



UTAH VALLEY

- Model A Club -

THE MOTOR METER

Vol. 6

No. 10

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IN THIS EDITION:
 VINTAGE MODEL A TOUR
 SHOCK ABSORBER MAINTENANCE
 SHOE ORNAMENTATION PART 2
 BODY TO FRAME WELTING

2017 MAFCA Newsletter of Excellence
 2016 MAFCA Newsletter of Distinction
 2015 MAFCA Newsletter of Merit



IMAD/Vintage Iron Chef

Photographer, Clyde Munson

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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 Ford 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.

2018 Club Officers

CLUB OFFICERS

Board Chairman	Reid Carlson	rcarlson1964@yahoo.com
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Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

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Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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President's Message

BY CLYDE MUNSON



For this month's message I decided that I would do something different. I will not try to relay a funny story that was completely made up or try to impress you with my eloquence. With it being

October, I think it's a good time to tell a scary story. The story won't be filled with ghosts or goblins or witches that ride brooms, but will be frightening nonetheless.

Last summer our club, along with members of the Salty A's and the Beehive A's took a tour to Ely, Nevada where, along the way, I was involved in a minor accident. A motorcycle put a deep dent in my front fender. At the time I thought nothing of it and figured I would repair the fender and move on. I was already planning on replacing a sagging front spring and since I was going to pull the front end out from under the car, I would refresh and repair anything that was in need of attention. The fender would be an additional repair that I would need to make.

I ordered the new spring and the parts that I felt would likely be necessary and waited for a couple warm days to pull the front end out from underneath my coupe. When the day came to start work, I climbed under the car and began loosening bolts. When I got to the Pitman arm, I saw that it was nearly cracked in half. I had to catch my breath for a moment as I realized that it was probably damaged in the accident and I had driven several hundred miles with the Pitman arm in that condition. It wouldn't have taken many more miles for it to crack all the way through and for my car to go careening off into a ditch. Depending on the speed that I was traveling, I could've been seriously injured or killed. The fender became a very minor issue compared to the possibility of my demise. It may have been luck or the intervention of a benevolent deity that had

prompted me to work on the front end or I might not have seen this situation.

So, with our year of activities drawing to a close, and a few warm days left, it is my recommendation that you crawl underneath your car, give it a good once over, and look for any loose or missing bolts. Look for anything broken or damaged. Adjust your brakes and possibly your clutch. Look for loose or worn wires. If you see anything that needs to be fixed or repaired, you can order the parts and then in the spring do the work and be ready for another fun and exciting year enjoying your Model A.

End of Summer Party

Another summer has come and gone. So, we are going to send it off with a farewell party. We'll start with the BYU Homecoming Parade. Howard Eckstein told us that they have pleaded with us to participate, so your help is greatly needed.

We'll meet at the Marriott Center north parking lot on the east side on October 13th, Saturday. The parade starts at 10:00 a.m. so we should be there by 9:00 a.m.

Following the parade, we will caravan over to Chao's Asian Market (329 N State St, Orem) for a potluck lunch. Ernie will be providing the Teriyaki Beef and club members will provide salads and desserts. If you aren't participating in the parade, please join us at the pot luck. We always have a good time at Ernie's!

Remember to bring either a salad or a dessert. See you there.



2018 Calendar of Events

October

- 13th — BYU Homecoming Parade, 9:00 a.m., Progressive Dinner to follow afterward
- 13th — CANCELED Utah Valley Old Car Club's Fall Color Tour
- 18th — Club Meeting, 7:00 p.m. Larry H Miller

November

- 3rd — 6:00 p.m. Game Show Night (formerly our Murder Mystery); Provo Towne Centre Mall in the "Reserve," west side of mall
- 15th — Club Meeting, 7:00 p.m. Larry H Miller
- 27th - December 1st — MAFCA Awards Banquet, Tucson, AZ

December

- No regular club meeting this month
- 8th — Annual Christmas Dinner

2019 Calendar of Events

October

• 7th -11th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. We will tour 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=youtube>




Q: WHAT DO YOU CALL A WITCH WHO DRIVES REALLY BADLY? A: A ROAD HAG!

AUTOMOTIVE HISTORY IN THE MAKING

1st 1908 Model T Ford goes on sale,
 2nd 1959 Chevy debuts Corvair
 4th 1983 Land speed record of 633 MPH set
 6th 1955 Lincoln Continental MKII introduced at Paris Auto Show
 6th 1966 Cadillac debuts Eldorado
 8th 1959 Ford debuts Falcon
 12th 1950 Society of Motion Picture Directors hails 1951 Packard as "the most beautiful car of the year."
 15th 1924 Lee laocca born, Allentown, PA
 16th 1958 El Camino debuts
 17th 1994 Round-trip taxi ride from London to Capetown ends in London; \$65,000 fare
 21st 1927 First Model A Ford built
 25th 1931 George Washington Bridge opens to traffic

Courtesy of Geena & Roger Davis



OCTOBER BIRTHDAYS

Connie Pope — 5th
 Tony Jacobs — 22nd
 Bob Anderson - 26th
 Roger Davis - 29th



September's Monthly Meeting

Attendance:

Lavor Cardon, Reid and Elaine Carlson, Roger Davis, Howard and Gemma Eckstein, Karl Furr, Greg, Nicholas, and Robert Mack, Amber Morrell, Clyde Munson, Karl Pope, and Bill and Colette Thompson.

Club Business:

Clyde Munson opened the meeting and minutes were approved.

New Member:

A big welcome goes out to Harley Jacobs! He is our newest member. He lives in Highland with his wife Loretta. He is restoring a 1928 pickup. He was made aware of the club by his friend and club member Tony Jacobs. Welcome Harley and Loretta.

Financial Report:

Diane nor Brim Brimley were present, due to medical reasons, so Greg Mack reported our financial status. We have \$265.52 in checking and \$2,404.82 in savings.

News and Updates:

Brim and Diane Brimley have been in the hospital due to chest pains. Tests were run and Brim has been sent home. Diane has been monitoring vitals. Howard offered to sell his easy chair and go exercising with them.

Howard was invited to join the MAFCA Restorers Class committee to which he eagerly accepted.

This issue of *The Restorer* is filled with mention of our club members. You can find us in pictures sitting in the audience of seminars, during fashion judging, with judged cars, in the chapter chatter, hidden behind show cars, and mentioned in the restorers class and fashion articles. Editor's note: see *Out and About* on page eight for details.

Correspondence:

We received a letter from Dave Libby who is running for the MAFCA board of Directors.

Kay Lee, MAFCA Board Secretary sent us a thank you card thanking us for the pendant that the club gave her at the convention.



Awards:

Clyde Munson has received his 10,000 mile award, Nicholas Mack is coming up on his 2,500 award. Clyde also earned his 13+ award for 2017.

Past Activities:

Eureka Parade

We had a good turnout, with four cars from the Salty A's attending and six cars from our club (seven if you count Rich Townsend who is a member of both clubs). We were in the presence of fame such as Doug Wright and Horney Mike. We visited the Eureka Motorcycle museum, it had some really cool bikes. It was a fun parade and people were really excited to see us there. Many expressed their gratitude to us for coming. Many stated that they always hope for more or new entries in their parade. If the parade is not reason enough, the drive out there makes it worthwhile. Nothing beats the open road!

Manifold Cook Off

The cook off was rerouted to a different location due to the wildfire smoke. As Clyde put it, our new location let us taste the smoke verses chewing it, which would have happened at our previous location. We still met in Springville but then headed north to a park in Lindon. We also stopped by the new Provo High School to check it out as well as tend to our meals. Nicholas is the first club member to have cooked "road kill." His meal was ejected from his manifold and Richard Tucker had to save it from being run over. Gemma cooked Kaldereta which captured first place. Pat did roast with stew sauce and vegetables that earned him second. Greg did a type of Hawaiian haystacks and took third. We lost Roger during our drive as he was short on time and had to return home. He was able to share his meal with Geena when he got home. But we were able to pick up Tony and Jan Jacobs on the way.

Up Coming Activities:

September 29th: Sanpete Fall Colors Tour – meet at the museum in Fairview at 10:00am, leave at 10:30 to head up fairview canyon. We will stop for a few minutes at the top then return to Lions park in Fairview for lunch. It will be a 25 mile round trip. Fairview canyon is fairly steep so make sure your brakes are in good working order. Text Wayne to let him know if you are planning on attending. Meet at Spanish Fork Shopko at 8:00 a.m.. We will leave soon after traveling through Nephi canyon unless Highway 6 is back open.



October 6th: Progressive Dinner – DATE CHANGED DUE TO CONFERENCE. It has been changed to coincide with the BYU Homecoming Parade on October 13th.

October 13th: BYU Homecoming Parade — meet at the Marriott Center east parking lot at 9:00am. The parade will end by the Brick Oven. We will do a sort of progressive dinner after, meet at Chao's Asian Market following the parade. The club will cover the entree, but we need a head count. Please let Howard know if you plan to attend.

October 25th: Sanpete County Fair Car Show – a dash plaque, t-shirt, special judging classes (even a class just for Model A's) will be provided. There will be other festivities as part of the Sanpete County Fair.

October 26th - 27th Cedar City Livestock and Heritage Festival — features a prewar car show, original, no hot rods, parade, tractor pull, craft and food booths and more. At the end of the parade they herd 1,000 sheep down Main Street to their winter grazing range. A fun-filled weekend.

November 3rd: Mocktail Party — will be held at the Provo Towne Centre Mall's banquet room, *The Reserve*. We will be doing a gameshow contest at 6:00pm. Era attire highly recommended but not required. Last year's popular photo booth will return again this year.

December 8th: Annual Christmas Banquet — more information to follow as time draws closer. Keep the date open.

Tech Talk:

Howard gave the presentation on spark plugs that he is giving for MAFCA's National Awards Banquet. It is a wide-reaching summary and details what is needed for the spark plugs to operate at their maximum efficiency. Because the topic is so broad, he ran out of time. He will continue the presentation in October.

Refreshments:

Clyde Munson provided a smorgasbord of cookies for tonight's refreshments. Thanks Clyde!

Robert Mack will bring refreshments next month.

Figure 4

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

It was fun reading through the Sept/Oct issue of *The Restorer*. That was because I kept finding our club member's names in various articles. Here's what I found:

Roger and Geena Davis were awarded third place in the Fine Point Judging, Touring Class. They had their picture in the magazine.

Gemma was highlighted twice. Once in the Fashion Judging article; she won 1st place in the era reproduction category. Then she was mentioned in the Era Fashion Committee Update, "One of our entrants was most unique, wearing a traditional Filipino ensemble worn during picnics and other jaunts during the summertime."

Gemma wasn't the only Eckstein mentioned. Howard received an entire paragraph in The Restorers Class Article written by Garth Shreading. It says, "The Restorer magazine's well known technical writer, Howard Eckstein, enjoyed his first time as an evaluator. He reported how pleased he was with the program and how excited he is to bring it back to his home chapter."

Speaking of Judging, Brian Lindenlaub is given credit for his work in the judging process. His name is listed as one of the Apprentice Judges under "Judging Team."

We also have a picture of our fearsome-tuosome sitting (attentively) in the brake seminar. Bill Thompson and Roger Davis are sitting on the front row.

And lastly, honors were given to Tony Jacobs. In the article about Membership longevity, it lists Tony as a 40-year veteran of MAFCA. Congratulations Tony. He received a letter and a pin.

We learned at the board meeting that Howard will be gracing the ranks of MAFCA's Restorers Class Committee. He has been asked to join them and accepted their invitation. We will be able to get the "inside scoop" from now on. Kudos Howard!



IMAD's Vintage Iron Chef Tour

BY ROBERT MACK

“What’s that smell?” Usually it is a bad sign if we smell something coming from under the hood of our Model A’s. But on our Vintage Iron Chef Tours we anxiously await the smells coming from the engine compartment. Those smells mean our meal will be ready when we stop for lunch.

The club has come a long way from our first endeavor of hotdogs, and now are creating such concoctions as salmon and rice, Hawaiian Haystacks, garlic shrimp on rice, Jambalaya (shrimp, sausage and rice) with simmered peaches, and Tilapia with Couscous.

This year the chef candidates had created delicacies to tantalize the palates of three judges: Ernie Silva (owner of Chao’s Asian Market), Cora Ius, a professional caterer and Gemma Eckstein’s boss, Wendy Walker, who is also a caterer. According to the judges, the level of sophistication has risen at least five times above its simple beginnings. The contestants this year were: Colette Thompson with her Sausage Potato Foil Packets; Pat Hansen with his Beef Tips and baby potatoes, corn, with cooked apples in brown sugar; Nicholas Mack who

created his own recipe of marinated chicken in herb and garlic dressing with potatoes and carrots cooked in ranch seasoning; Greg Mack who prepared Hawaiian Haystacks with pineapple and mandarin oranges; and Gemma Eckstein who plated a nice Kaldereta, a Filipino beef stew.

I mustn't get ahead of the story however. We didn't start our adventure in Lindon Park, but at the Springville Allen's parking lot, the designated staging area before the Pole Creek and Bald Mountain fires evacuated six thousand people. Just as the preverbal postal carrier, we were undaunted by rain, sleet, snow — or fire. The adventure must go on. In the parking lot, our fearless leader, Clyde Munson, held a pow-wow where it was determined we would travel northward away from the flames instead of east into the path of the smoke.

Syd Crockett became our wagon master and led us through the backroads with very few stop signs or stop lights. We stayed together pretty well as we made our way along Hwy 89, over to the new airport road, past the new Provo High School and connected with Geneva



2015



2016



2017



2018



Road. As we made our way north, we crossed under the freeway into Lindon.

As Richard Tucker went around a round-about, he almost drove over someone's accidentally discarded meal. He retrieved it and presented it to Nicholas and Natalie at the park, who were surprised to see it in Richard's hands. It was at this point that the term "road kill" came to life.

All in all, we had 11 cars and 21 club members participate. Tim and Syd Crockett, Roger Davis, Howard and Gemma Eckstein, Joe Fazzio, Pat and Joshua Hansen, Carl and Diane Furr, Tony and Jan Jacobs, Greg, Becky and Robert Mack, Nicholas and Natalie Mack, Clyde Munson, Bill and Colette Thompson (who showed their dedication to the club by

driving all the way from Manti) and Richard Tucker. All braved the elements to join in the camaraderie.

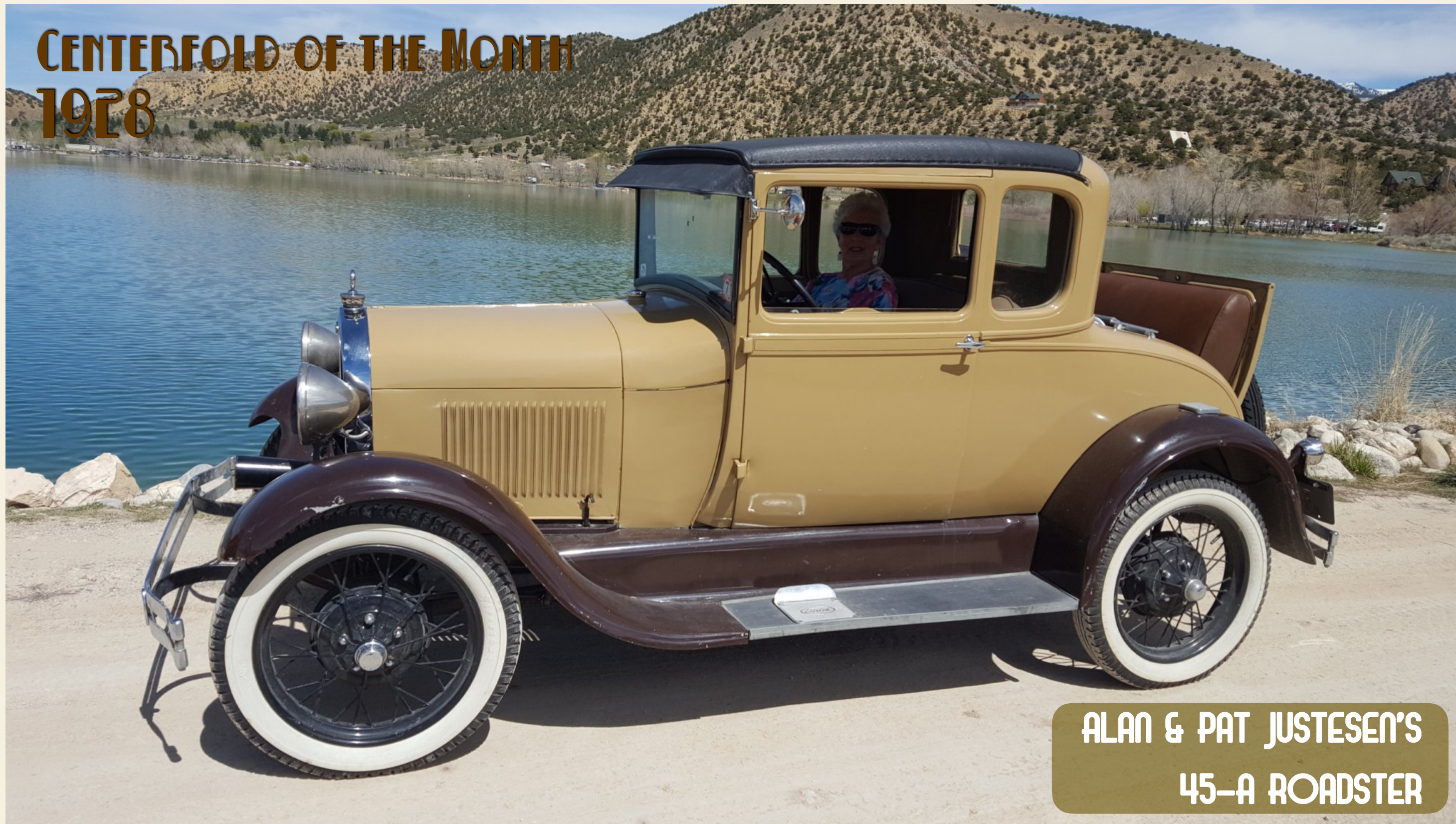
Now, getting back to the competition; the judges sampled the plated meals while the rest of us ate the food whose aroma whet our appetites while we drove. After long deliberation, the judges awarded Greg Mack third place, Pat Hansen second place and Gemma Eckstein first place. Thus ended another great activity, fulfilling the goal of all Utah Valley Model A Club events: driving our cars, eating and enjoying each other's friendship. So, start thinking now what manifold masterpiece you want to cook up for next year's Vintage Iron Chef Competition. Until then, bon appetite!

Photographers: Clyde Munson, Howard Eckstein, Greg & Robert Mack





**CENTERFOLD OF THE MONTH
1928**



**ALAN & PAT JUSTESEN'S
45-A ROADSTER**

Henry's Anti-Theft System

BY TOM ENDY, COURTESY OF THE SANTA ANITA A'S

Horse thieves and car thieves have one thing in common; they have to be quick about it. If the project is going to take some time they will move on to a better prospect. Henry came up with a unique anti-theft system for the Model A. Though it is not fool proof, it is time consuming, and it is thus not that easy to hot wire a Model A Ford.

The ignition system on a Model A is very simple. Battery power is applied directly to one side of the primary in the coil through a black wire attached to one of the wing nut terminals on the firewall. The red wire from the other primary side of the coil sneaks its way into the terminal block opposite the black wire, but is not connected to anything inside. Instead the wire runs up to the dash panel and connects directly to the ignition key switch.

When the key is switched off (the pop-out pushed in) there is no electrical connection made to the coil. In addition the arm side of the switch is connected direct to ground when switched to the off position. The ground prevents someone from going inside the distributor and successfully connecting a hot wire because the points will have a ground on them and the hot wire will not work.

A wire is connected to the arm side of the ignition switch and runs down through an armored cable to the distributor delivering battery voltage to the ignition points. The cable is very tough and there is no way you can cut through it with a hack saw. On the end of the armored cable is a threaded coupler that screws into the distributor housing. In order to thread (or unthread) the connector, the distributor has to be removed from the engine. And before you can do that you have to unbolt the head bolt nut clamping the cable to the number 8 stud.

The only way you can hot wire a Model A is to unbolt the clamp from the number eight stud, unbolt the

locking nut on the side of the head, remove the distributor from the head and while holding it in your hands, unscrew the distributor from the armored cable. Some type of wiring device would then have to be inserted inside the connector boss of the distributor to make electrical contact and have a length of wire attached with a clip lead on it.

The distributor would then have to be reinstalled in the head and the clip lead attached to the low side of the primary of the coil after the existing wire has been removed. All this will take some amount of time, providing you have the right tools with you and know which is the low side of the coil.

There is, however, a down side to Henry's anti-theft system. It has a tendency to fail now and then and leave you stranded unable to start the car. The wire inside the armored cable can become disconnected or short out. The switch itself can become defective and lose the connection, or short out. In many cases the malfunction is intermittent and it is difficult to determine what is causing the problem.

This is where an ignition bypass cable comes in handy. It is the same device a thief would use if he wanted to hot wire and steal the car and had plenty of time to do it. The cable is made up from a discarded pop-out cable. What is needed is the connector portion that screws into the distributor. A wire with a clip lead is attached to the other end.

When a pop-out cable or ignition switch failure is suspected, remove the existing cable as previously described and screw the bypass cable into the distributor and attach the clip lead to the coil. The car should then start. In order to shut the engine off you have to remove the clip lead.

continued on page 17



Shock Absorber Maintenance

TAKEN FROM THE FORD SERVICE MANUALS

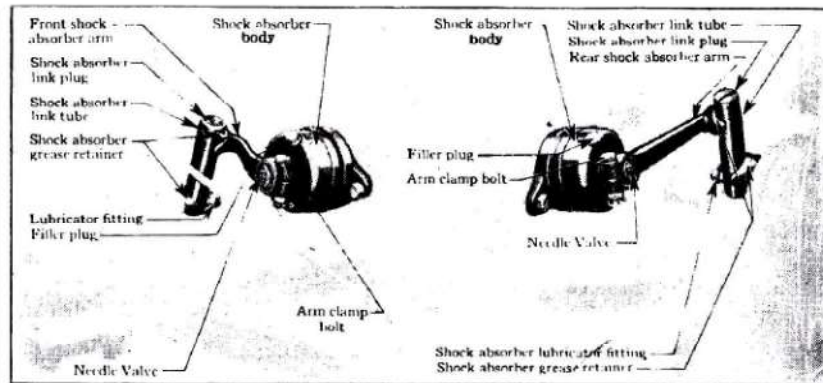


Figure 30
Front Shock Absorber Rear Shock Absorber

SHOCK ABSORBERS

Ford hydraulic double acting shock absorbers operate entirely on the principle of hydraulic resistance. Glycerine is forced from one chamber to another by the movement of the lever arm. The working chamber is automatically kept full by the glycerine in the reservoir.

Adjustment:

Turning the square end of the needle valve (see Fig. 30) changes the adjustment. Resistance is increased when the needle is screwed in, and decreased when the valve is backed out.

The average adjustment for rear shock absorbers during warm weather is made as follows: Screw needle valve in until it seats, then back valve off $\frac{1}{4}$ turn. For front shock absorbers, back valve off $\frac{3}{8}$ of a turn.

For cold weather adjustment the needle valve in the rear shock absorbers should be screwed in until it seats, then backed off $\frac{1}{2}$ to $\frac{5}{8}$ of a turn. For front shock absorbers the needle valve should be backed off $\frac{5}{8}$ to $\frac{3}{4}$ of a turn. A slight movement of the needle valve either way makes a big difference in the action of the instruments.

These settings are of course only approximate and can be easily changed to suit the individual preference of the owner and the conditions under which the car is operated. For example, the owner who drives at high speed over rough roads would

Editor's Note: I asked Clyde what he recommended instead of glycerine. His response was; "Most of the suppliers sell a shock oil. On the Ford Barn the recommendations are hydraulic oil or motorcycle fork oil. Bill Stipe recommended iso 150 synthetic hydraulic oil in his shocks.



Body-to-Frame Welt Installation

BY RICK BLACK, COURTESY OF THE ROGUE VALLEY A'S

I am restoring a 1931 Deluxe Tudor Sedan, and like most restorers, I was faced with the task of replacing the welt between the frame, fenders, and the splash aprons. The welt comes in bulk lengths without any holes punched in it, a task which is left to the restorer. I checked with Bill Harry of Harry's Model A Parts in Rogue River Oregon, and he said that many restorers use a leather punch to put holes in the welt to clear the bolts which hold the body and sheet metal to the frame.

Since I didn't have a leather punch, we came up with the idea of using a galvanized pipe nipple as the punch. It made nice, round holes about 1/2" in diameter which were just right for the body bolt holes and extra-roomy for the other bolt and screw holes. As an experiment, I tried to sharpen the end of the pipe to make the holes easier to punch. It helped a little, but the original end did a nice job, though it took more hammering to punch through the welting material. The task was completed in a couple of easy hours.

Tools I used:

- 3/4" by 4" galvanized pipe nipple with threaded cap on one end
- Awl (I made mine from a worn-out Phillips screwdriver; I ground the tip into a sharp point)
- 16oz hammer
- 6" vice-grip pliers
- chalk
- Razor blade knife
- Grinding wheel (handy but not essential)

Procedure: Starting at the front of one of the frame rails, unroll the body welting on top of the frame. Use the vice-grip pliers to hold the welting to the frame so it won't slip off. Once the entire top of the frame rail is covered with the welt, cut the piece to length.

Just to the rear of the center cross-member, the frame jogs outward. I cut a V-shaped notch in the welt, almost cutting it in two, so that the welting would follow the bend in the frame. I lined up the outside edge of the welting with the outside edge of the frame so that very little hung over the outside edge.

Starting at the front, locate the holes where the front fenders are bolted to the frame horns using the awl. As you're making the holes, try not to stretch the welting since it will cause the holes to go out of alignment later. After piercing the welting with the awl, draw an "X" through the center of the hole to make it easier to find it later. Repeat these steps for the other small holes on the top of the frame, such as the hood hold-down clamp holes and splash apron holes.

When locating the larger holes for the body bolts, take special care to find the exact position of the holes, since the punched holes will be about the same size. I lifted up the welt just a bit near each hole and peeked from the side at each hole; then I drew a chalk line on the welt before using the awl to make a pilot hole. You can then measure the distance from the outside edge of the frame to make the other chalk mark for this hole. Continue this process for all of the large holes.

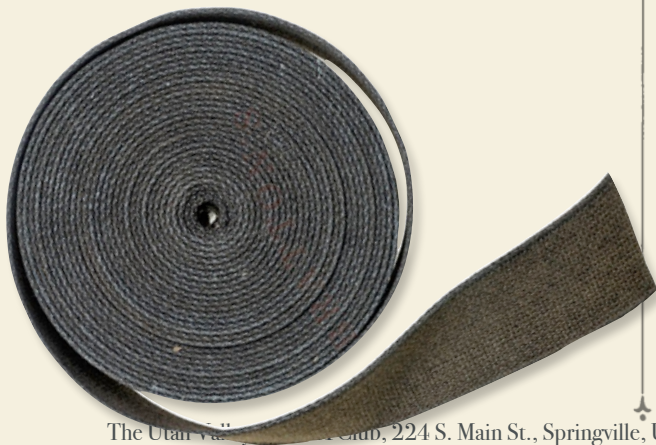
After you have marked each hole and made all pilot holes, lift the welt off the frame and place it on a flat, hard surface like the garage floor. From the left-over roll of welting, cut off a 6" piece and fold it in half. This piece of welting will be put under our welting and act as a cushion as we punch the holes. It will also keep the punch from striking the concrete floor and making the punch dull. Center the pipe nipple over each chalked "X" you made in the welting and give it several raps with the hammer, leaning the pipe left, right, back and forth to pierce the welting on all sides. If some of the

hole doesn't come out cleanly, use the razor knife to finish the job.

Once all holes have been punched, take the length of welt and place it on the frame to check that all holes can be seen through the holes in the welting. Make additional chalk marks on any holes that need to be opened up a little more and repeat the process of punching out the material.

When you have one side finished, place it upside down on the other side of the frame. In the case of my Tudor, the right side welting fit perfectly on the left side, allowing me to use it as a pattern for making the other piece. I unrolled another length of welting on the garage floor, cut it to length and placed the finished piece of welting on top. Using the pipe and hammer, I tapped several times on each hole to make a pilot mark on the new piece of welting on the bottom. When all the pilot marks were made, I removed the top piece and set it aside. Place the welt pad under each pilot hole and use the pipe and hammer to punch out the new holes.

This turned out to be an easy way to handle this job. Punching the bolt holes out will make the job of positioning the welting between body parts and frame far easier than trying to drill or cut openings in the welting. If I can do it, so can you!



continued from page 14

Most modern day Model A hobbyists who do a lot of touring carry a bypass cable and do not connect the armored cable to the number 8 stud. The clamp is discarded and a spacer is put under the number 8 nut to compensate for the longer stud. Removing a head bolt nut while out on the road is not a good idea. It can allow the head to warp and dump water into the oil pan.



Ignition Bypass Cable





The Ladies Fashion Journal

SHOE ORNAMENTATION PT 2

By Sherry "Wink"
courtesy of Northwest
Missouri Model A Ford Club

One thing that always puzzled me was how they attached the larger buckles without damaging the shoes. In some of the older styles, ribbons or laces provided an object to slide the buckle on. But on the new leather pumps, that was not an option.

A recent find provided the clues to how some solved the problem. A pair of rhinestone buckles included a mechanism on the back labeled "Evergrip" with a patent number. This mechanism was removable and could be used with different buckles as long as they had the metal bar down the back. A little research resulted in the below patent application. This mechanism allowed the user to easily switch back and forth to different buckles, thus allowing the use of a single pair of pumps with a variety of looks.



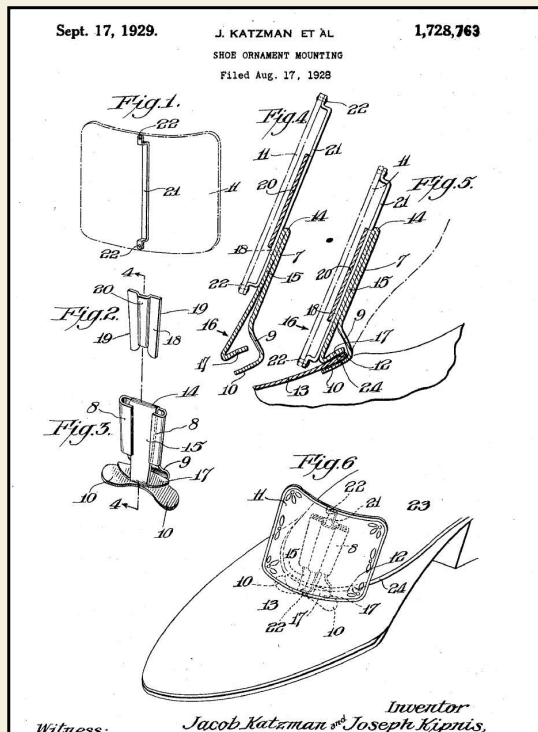
A pair of rhinestone buckles found with the Evergrip clip attached.



The back with/without the clip mechanism



A few more details showing the pieces of the support and how it looks clipped on the buckle.



An excerpt from the patent application: Our invention relates to a new and useful improvement in shoe ornament mountings, and it relates more particularly to a novel shoe buckle support adapted for quick and readily detachable mounting of ornamental shoe buckles upon ladies' shoes, particularly of the slipper style when it is desirable to mount an ornamental shoe buckle upon the vamp of the shoe.

The object of our invention: is to provide a detachable mounting or support which may be quickly and securely attached to the vamp of a shoe or slipper, without sewing or without perforating, nicking, or in any way marring the vamp of the shoe as by prongs or the like projecting, into the vamp.

A further object of our invention is to provide a readily detachable shoe buckle mounting or support which may be clamped onto the vamp of a shoe without the aid of any additional fastening means and to which the shoe buckle in turn may likewise be detachably secured in a quick-and easy manner, and likewise without the aid of any sewing or any permanent fastening means.

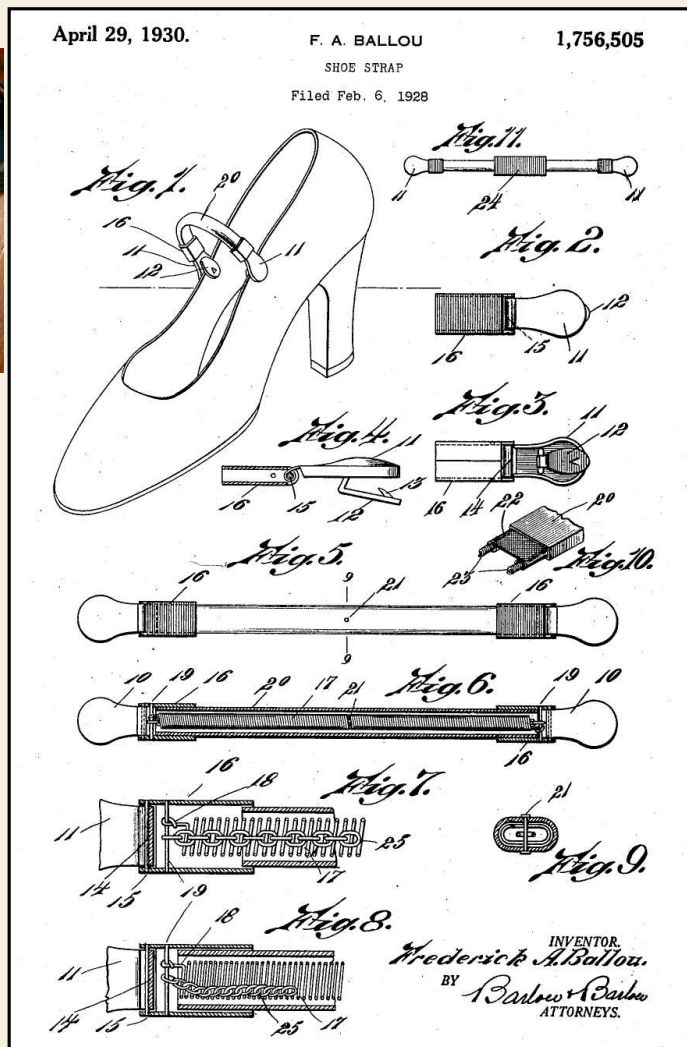


A little more searching discovered that the "Evergrip" clip was not a unique item on the market. Here are a few additional patents I found during my search.

This shoe strap patent shows how the strap attaches with little clips on each end:

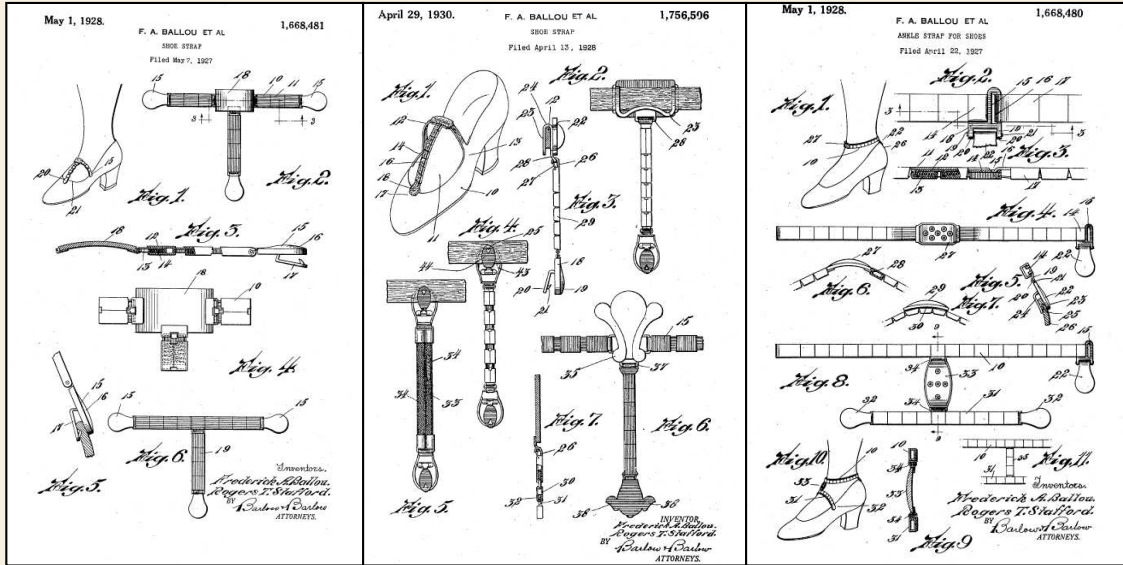


A few examples of this type of shoe strap found from recent sales on eBay, Etsy, and Rubylane.





I was unable to find any examples of the below shoe straps, but F.A. Ballou did manufacture some of the straps pictured on the previous page, so it's likely these were also available.



As you can see, the use of shoe ornaments was common in the Model A Era. So if you've struggled trying to find just the right style shoe for your Model A dress-up events, here's a great solution.

Just find a pair of pumps with appropriate heels and dress them up with era style shoe clips. Shoe clip mechanisms are available from on-line vendors such as Etsy and Ebay. Add matching rhinestone findings and your shoes will be dressed in style—Model A style!



Shoe Clip Blanks from Etsy.com



Rhinestone barrette found on Amazon

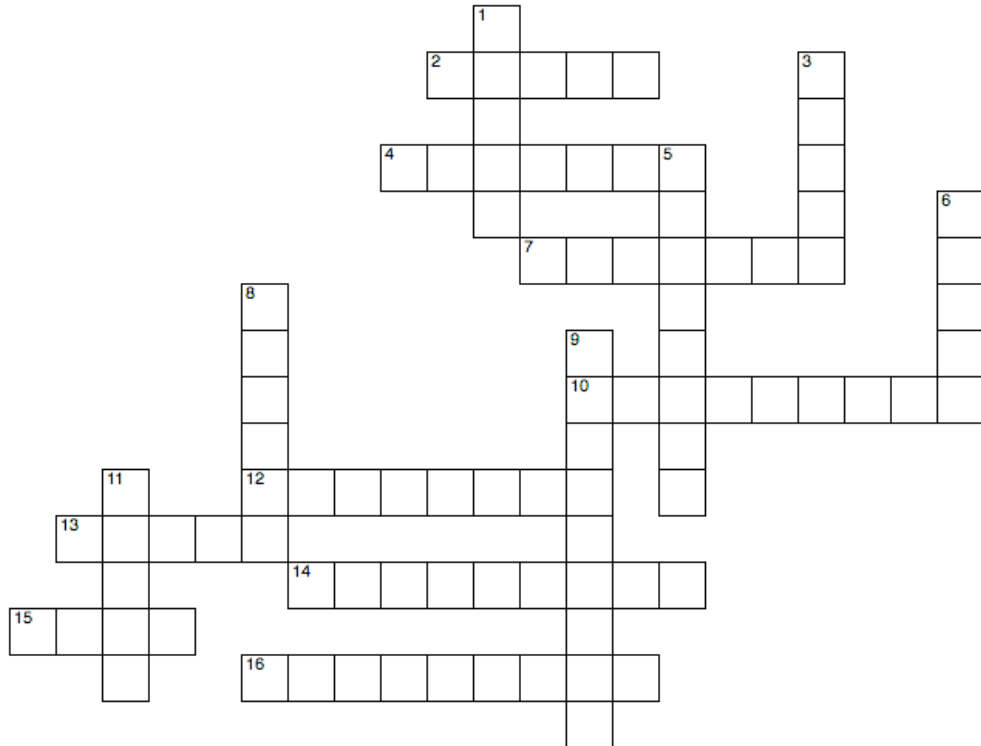
Q: The maker of this product does not want it, the buyer does not use it, and the user does not see it. What is it?

A: A coffin.

Can you name the club member?

The Kid's Corner

FOR KIDS YOUNG AND OLD



ACROSS

- 2 Drive a 1929 Shay Roadster
- 4 Share a 1929 Sport Coupe with his brother in Nevada
- 7 Own a 1931 green Deluxe Coupe since he was a kid
- 10 Own a 1928 Tudor
- 12 Drove their Sport Coupe in high school
- 13 Bought a 1929 Roadster from Bob Todd
- 14 Own a 1928 Standard Coupe
- 15 Drive a beige 1930 Tudor
- 16 Own a blue 1929 Special Coupe

DOWN

- 1 Own Washington Blue 1931 Roadster
- 3 Drive a blue and black 1930 Tudor
- 5 Owns two Sport Coupes
- 6 Purchased a 1929 Fordor from Wendell Gadd
- 8 Drive a 1929 Rose Beige Phaeton
- 9 Drive a 1931 Standard Coupe
- 11 Completed the restoration of a 1931 Roadster just a few years ago



Classified Ads

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.



Vern Cope has purchased a roadster pickup so he is selling his old truck. \$11,000. Vern can be reached at (801) 377-0657.



Stevan Davis is selling his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678. Both Joe Fazzio and Howard Eckstein have worked on the car and can give you additional information if interested.

Many members are finding the parts they need for their cars from **Tony Jacobs**. He has quite a collection. In fact, he is building a Model A just from the parts he has collection in the past. So, if you need a part for your car,

give Tony a call before you go out and buy one from someone else. Call him at: (801) 796-0396.

Will Redd's friend, Venna Rice, is selling her dad's early 1930 Briggs Deluxe Fordor. He was a Ford dealer for many years



in Draper. The car has 143 miles after restoration. \$20,000 She can be reached at: (801) 694-1400.



Chad Burrell is selling his 1931 Tudor. This car runs and drives great, it is not completely restored yet, still needs some finishing touches primarily on the interior and roof trim. It is a great car and has had a lot of work done on it over the years. The engine has been rebuilt and runs great. New brakes, powder coated rims, new generator, wiring, and many, many other things; too many to list here so feel free to give him a call at (435) 659-5805.



Model A Ford Club of America

Established 1957

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News from the Board

DOUG LINDEN, PRESIDENT



I hope you have received your latest copy of *The Restorer*. My thanks go to Trudy Vestal, Garth Shreading, Bob Hess, and Lois Przywitowski for providing Andy with the material to prepare the coverage of the recent Aces & A's national convention in Sparks, NV. My thanks also go to all those

who entered their vehicles or fashion for judging. This can be a stressful undertaking, but we spectators love seeing them on display and the awards you receive are well deserved. If you were able to attend this great event, thank you; I know you will enjoy reading this report.

The Sept/Oct issue also has the registration form for the National Awards Banquet in Tucson, AZ. The Tucson Model A Club is planning a great time for MAFCA members. The attraction of warm weather is a welcome change for those of us living in the northern climates. The early response has been wonderful, so much so that the host club has secured more hotel rooms for the event. Make your plans to attend now. More information can be found on the Tucson website: [click here](#) for a copy

It is hard to believe it's September already. This is usually great touring weather for our Model A's. So far, August and of September has been hot which has made it more difficult to hit the road as often as we would like with my Model A. Fortunately we have an ice cream stand only a few miles down the road, so at least we can get that far. The weather will be changing soon; here in the Northeast I can see some of the swamp maple trees already starting to turn color which is a sign that cooler weather is on its way. One more reminder, please return your membership renewal and your 2018 Ballot as soon as you can. Your help here will save us from having to

send out a reminder, and it will make sure you ballot has been mailed before the October 15 deadline.

Don't miss out on your opportunity to become a member of The Model A Ford Club of America. If you haven't been a member before, you can receive your first year's membership FREE. If I remember right, just send an e-mail to freemembership@mafca.com.

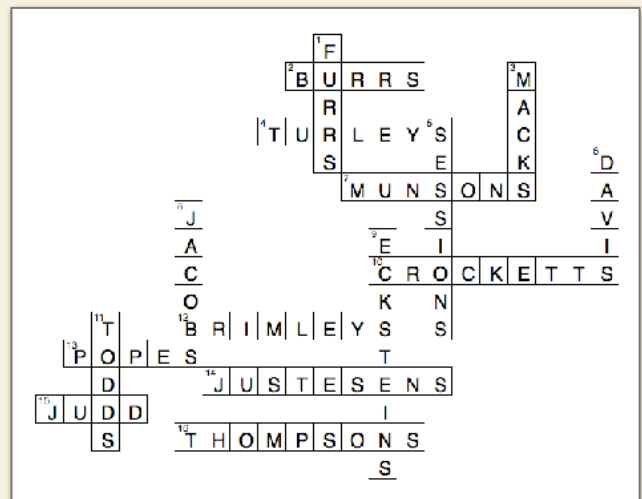
Technical Notes

Got the Shimmys?

By Keith Clark

OK, you have completed rebuilding the steering gear box and your 'A' still gets the shakes. Jack up the front wheels. Check the wheel bearing, remove the cotter pin, tighten the bearing nut until you have a light drag of the wheel, then back off the nut two pin holes and replace the cotter pin. Next check the adjustment of the steering drag link and the tie rod ends. The drag link is easy to do, but the drag link adjustment is behind the brake backing plate. Remove the brakes and backing plate? No, simply remove the spindle arms, remove the plug ends, and check to make sure that the ball ends are not worn flat. If they are, replace them. It makes a big difference in the way your 'A' steers. Tighten the plug end and replace the arms. Whenever these adjustments are made, you will need to realign the wheels, as any adjustments made will change the toe in. Be sure and check the tire pressure. It should be 35 lbs.

Now your 'A' should no longer have the shimmy shakes.



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