### September

- 4th — Onions Days Car Show, 12-5 p.m., Payson, <http://shoutout.wix.com/so/dLnVpmnb?cid=7e941c22-6278-47f9-ae40-bbd5793d157c#/main>
- 15th — MAFCA Board Meeting, Hickory Corners, MI
- 16th — Model A Ford Day at the Gilmore Car Museum sponsored by Model A Ford Foundation, 9:00 a.m.
- 21st — Club Meeting, 7:00 p.m. Larry H Miller Ford, TechTalk, Timing & Setting Point, Bob Todd
- 24-29th — MAFCA National Tour, traveling Pacific Coast Highway, visit Half Moon Bay, Big Sur, Golden Gate Bridge, Monterey Bay, Carmel and San Francisco, <http://www.mafca.com/events/2017%20Nat%20Tour%20Info.pdf> has more info.
- International Model A Day/Vintage Iron Chef, TBA

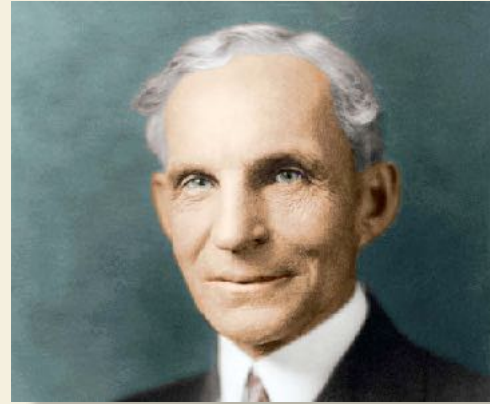
### October

- 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
- 28th — Murder Mystery, Senior Center, American Fork
- 28-29th — Cedar City Heritage Festival, parade, arts and crafts, concerts, vendor booths and food

### November

- 14th — Club Meeting, 7:00 p.m. Larry H Miller Ford
- 29th - Dec 3rd — Annual MAFCA Awards Banquet, Oklahoma City, Oklahoma. Information available at: <http://www.soonermodela.org/mafcaawardsbanquet.htm>

## *The Wisdom of Henry Ford*



*You will find men who want to be carried on the shoulders of others, who think that the world owes them a living. They don't seem to see that we must all lift together and pull together.*



**Alan Justesen — August 17th**  
**Lloyd Barker — August 19th**  
**Robert Mack — August 22nd**



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Howard Eckstein** and **Wayne Carlton** have almost completed the restoration of Wayne's Tudor. The same can't be said for Wayne however. His health has been failing and the doctors don't know what is causing it. See the article about Carlton's restoration on page 14.

**Howard** had a stark realization, *"I'm beginning to think I'm bad luck. First Ross Davis, then Cliff and JH, now Wayne have all taken hits to their health since I've worked on their cars. I feel it's a race to get them done so they can enjoy them a little before their health deteriorates more."*

In order to eliminate any possible complications, **Joe Fazio's** knee replacement was postponed pending testing. With the return of the test results Joe went under the knife and is on the mend. By the time you read this he will be home recuperating.

**Bob and Janell Todd** don't seem to like Utah anymore. They are leaving AGAIN! This time they will serve at the Tahiti temple. They leave October 17th. We wish them well in their new adventure.

A note from **Wayne and Jan Atkinson**, *"Just returned from a month of old car tours. Had a great time. We started out at the Omaha Model A Regional where they had 107 Model A's. We seemed to draw a lot of attention at the meet, being the only Model T. The big surprise was that we were voted 2nd place in the pickup class. There were about 10 pickups."*

**Wayne Carlton** is living proof that the DMV can cause headaches. Even though his engine and frame numbers match, because his title doesn't match the car, they won't let him register it without using a distressed title (with five years of title insurance).





# Member Spotlight

ALAN AND PAT JUSTESEN

I was 13 years old in 1953 when I learned to drive in a 1928 Dodge Brothers sedan. The old Dodge had been sitting in an apple orchard for years when my buddy talked his parents into letting him have it. With his uncle's help, we pumped up the tires, put in a battery, did a little tuning, started it up and drove it home. This caused quite a stir with his mother and grandmother. I have been interested in old cars ever since. I have owned a 1941 Chevrolet coupe, 1949 Chevrolet pickup, and a 1956 Chevrolet sedan.

In February of 2015 I bought a 1928 Model A Ford coupe in Midvale that was advertised on KSL.com. I had been trying to buy a 1930 Model A coupe from a woman here in Manti, but her son wouldn't hear of it. So, when this car became available, I jumped at the chance and paid at least a \$1,000 too much. When an 80 year-old former stake president and former owner of an automobile dealership says a car runs good, don't believe it. I bought it without being able to drive it. We had to run it with jumper cables since the battery was no good and in backwards and as soon as we disconnected the jumper cables it quit. The engine sounded OK, so I believed the seller and became the owner. Had the car been driven, it would have been immediately apparent that 2<sup>nd</sup> gear had a missing tooth.



Lesson learned; don't be too anxious and too trusting to buy a car. Opportunities will come to the patient.

I think part of the enjoyment of this old car hobby is working on the car. I have done plenty of that. If I would provide documentation, I should be eligible for several Golden Wrench Awards. Some of the things I have done, replaced or repaired: cluster shaft, transmission bearings, clutch, kingpins, brake rods, radiator, starter drive, oil pump, carburetor, distributor, steering gear, and engine rebuild. I'm thankful that Bill Thompson has been a mentor and parts source on many of these projects. Howard, Clyde, Joe and Karl have provided valuable assistance also.



Pat and I have been married for 52 years, we have five children, 13 grandchildren and one great-grandchild. We met in Ireland where we were both missionaries. Pat is from South Carolina. I grew up in Ogden and graduated from BYU with mechanical engineering and MBA degrees. We lived in Eldorado, Arkansas; Houston, Texas; and Gillette, Wyoming before retiring to Manti. I worked in oil refining, petroleum pipelines, logistics, and coal mining. Since moving to Manti Pat and I have worked in the Manti Temple where I currently serve as an assistant recorder. I also served for three terms on the Manti City Council.

We enjoy our association with the club and wish we were closer so that we could participate more.





# Everyone Likes A Parade

BY ROBERT MACK

Typically when you think of July, you think of fireworks, picnics, family reunions, hotdogs and apple pie. Members of the Utah Valley Model A Club think of parades! This year was true to form. We, through the efforts of Bob Todd, were invited to participate in the granddaddy of them all, the Provo Freedom Festival 4th of July parade, followed by the Steel Days cruise night and parade, culminating with the Mapleton City Pioneer Day parade. That filled three weekends in a row, and boy, did we have fun. In spite of the heat we had a good turnout at each event. The 4th of July parade had 14 cars present. The Steel Days cruise night had nine cars, and the Grande Parade boasted 17 cars in attendance. Fourteen Model A's chauffeured veterans in the Pioneer Day parade.

That's not to say we didn't enjoy other activities as well. After each activity we did what we do best — Eat. It is a duty we all take very seriously and we rose to the challenge at our summer BBQ hosted by President Reid and First Lady Elaine at their home following the Pioneer Day parade. Many thanks go out to them for their willingness to open their home to us. We also want to thank all of those who participated in the various events. A good time was had by all and the pictures below prove it.

*Photographers: Roger Davis, Howard Eckstein, Greg & Robert Mack*

4th of July

Cruise Night

Steel Days

Pioneer Day





# That Second Gear Jump - part 2

BY HOWARD ECKSTEIN

To figure the cluster speed, we divide the number of teeth on the driven gear by the number of teeth on the drive.

**Driven ÷ Drive = Gear Ratio**

$$31 \div 16 = 1.9375$$

**Engine RPM ÷ Gear Ratio = Cluster RPM**

$$1000 \div 1.9375 = 516 \text{ RPM}$$

For **First Gear**, the drive speed is **516 RPM** which is the speed of the cluster gear when the engine is turning at 1000 RPM. The drive gear in this case is the cluster with 18 teeth and the driven gear is the first & reverse slider on the output shaft with 29 teeth.

**Driven ÷ Drive = Gear Ratio**

$$29 \div 18 = 1.611$$

**Cluster RPM ÷ Gear Ratio = Output RPM**

$$516 \div 1.611 = 320 \text{ RPM}$$

**Engine RPM ÷ Output RPM = Final Gear Ratio**

$$1000 \div 320 = 3.125$$

**First Gear Ratio is 3.125:1**

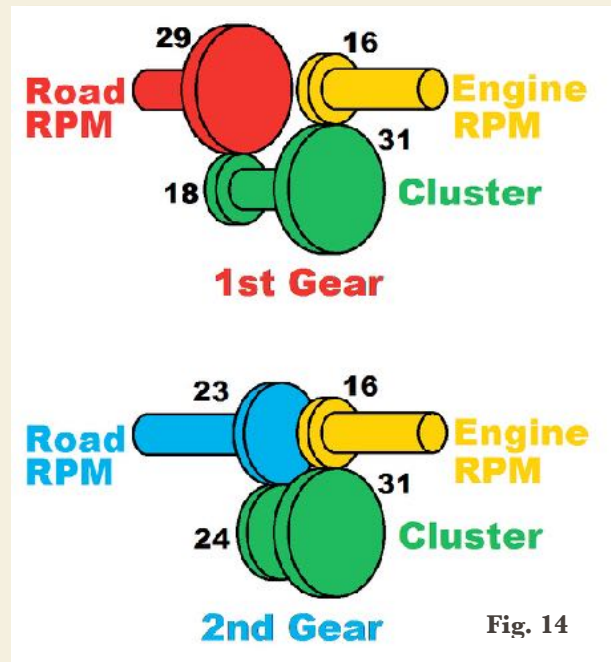
This means the engine has to turn 3.125 times for each revolution of the output shaft in First gear. Now let's calculate the ratio for **Second Gear**. The cluster gear is still turning at the constant speed of **516 RPM** in this example. The drive gear is the cluster with 24 teeth and the driven gear is the second & high slider on the output shaft with 23 teeth.

**Driven ÷ Drive = Gear Ratio**

$$23 \div 24 = .958$$

**Cluster RPM ÷ Gear Ratio = Output RPM**

$$516 \div .958 = 538 \text{ RPM}$$



**Engine RPM ÷ Output RPM = Final Gear Ratio**

$$1000 \div 538 = 1.85$$

**Second Gear Ratio is 1.85:1**

Having figured out the gear ratios for First and Second gears, now we can explore why double-clutching is helpful.

Suppose the road speed of your car is 10 MPH and you intend to upshift from first to second gear. At 10 MPH in First gear the engine flywheel is whirling around at 2000 RPM and the cluster gear is spinning at 1241 RPM.

**Engine RPM ÷ First Gear Ratio = Output Shaft RPM**

$$2000 \div 3.12 = 641 \text{ RPM}$$

**Engine RPM ÷ Cluster Gear Ratio = Cluster RPM**

$$2000 \div 1.611 = 1241 \text{ RPM}$$



When shifting to Second at 10 MPH, the output speed of the transmission must continue to be 641 RPM because the output shaft is connected at all times to the rear wheels.

**Output Shaft RPM x Second Gear Ratio = Engine RPM**  
**641 x 1.85 = 1185 Engine RPM**  
**Engine RPM ÷ Cluster Gear Ratio = Cluster RPM**  
**1185 ÷ 1.611 = 735 RPM**

For Second gear, the engine speed at 10 MPH will be around 1185 RPM. The cluster gear will then spin at 735 RPM. *A noiseless shift occurs when the cluster gear is turning at the speed it would normally turn when the new gear is in mesh.* Thus the cluster gear has to rapidly slow down to 735 RPM from first gear's 1241 RPM in anticipation of the speed that's correct for second gear at 10 MPH.

There are two ways to slow down the cluster gear. One is to be patient and wait while in neutral before shifting to second. The other is to double-clutch which grabs the clutch disc while in neutral and slows the input shaft and with it the cluster gear as the engine idles down. With some practice, the driver can release the clutch when the engine is near idle and quietly shift to second gear.

The converse applies when downshifting to Second from high gear. The cluster gear has to be sped up to anticipate the speed it will be when the down-speed gear is meshed.

**Shaft alignment has to be correct**

With the transmission properly assembled with correct tolerances and good looking gears, we turn our attention to proper alignment. If the input and output

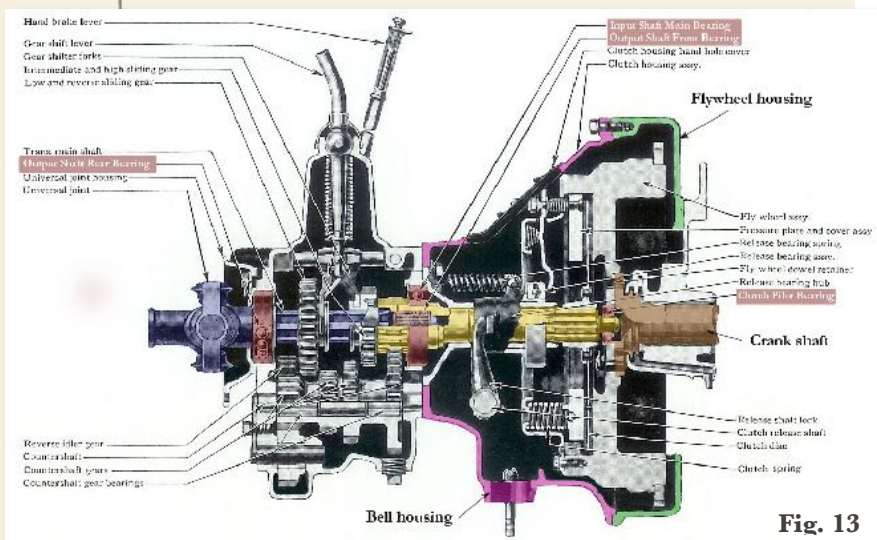


Fig. 13

shafts are not in alignment with each other and with the crank shaft, the slider gears can be worked out of mesh.

The four bearings that support and align the input and output shafts are shown in red in Fig 13. Wear in any of these bearings will cause misalignment.

One bearing in particular that often causes trouble is the small clutch pilot bearing mounted in the flywheel. This bearing supports and centers the end of the input shaft where it carries the clutch disc. Wear in the end of the shaft where it fits into this bearing or in the bearing itself will cause misalignment of the input shaft.



### Transmission to engine alignment

For the transmission to be properly aligned with the crankshaft, it is important that the mating surface of the flywheel housing is on the same plane as the crank shaft flange. If not in proper alignment, the input shaft will be at a slight angle to the pilot bearing which in turn would put stress in the main input bearing in the case and cause a misalignment of the output shaft to the input shaft and cluster gear. The way to check this planarity is to use a dial indicator as shown in **Fig 15** and **Fig 16**.

In **Fig 15** the crankshaft flange is checked for run out while being turned with the hand crank. More than .003" run out is a problem. This also gives an opportunity to check end play in the crankshaft thrust bearing which is specified to be between .004" and .007".

Once it is determined that the crankshaft flange is OK, then the dial indicator is anchored to the flange and the entire mounting surface of the flywheel housing is checked for planarity. The tolerance for this measurement is not more than .010" overall. Watch the dial indicator as the crank is turned slowly by hand. See **Fig 16**.

To true the alignment, shims can be placed between the engine block and the two ears at the top of the flywheel housing. This can only correct small discrepancies top to bottom.

### Flywheel housing condition can't be overlooked

Flywheel housings should be inspected for cracks. In Wayne's car, a previous owner welded a crack in the housing which can be seen in **Fig 17**. This weld caused the casting to warp beyond the limits allowed;



Fig. 15



Fig. 16

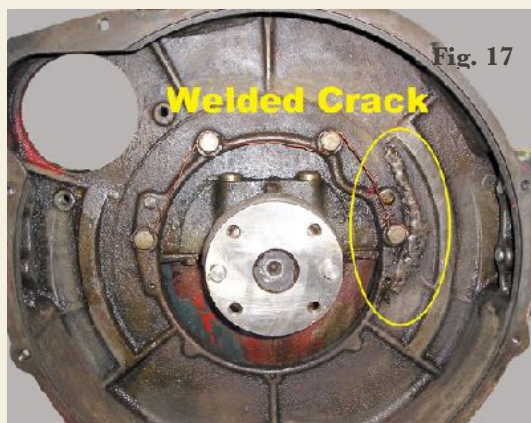


Fig. 17



so a new flywheel housing was obtained from a catalog house.

Often it is necessary to steam clean or sandblast the housing in order to see possible hairline cracks that are

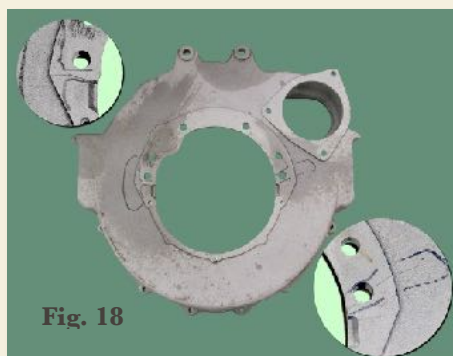


Fig. 18

usually found near one or more holes where the housing mounts to the engine block. This makes it hard to wisely buy a used casting through the internet outlets

or to evaluate a dirty one at a swap meet. **Fig 18** shows the cracks we're talking about.

These cracks were likely caused by driving too fast over severe road hazards. The front axle wishbone is anchored to the bottom of the bell housing which in turn is bolted to the flywheel housing. The top of the flywheel housing is bolted to the engine block which supplies a solid foundation, but the bottom half of the casting is not well supported.

Ford discovered this problem and made changes in the castings to ameliorate it. **Fig 19** shows a later version on the right next to the earlier style flywheel

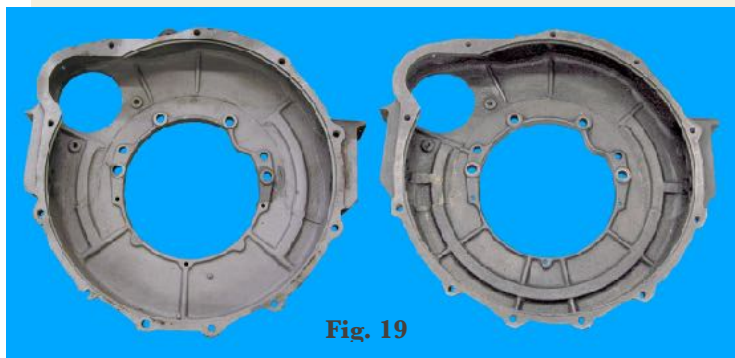


Fig. 19

housing on the left. You will notice the addition of the reinforcing ribs around the inside of the housing in the picture on the right. The reproduction flywheel housings sold today resemble the reinforced style shown here.

**What to do?**

So you've been fighting second gear jump and now you're overwhelmed by this article. Tolerating the problem leads to storing the car and not enjoying it when you do take it out. Start with the easy stuff first.

Drain the transmission and remove the tower. Inspect the condition of the gears and shifting gates using the illustrations above as a guide. If the gears are tapered or pitted, plan on replacing them. This means removing the gear box.

It's easier to leave the tower off and remove the engine and transmission together as a unit than to pull the rear axle and try to get it out from the rear. If you find it necessary to replace a defective flywheel housing, the engine has to be removed anyway.

While apart, plan on replacing that tired old clutch that likely has uneven spring pressure which leads to chattering. Change the throw out bearing too. It's a good idea to have the flywheel resurfaced. If you replace the flywheel housing, use proper safety wire tying techniques. Don't follow the bad example shown in **Fig 17**.

Opening a Model A transmission can be a voyage of discovery. Fortunately new parts are being made. Plan on replacing the bearings; that may be all that is needed. Once you have fixed any problems in the transmission and corrected possible flywheel housing alignment issues, and verified that the shifting forks in the tower are up to snuff, you'll have confidence that your second gear jump is a thing of the past.



# Restoring Wayne Carlton's Tudor

BY HOWARD ECKSTEIN

Over the past six months, Wayne Carlton and Howard Eckstein have been working together on Wayne's 1929 Tudor. It started out as a body and paint project. When painted, the body was to be mounted on the chassis and final assembly completed. Such were the best laid plans of these men. Mice couldn't have planned it any better. As the project moved along, hundreds of things were discovered that had to be addressed.

Wayne acquired the car in the 1970s and drove it once up and down the street before parking it in his garage for 40+ years. Wayne had taken a body shop class at UVU some years ago and had the fenders and doors worked to satisfactory condition and set aside for the restoration.

The bottom of the body was rotted out from front to back. Using a welder, Wayne installed new sections of sub rail, fender patches, cowl and bottom patches behind the doors. The toe board supports also were replaced as well as the cross piece between the front and rear floorboards. This was the condition when Howard came on the project.





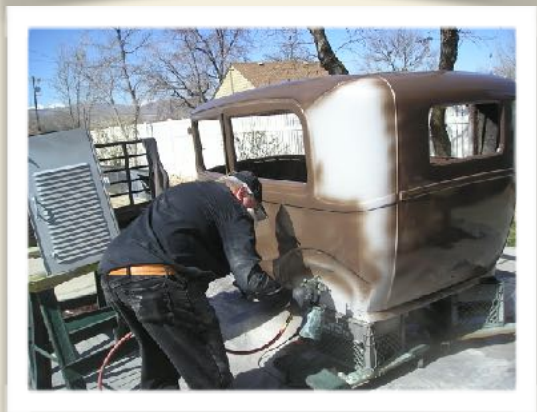
A lot of welding, grinding and body putty went into the work. The wood in the top of the body was suffering from dry rot and would not support nailing a new roof onto the car. The old roof had been removed and only the chicken wire and batting remained. It was determined that the top wood would all be replaced. This is an expensive proposition if ordering it in from the catalog houses. Fortunately Wayne has a wood shop and the skill needed to re-wood his car.



Next we hung the doors to be sure they fit OK with the new sub rails installed. They lined up pretty good. Due to the replaced sheet metal base frame parts, the bolt holes for the frame were lost. This meant we had to measure the places on the frame where the bolt holes are and then transfer those to the body and drill out the holes. We took the body and frame to JH Hadfield's barn to use the hoist to set the body on the frame to be sure the bolt holes all lined up. Once satisfied that the body would set properly on the frame, the



car was brought back to Wayne's for primer and paint. There were four color combinations for his car in 1929. Of those, the Carltons chose Rose Beige with Seal Brown top; the same colors on Tony Jacob's 1929 Phaeton.







One thing that went awry was the use of the wrong masking paper for polyurethane paint. As a result, the solvents from the second coat leached through the paper and reactivated the main color coat behind the paper where it touched the body. This area had to be sanded and repainted.



When the weather became too cold to paint, we turned our attention to the chassis. It was noticed that the steering wheel had a lot of play in it. The good news is that this car was built just after the two-tooth steering gear was introduced in production. We ordered the parts and rebuilt it. While we were at it, we pulled the hubs to inspect the brakes. They were badly worn and needed rebuilding. The drums were sent off to California for replacement and new shoes were ordered. While they were off, the ball ends of the steering knuckles were replaced with rebuilt units.



When installing the lighting harness, we came to the point where the brake light switch was to be bolted to the top of the transmission. One of the screw holes in the transmission case was broken out. JH Hadfield gave Wayne a used transmission from which we used the case and one of the roller bearings when rebuilding the gearbox. This gave us a chance to check the flywheel housing and crankshaft for planarity. We discovered that the housing was warped beyond acceptable limits and a new one was ordered and installed. The flywheel was sent out for resurfacing and a new clutch was ordered.

After all that, the chassis was reassembled and a false bulkhead made so we could test-run the engine to be sure it was OK. As the weather warmed up we painted the black on the fenders and started buffing out the paint. Finally it was time to install the running boards and aprons and attach the body to the frame. This time the painted body and rebuilt chassis were rolled over to JH's barn for careful assembly.



The rest of the project progressed as fine assembly details were attended to, such as the engine to dash electrical parts, windshield, hood, radiator, headlights and fenders.





Just before installing the hood, Wayne chose to have a high compression cylinder head installed. When everything was assembled except for the top and upholstery, Wayne's family came over to take turns driving the car.





# The Fashion Journal

## FUN FASHIONS FOR THE YOUNGER SET — PART 2

Courtesy of The Model A Club of America, by Pegge Blinco



Cords are still popular with the fellas, big and small. The boys in the above picture are wearing everything from dressier looking wool pants to cords and knickers...[no jeans, how wonderful!] I have found that Old Navy carries cords in brown, tan and navy in sizes 8-10-12. Oxfords and 'tennis shoes' are still available today.

Teenager boys appear very dapper in a plus four outfit with two-toned shoes and a business suit - also with two-toned wingtips. The boys begin to dress more in the styles of their fathers.





....an update for the ladies for Fun Fashion shoes....

J.C. Penney: The 9-2-5 collection with a comfortable 2" heel

**H. TIA**  
 T-strap with overlay detail. Synthetic upper, lining and sole. Adjustable buckle. Cushioned insole. 2" covered heel. China. The 9-2-5 Collection\*. M(B-med.) 6-10, 11\* W(D-wide) 7-10, 11\* VF 024-5936 was \$40 **sale 24.99**

H  
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Tia

brown plum black taupe navy

Mervyns: Brand: Hillard & Hanson

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G



# Ely Nevada Tour — August 30th - September 3rd

BY ROBERT MACK

If you like mining, trains, antiques, and Model A era buildings, Clyde has planned a trip just for you! The loop through Delta, Ely and Wendover promises to be great fun with a lot to see. It is a combined trip with Utah Valley Model A Club, Beehive A's and Salty A's. There will be a trouble trailer.

- 30th: 10:30 a.m. meet in Saratoga Springs & travel to Delta through Eureka. We will stop in Eureka for lunch. Delta will be our overnight stop.
- 31st: stops will be made at Lehman Caves NM, White Pine Public Museum, and Economy Drug. We will spend the night at the Hotel Nevada built in 1929.
- 1st: will be packed with visits to the Renaissance Village, Farmers Market and General Store in morning,. In the afternoon we will ride the Nevada Northern Railroad steam train ride with a visit to the museum. The Hotel Nevada will be our lodgings again.
- 2nd: we will travel to Gill to see the drug store and continue on to Wendover to tour the historic air base.
- 3rd: our return trip home.



## Classified Ads



**Wayne Atkinson** has something for everyone.

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

**Bob Todd** has six new blackwall 19" tires for sell. He can be reached at: (801) 373-3084.

### **Wanted!**

**Cliff Godfrey** is looking for two 21" tires in good condition. He can be reached at: (385) 210-5373 cell.

**Tony Jacobs** is looking for a horn. It doesn't matter if it is working or not.



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



It is officially summer and I hope you have been out driving in your Model A. There isn't much quite as nice as taking your Model A out for an ice cream run on a pleasant summer evening. Whether you go alone or with your favorite Model A friends, you are sure to have an instant car show wherever you drive your A. I never tire of the same inevitable questions, "How fast will it go?, Where is the car show?, and Aren't you afraid something will happen to it when you drive it?" Well, we all know that the Model A will go much faster than you really want to go downhill; we just make sure our brakes are adjusted properly, and generally the answer to the next question is, "We are out for a nice drive, no car show." But, being afraid to drive my Model A's because something might happen has never crossed my mind. I drive my Model A's because it gives me pleasure and I love to see the smiles the little cars just naturally cause to passersby.

I hope you have ordered your new Coupe book. It is a must for all Coupe owners and the serious Model A library collection. The book contains every article ever printed in *The Restorer* and a few that weren't. And don't forget to order our new Coupe shirt. Call the office @ 562-697-2712, the ladies will be happy to help you out with purchasing your new book and shirt. There is a discount if you order both, together.

I hope you have sent in your registration for the 2017 National Tour. Time is getting short and you aren't going to want to miss out on all the fun. See the Home Page of the MAFCA website for links to the forms and in-depth information. Big plans are in the works for the 2018 Convention in Reno. Please consider going to this meeting. There will be great fun things to

do and of course fabulous food! How can you have a meeting of Model A lovers without food?

Your Board of Directors will next be meeting in September. We are all looking forward to our visit to the Model A Museum, located within The Gilmore Car Museum complex in Hickory Corners, Michigan. On Friday, September 15th, the Board will meet in the Board Room of The Gilmore, beginning at 8:00 am. Then, on Saturday, the 16th, your Board of Directors will be out and about during Model A Day at the Museum festivities. Is there a better way to celebrate the Model A on International Model A Day, than at our museum? We hope to see you there!

### The Coupe Book

1928 to 1931



Model A Ford Club of America

This is a superior compilation of all of the articles ever published in *The Restorer* on Model A Coupes, plus some written by Les Andrews and never before published, until now! The book has a terrific introduction written by Alex Janke, which includes all of the data sheets with the original fabric, paint, and stripe combinations available on the various Coupes.



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