



# UTAH VALLEY

## *Model A Club*

THE MOTOMETER

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

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*Cedar City LDS Temple*



## 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
President	Clyde Munson	bjerg_menneskene@yahoo.com
Vice President	Howard Eckstein	h_eckstein@hotmail.com
Sec/Historian	Greg Mack	gregmack02@yahoo.com
Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Allison Mack Howard Eckstein	gregmack02@yahoo.com windjamer9945@yahoo.com h_eckstein@hotmail.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com





# President's Message

BY CLYDE MUNSON

A couple of years ago during the month of November, it became a fad on Facebook for people to post what they were thankful for on a daily basis. It only lasted a little while and I never saw anyone post through the entire month. I guess people just don't have that much to be thankful for. I think the main problem is most people do not own a Model A Ford.

My Model A gives me plenty to be thankful for. The last Sunday in October I was able to take my car out; it was a beautiful day. Jenn went with me and we went on a fairly long ride. We watched the leaves falling in neighborhoods and we had people honk and wave at us as we traveled. As we rolled along, I thought of all the things that I am thankful for just because I have a Model A. First and foremost is the time that I get to spend with my family. Whether driving with my wife or having my sons help me work on the car, it is quality time. I'm also thankful for the friendships that I've been able to gain through meeting people who also have an interest in the car. I am thankful for the stories that I've been told, and the rich history they convey. I am especially thankful for my car's ability to bring peace into my life. When things get stressful or hectic, a little time in the shop or a ride down the road has an amazing healing effect.

Lastly I will mention that I am extremely thankful for the club, for providing fun things to do and great people to spend time with.



What used to be a Murder Mystery has evolved through many incarnations as a talent show, and now a hybrid game show. Clyde said it will be a cross between Jeopardy and Family Feud. We can't wait to see what finally materializes? So don't miss out on the FUN!

Set aside November 3rd for a night of fun, thrills and photos. Yes, the highly popular photo booth from last year will be back again. So come in your period dress or best dress to dazzle the group and capture photographic memories.

We will be meeting in a new location. The evening's activity will be staged at *The Reserve* in the Towne Center Mall, west side entrance near Dillard's at 6:00 p.m. It promises to be a great night so don't miss it!



## 2018 Calendar of Events

### November

- 3rd — 6:00 p.m. Game Show Night (formerly the 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.



“The city of Kanab, Utah is excited to welcome the Model A Club of America. This tour will have you driving your Model A through some of the most beautiful red rock lands of the Southwestern United States. Most of the hotels in Kanab are brand new as of November of 2017. Due to the remoteness of the area, it is highly recommended you bring a cooler for this tour and pack picnic lunches each day of touring, except Wednesday, when we will have lunch for you at one of the beautiful Kanab city parks. The committee has reserved every available RV space in the city of Kanab. There are only 40, so register early if you need RV parking! “

Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtuve>

## Automotive History in the Making November

- 5<sup>th</sup> 1863 James Ward Packard born, Warren, OH
- 6<sup>th</sup> 1893 Edsel Ford born, Detroit, MI
- 10<sup>th</sup> 1914 First Dodge off assembly line
- 10<sup>th</sup> 1925 Ford debuts Tri-Motor airplane
- 11<sup>th</sup> 1940 Jeep makes its first appearance
- 13<sup>th</sup> 1977 The 100,000,000th Ford built
- 18<sup>th</sup> 1940 Buick builds its four-millionth car
- 19<sup>th</sup> 1959 Ford ceases Edsel production
- 30<sup>th</sup> 1900 Germany patents front-wheel drive
- 30<sup>th</sup> 1960 DeSoto production ends

Courtesy of Roger and Geena Davis

## Happy Birthday!

Vern Cope – 2nd  
Kevin Holland – 26th  
David Morrell – 26th  
Ellie Sessions – 26th  
Brim Brimley – 30th  
Richard Burr – 30th



## October's Monthly Meeting

### Attendance:

Wayne & Jan Atkinson, Brim & Diane Brimley, LAVOR Cardon, Howard & Gemma Eckstein, Tony Jacobs, Greg & Robert Mack, David & Amber Morrell, Clyde Munson Larry Taylor, Bill & Colette Thompson, Richard Tucker

**Guest:** Do we count Ernie as a guest?

### Club Business:

Clyde Munson opened the meeting and minutes were approved.

### Financial Report:

Diane Brimley gave us the financial totals. We have \$162.33 in checking and \$2,44.82 in savings.

### News and Updates:

- Bill fixed his horn button by tightening the steering wheel, Clyde is jealous as he cannot seem to get his horn button to stop buzzing.
- Tony replaced the '29 bumper with a '30 on his Frankenstein truck. He and Karl had to drill out the end bolts as they were rusted in place. It took a full day to remove the four bolts.
- Tony and Howard have been working on a car in Salt Lake, whose owner was four-months-old when his dad bought the car.
- Wayne has the top on his car. He and Jan took their newly finished roadster on a tour over Fish Lake loop with Bruce and Midge Neilson. They trailered down to Salina to the new truck stop and parked their trailers. They headed down I-70 to the newly paved road to Fish Lake. It is a steep climb in low gear, the peak is 10,500'. They stopped at the Fish Lake Lodge for lunch, but it was closed for the season. There was no traffic aside from cattle ranchers; it was a perfect drive. Wayne experienced what he thought was vapor lock, but it turned out to be a plugged gas cap.
- Next year, the Saturday before general conference will be an unofficial color or no color tour. Meet at the truck stop in Salina and head over to Koosharem and hopefully see some colors. It is about a 75 mile round trip.
- **Restorers Class** —MAFCA has had fine point competition since the 1960's to make the car look like it did when it came off of the factory line. These cars are expensive and most people cannot afford them, hence, these cars are trailer queens. Five years ago they came up with the Restorers Class. This class is designed to allow the cars to look like what a car might have been like in 1935. Items like 16" wheels, stainless steel bumpers, and aftermarket accessories get half points. They also ignore safety items such as turn signals, extra brake lights, seat belts. Whereas in fine point,



they would be deducted points. There are no fiberglass fenders allowed in either class. This class lets average people compete as it is less strict. The goal now is to introduce the Restorers Class in each chapter so that we can prepare for sanctioned events. Sanctioned judging happens at national conventions, regional meets, and some national tours. One member from each chapter would be qualified to assist in the evaluation. Each local chapter or a group of chapters would hold a non-sanctioned event to evaluate and judge cars. Members can then take what they learned to improve their car so that it will score better at the sanctioned event.

#### Awards:

- Richard Tucker – Golden Wrench for the repair of his front end, bringing an end to the shimmy.
- Ed Stilson – Golden Wrench for the rebuild of his steering box.
- Roger – Bent Rod Award for problems experienced at the BYU parade. His dignitaries had to abandon him for another car when his died. Clyde made his first mistake ever and set the timing 180° out because he forgot to set top dead center first. He found that the condenser was bad, possibly from the shorting out of the armored cable as well as the short wire in the distributor.

#### Past Activities:

**BYU Parade** — This parade was perhaps the most energetic and lively parade we have attended. Participants and viewers cheered everyone on and interacted with each other. Lots of candy as well as hot dogs, blankets and shirts were thrown. Tony experienced many kids darting in front of his car to retrieve candy. We had about 10 Model A's plus Karl Pope's Detroit Electric and Joe Fazzio's Packard Caribbean. Not all of the cars were needed for dignitaries so the extra cars positioned at the end of the parade did not feel like part of the parade. Next year if all the cars do not have dignitaries we may not be interested in going as we do not like being split up. Clyde, Joe and Roger spent their time at the parade diagnosing car problems. After the parade we met at Ernie's and had a potluck lunch with super delicious teriyaki beef, a family recipe passed on from Ernie's ancestors.

#### Up Coming Activities:

**October 26<sup>th</sup> - 27<sup>th</sup>** Livestock & Heritage Festival - Cedar City – Cedar Breaks Model A club hosts the car show. Livestock, prewar car show, original, not hot rods. Cowboy Poetry, draft horse teamster contest, parade on Saturday, antique tractor show and pull. After the parade they let 1,000 sheep loose and ran them down main street. They also have a Ranch Rodeo involving branding, sort and team roping, sorting and loading, kids pedal tractor pull, and Dutch oven contest. Weather



depending will determine if you have fun or not. There is also a Cowboy nondenominational church on Sunday.

**November 3<sup>rd</sup>** – Mocktail & Gameshow Party at the Provo Towne Centre mall's banquet room. We will be doing a gameshow, having mocktails and a potluck. Start at 6:00pm, era attire highly recommended but not required. We will have the photo booth there again too. Banquet room is on the southwest side by the theater, entrance is to the south of the parking area.

**December 8<sup>th</sup>** – Christmas Banquet – 6:30pm – Dinner at Sizzler's in Orem – Diane will call for reservations. Backup plan, King's Buffet in Orem.

**2019 National Tour<sup>2</sup>** — he tour has been moved up one day earlier, so it is starting on Sunday the 6<sup>th</sup> and going to Thursday the 10<sup>th</sup>. We may head down with the Salties and Beehives. Something to consider, maybe taking a little detour to Capital Reef on the way home?

#### 2019 Officer Nominations:

Current Positions held: President – Clyde, VP – Howard, Secretary – Greg, Activities – Bill & Collette, Treasurer – Diane.

Clyde was honored to be nominated into the Salty A's when he visited their meeting last month. Diane wants to stay in as treasurer. Club nominated and moved that she stays. After a discussion it was brought to the club's attention that we have not quite been following bylaws. Our voting and nominating has not been by the book. After much discussion and debating, it was determined that the Presidency will remain the same.

#### Tech Talk:

Richard Tucker had a slideshow and discussed the repair he and Howard made to his car. They had to combine two springs together to make one good spring pack as the center bolt and a leaf in the spring had broken. He also did some work on his brakes as there was a bent brake rod and an out of round brake drum. Clyde will present in November on the carburetor and jets.

#### Refreshments:

Robert – Brought cupcakes and brownies, Howard and Gemma provided ice cream.  
November – Fried bananas, Howard and Gemma

# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Bruce and Midge Nelson**, who went with us to the MAFCA convention, dropped by to visit **Wayne and Jan Atkinson**. The two couples took a drive in their Model A's. These are some of the pictures they took on their ride.

**Janell and Bob Todd**, who are on a Temple Mission in Tahiti, are back in the states. Because of the damp conditions in Tahiti, mold is common. Bob's health has been effected by this so he is in the States to have Doctors deal with the problem. We wish him a speedy recovery!

Bob is not the only one with health problems. **Brim and Diane Brimley** have been spending time in the "IHC Hotel" recently. Diane has been in the hospital because of a heart issue the doctors are working to fix.

Robert sent pictures of the Tintic Silver Jubilee parade to the **Mayor of Eureka**. This was his reply.

*"Thank you for the pictures and your e-mail. I'm glad your group enjoyed the parade. I have had several citizens and former citizens tell me that this was the best parade Eureka has ever hosted and the main reason was the cars. Some liked the Model A's and some the Dodges. Most people liked both and it really added to the overall parade. I'm glad that your members have expressed interest in coming again next year, you are certainly invited. Mark the third weekend in August and we'll keep in touch as the year moves on.*

*Thank all of your members who participated. Mayor Castleton*



### 2019 Officers Have Been Chosen!

Richard Tucker proposed the officers remain the same; it was seconded; and the board agreed!

- |                         |                          |
|-------------------------|--------------------------|
| Director — Reid Carlson | President — Clyde Munson |
| VP — Howard Eckstein    | Secretary — Greg Mack    |
| Treasurer — Brimleys    | Activities — Thompsons   |







# Golden Wrench — Steering Box Rebuild

BY BILL THOMPSON

Ed Stilson has been reluctant to drive his 1929 Sport Coupe very far because the steering box was very worn out causing the car to wander badly and occasionally experience ‘the Death Wobble’. He finally decided to address the situation after two years of less than optimal driving experience. In late September he asked me to assist him in removing the steering box for a closer examination of the problem. We removed the steering box and steering column and disassembled the box to examine the parts for wear. There were obvious signs of wear to the sector bushings and sector shaft.

I talked to Howard Eckstein, famous for all things Model A, about the situation and he agreed to help with the project. I took the parts to the club meeting in September to give to Howard. He finished tearing down the steering box and then after a thorough examination of the parts, called me with a list of parts to order. The main items needed were a new sector housing with upgraded needle bearings and sector shaft along with a selection of nuts, bolts and gaskets. Also key to the build was the tube that keeps the 600W oil from running out the bottom which is an upgrade from the original seal. Ed and I ordered the parts from Bert’s Model A Parts in Denver.

After the new parts were delivered to Howard for examination, and to make sure that everything necessary for the rebuild was on hand, it was decided

that Howard would make the trip to Manti so Ed, Ron Sessions, Alan Justesen and I, “the Manti Coupsters,” could share in the experience of the rebuild to better understand the process and help get the whole thing back in the car.

On Tuesday, October 2, 2018, Howard made the 90-mile journey from Orem to Manti where we met him at Ed’s garage for the reassembly. Everything went according to ‘Hoyle’ with Howard’s expert tutelage, and we got it reassembled and installed in the car. Howard was very patient in explaining every step, and the reason for the procedure, and gave all of us a chance to make the final adjustment to the box prior to final assembly and installation in the car.

Of course, no steering fix is finished until the car has had the alignment checked. It was discovered that it had way too much toe-in so the condition was corrected.

Following the installation, my wife, Colette, showed up with pizza and drinks for all. Many thanks to her for keeping us fed. And many thanks to Howard for making the trip to offer his expertise.

Ed finished up the reinstallation of the starter and reconnection of the electrical cables. After reinstalling the floorboards, he took it for a test drive and reported that it drives much better. It still could benefit from a new pitman arm, which will be ordered soon.





# An Unexpected Surprise

BY GREG MACK



As a kid, parades were exciting, fun and something to look forward to, and judging by my physique, everyone could easily guess that the reason I was really there was for the candy! The floats, cool cars and interesting entries were neat too, but it was all about the candy.

As I have gotten older and the kids have gotten faster at retrieving the candy, the appeal of parades has slowly dwindled. Although we have done a few low key parades this year that were quite fun, I was not really looking forward to the homecoming parade. This parade however really took me by surprise as it was not like the other parades.

We gathered at the staging area to pick up the dignitaries. As a late comer, shocking I know, I found that they were no longer in need of cars as they had more than enough to carry all of the dignitaries. With 10 Model A's, Karl Furrs 's Rolls Royce, Karl Pope's Detroit Electric, Joe's Packard, a couple Mustangs, a Mercedes and an Oldsmobile; there were definitely enough cars for the job.

After loading the passengers, each car pulled out of the staging area to get into their position in the lineup. Well.... all of them except one. Roger's poor car was just not quite up for doing a parade and it quietly sputtered and died. A quick restart and he thought he was on his way.... not quite! Upon tuning into his Spidey sense, Clyde could hear the faint cry of a Model A in distress. He took about two steps towards Roger's car and the car fired up again, stopping Clyde dead in his tracks. However, it did not stay running long before it died again. Clyde again took about two steps and the car fired up once more. Clyde again stopped, but so did the car. Seeing that his intimidation was not quite working, Clyde donned his superhero cape, or... .well.... utility apron, whipped out his tools and went to work.

As many of us well know, Model A's have their own timing and unfortunately for us Model A time and Parade time were not in sync. Since Roger's car was getting nowhere fast, his passengers had to jump ship for another car. Since the Phaeton was the last four-door car available, it was put into action. Unfortunately with the parade organizers putting the pressure on to get the guests of honor en route, I managed to flood the engine. Clyde rushed over to render aid and using his special touch he was able to get the car going again by simply



unlatching the hood. Our hero!

Once tootling along the parade route we were greeted by an energetic crowd! This audience was not that of the typical parade where people stare blankly at you waiting for you to throw the candy. Nor were they half-heartedly waving at you without thinking about it. This crowd was fun and loud! They clapped and cheered as the cars and floats went by. They chanted and called out the names of the VIP's in each car as if they personally knew them. At first I thought that they did know them but one of my passengers leaned over and informed me that she had not been on campus for 14 years so she had no clue as to who any of these people were.

Everyone was out to have fun so if they were not cheering for the people in the cars, they were cheering on the department that the person represented. Reid's passenger was a bit confused though, as along with her name, she would also hear, "Hey it's Betsy!" She wondered who Betsy was so Reid had to explain to her that Betsy was his car's name. She was impressed that the car had such a reputation, or at least until Reid explained to her that the name was stamped into the license plate. Bill really liked the blankets that were handed out, Collette was impressed with the 1,000's of hot dogs thrown out in lieu of candy and Diane had a blast bringing up the rear of the parade with George Q, a WWII 72mm Howitzer. Overall the parade was interactive and fun which really made this parade enjoyable.

After the parade, we met up at Chao's Asian Market for a potluck lunch. Ernie cooked up some amazing teriyaki beef using a recipe that has been passed down in his family for generations. This was complimented by an assortment of salads and desserts, topped off with Howard's chocolate piña colada.

Clyde and Joe were finally able to get Roger's car back on the road again right as the parade came to a conclusion. So with the exception of maybe Roger and Geena, I would say that most of us had a good time! Parade or no parade, it was great to get together again with the club for another fun activity before the weather got too cold.



**CENTERFOLD OF THE MONTH  
1928**

**CLIFF & ELLEN GODFREY  
50-A SPORT COUPE**





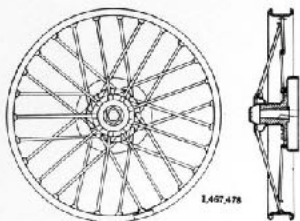
# Manufacture of the Ford Steel Spoke Wheel

BY VERNON VOGEL

Editor's Note: This article first appeared in the May/June 1968 issue of MAFCA's Restorer. We thank MAFCA for making this available for reprint.

By VERNON VOGEL

In 1926 Ford was proud to be the sole automotive manufacturer to employ the one-piece steel spoke wheel. It all started years before when Charles J. W. Hayes worked out the details and applied for a patent in September 1920. In 1923, patent 1,467,478 was issued and assigned to the Ford Motor Company by Mr. Hayes. By 1926, Ford was producing the steel spoke wheel at its

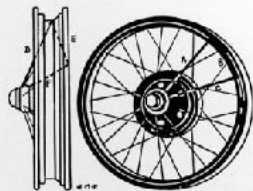


PATENT 1,467,478 pictured only 27 spokes but principle of its design was first used by Ford for the Model T in 1926 and thereafter in various sizes for Model A and early V8's.

own plants, and soon contracted the Kelsey-Hayes Company of Romulus, Michigan to supply the additionally needed wheels. Millions of these wheels were produced for both the Model T and the Model A before the tools and equipment, belonging to the Ford Motor Company, were removed to the Hamilton, Ohio Ford plant when production of this type of wheel was terminated.

A brief description of the steel spoke wheel illustrates the outstanding characteristics which made this simple wheel so inexpensive and serviceable.

The one piece wheel has thirty steel spokes each one-fourth inch in diameter. These spokes form triangles giving extra strength between hub and rim, connecting both outer and inner edges of the hub to the rim. Each spoke has a



TRIANGULAR DESIGN of spokes in two planes, formed by (1) ABC and (2) DEF, provided maximum strength with minimum weight, a truly outstanding feature of Model A, unmatched by any other car of the time.

tensile strength of 4,000 pounds. The hub, rim, and thirty spokes constituted a one piece wheel equivalent to the standard wire wheel which required one hundred and ten separate pieces. The strength and weight advantage of the Ford wheel were significant advances. The five Ford wheels weighed thirty-six pounds less than four standard wood wheels and the demountable rim required for the spare tire. The strength of the Ford steel spoke wheel was almost twice that of a wood wheel or the conventional wire wheel.

The drop center rim replaced the split rim which required bolts and clips for assembly. The channeled construction of the rim served as a steel beam to carry the load and it reduced wheel weight. The space allowed by the drop center rim increased the volume of air thus providing increased flotation giving a smoother ride. Ease of changing a flat tire was the greatest advantage of the drop center rim over the split rim, and it also prevented many pinched fingers. The split rim required removal from the wheel for tire changing whereas the drop center rim made it possible to change tires without removing the wheel from the car.

The process of constructing the steel spoke wheel is fascinating. Rims were "rolled" at the Green Island Plant on the Hudson River or the Hamilton,

Ohio plant. A strip of band stock was cut to the length of the circumference of the rim. The ends were welded together to form a circle, or "band-rolled." The flash (excess metal deposited in welding) was removed by an air chisel. The shell was then pressed between dies in a ten-ton hydraulic press to form a "bead" along the edges. The recessed drop center was formed between the beads by means of rollers.

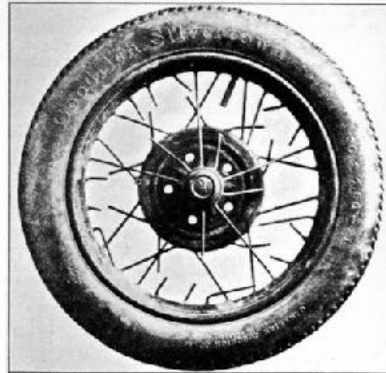
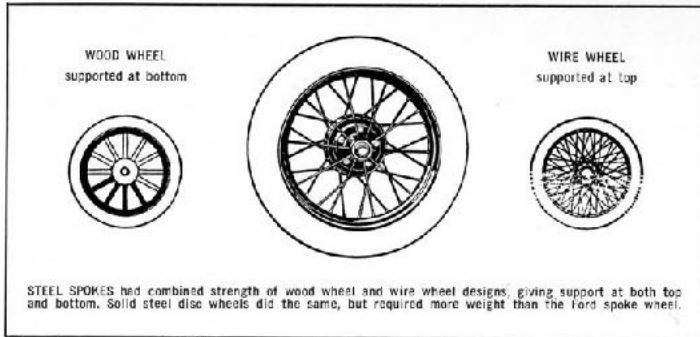
Next, a hole was punched for the valve stem and the rim was prick-punched for location of the thirty spokes. The stock from which the spokes were made was unwound from a large spool and each spoke was cold-headed and cupped at each end by automatic machines. The mushrooming cup at each end neatly coincided with the prick-punches in the rim and the hub shell.

Spokes and hubs were welded in at the Hamilton and the Highland Park plants. The rim was placed in an automatic welding machine, with ten of the shorter spokes assembled in a fixture located inside the rim, and each spoke was welded into place one at a time. The welding was accomplished by special tungsten-copper alloy electrodes capable of producing 10,000 welds each. This welding technique was developed exclusively as a result of this welding process.

The second group of ten shorter spokes was set at an angle opposite to

HAMILTON DISPLAY featured 13,000,000th spoke wheel, produced January 19, 1931. Labels on parts displayed in front indicate production per day; for example, 1,000 door locks produced per day.





FORD TEST purported to show that even with half the spokes cut away the unique Ford steel spoke wheel was still strong enough to support the car. This was popular showroom demonstration.

**Wheels, continued**

that of the first group and welded similar to the first. Finally, the rim with its twenty spokes was placed on a bench fixture with the hub and, one at a time, the twenty spokes welded to the hub by two different machines.

The longer ten spokes were welded to the smaller portion of the hub and the rim in a similar manner by other machines. Final bench inspection occurred after the flash was removed by three machines and by hand.

The wheel was washed and dried. Coats of paint were applied with automatic pressure sprays and baked under exhaust hoods. Black wheels received two coats of baked enamel. Colored wheels (number of coats varied from

three to four) were progressively dried at 140° Fahrenheit, in 80-foot ovens, between each coat of paint. A rim liner (inner tube flap) was cemented in the well of the drop center rim to protect the inner tube, and the wheel was wrapped for shipping.

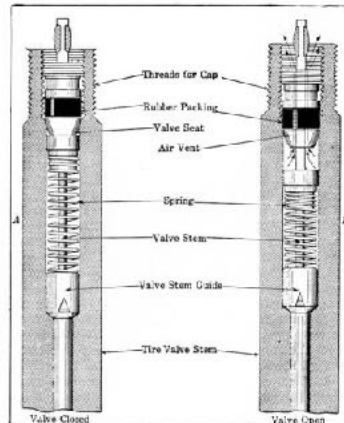
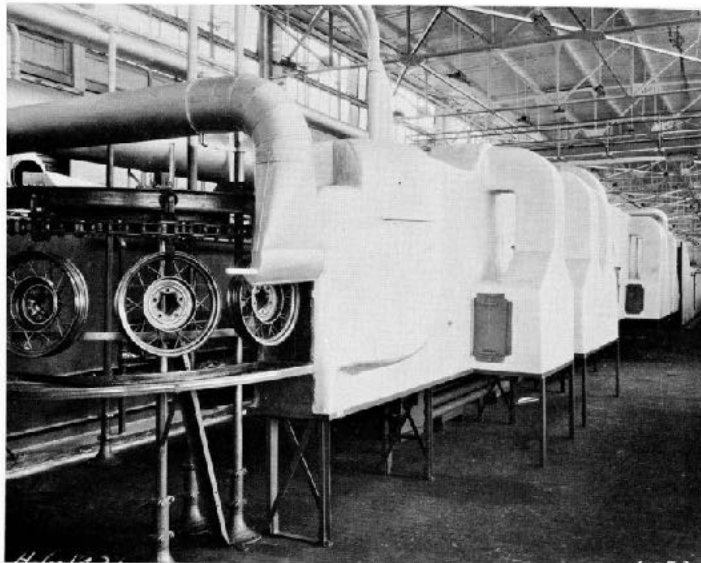
Perhaps one of the greatest accomplishments in the manufacture of the Ford steel spoke wheel was the development of the machines for welding the spokes to rim and hub. The history behind one such machine illustrates the unheralded romance that occurred in the days when the automotive industry made its greatest progressive strides.

The machine for welding inner spokes to steel wheel rims was first developed in 1925 to produce an integral weld for the Hayes all-metal wheel assembly. This first machine was a forerunner of the improved welders that were used later to produce millions of

Ford steel spoke wheels. Later models of this machine were exhibited with a display of the automotive industry's finest accomplishments at the World's Fair in Chicago for seven months in 1934 (Century of Progress Exposition).

The ancestor of these machines was the machine that was developed for welding inner spokes to the steel wheel rims. It was developed by a team of men from the Ford Motor Company Tool Drafting Department. With this machine, the team accomplished several firsts on the job and in the industry. The first of these developments was the use of three phase current for welding. The number of welds per minute was increased because the three phase current circuit reached its peak three times as often as the single phase. Also increasing the number of welds possible, the first use of water to cool copper electrodes was introduced. The first use

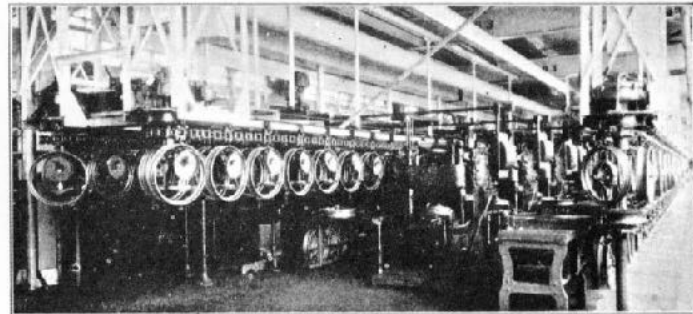
19-INCH WHEELS during finishing process pass under blower hood. Ford photo of June 1931.



SCHRADER TIRE VALVE, shown here in sectional views with valve closed (A) and valve open (B), was universally used by almost all tire manufacturers during years of Model A.



### Ford's Automatic Spoke Welding Machine



WHEEL PRODUCTION at Hamilton plant eventually reached a peak of more than 25,000 wheels per day, thanks to ingenious welding machine invented by Ford engineers. Here empty rims (left) arrive by conveyor at welding machines (center) and completed wheels depart at right. Nearly three miles of conveyors were required, handling a total of 450 tons of material daily.

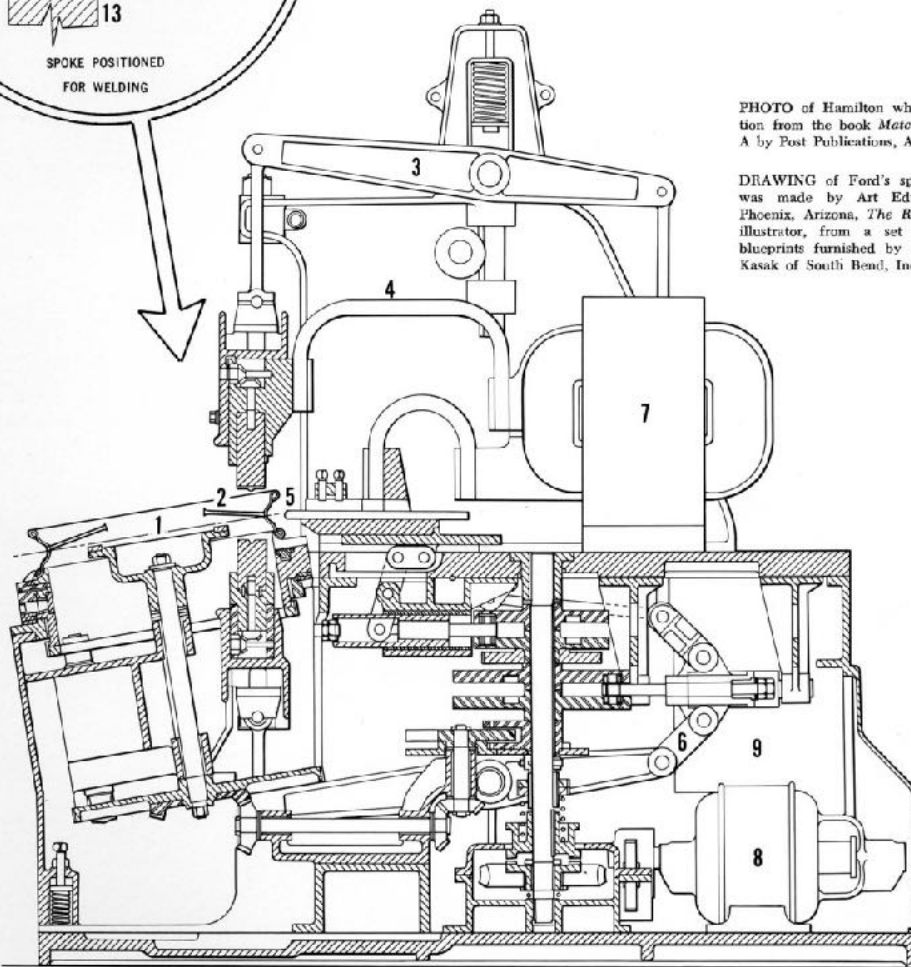
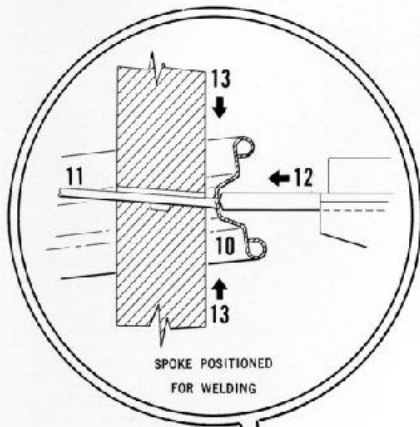


PHOTO of Hamilton wheel production from the book *Matchless Model A* by Post Publications, Arcadia, Cal.

DRAWING of Ford's spoke welder was made by Art Edwardson of Phoenix, Arizona, *The Restorer* staff illustrator, from a set of original blueprints furnished by Anton John Kasak of South Bend, Indiana.

MACHINE SECTIONAL VIEW: 1—Wheel rim positioned for spoke welding (part of jig fixture omitted for clarity), 2—Spoke positioned to rim, ready for welding, 3—Electrode clamping assembly regulated by toggle apparatus, and 4—flexible lead (a laminated conductor), 5—Tip of welding electrode, 6—Portion of toggle apparatus for extending and retracting welding electrode; operated by foot pedal, 7—Coil housing, 8—Motor, 9—Starter box, 10—Wheel rim, 11—Spoke, located on rim by mating prick punch on mushroomed end to prick point on rim, 12—Electrode extended into rim, 13—Electrode clamping devices (above and below spoke) at moment of weld. Arrows indicate movement of electrode (horizontal) and electrode clamps (vertical) to grip spoke and rim for welding process.



### Wheels, continued

of the unique spoke positioning method (a formed hole in the end of the spoke to register on a prick punch in the rim) created a superior unification of spoke and rim.

The operating sequence of this first machine was novel for 1925. For example, the following paragraph describes the steps required to weld the end of one spoke to the rim.

First, a jig used for aligning and positioning of the spokes was assembled, and then positioning of the jig next to the rim took place. This in effect clamped the spokes in place against the rim. Accurate automatic placement of the electrode at the spoke assembly was necessary to that the heat would concentrate on a very small contact area during the welding process. At the same time the other electrode contacted the spoke which was to be welded. Next, correct pressure was applied on the

electrodes assuring that the weld of the spoke to the rim was at the prick point, the proper fusion point of the weld. The current was distributed over a relatively large area, a weld area three times the cross section of the quarter inch spoke diameter. This extensive weld area was obtained by the mushroom head of the formed spoke. Welding is a process by which molecular resistance is overcome. Heat created by the resistance as the pulse from the electrode was introduced at the contact point of the prick point and spoke end created the weld. (These first tungsten-copper alloy electrodes were only capable of producing four hundred welds each.) Approximately 20,000 amps for one tenth of a second produced the desired weld. The spot being welded became red and sparks were discharged. Thus, a high current for a very short time accomplished the weld. The welder was designed to hold this position for about one-half second after the current had been shut off. The clamps were then opened releasing the electrodes. To complete the cycle the automatic index fixture moved to the position of the next weld.

The time required for the sixty welds in a wheel was less than three

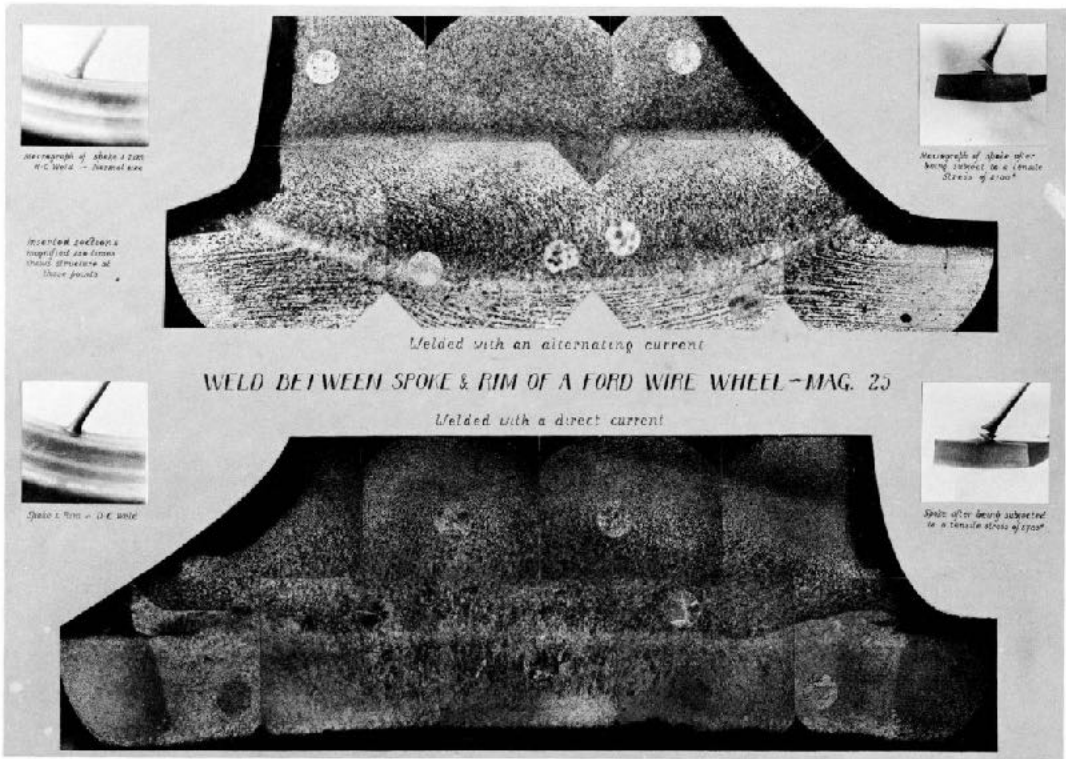
minutes once the first set of production welders was functional.

After this first welder was operative, only time was necessary to develop more effective machinery to better utilize the theory established by the first welder.

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- Ford News, "Great Advance in Design Embodied in Wire Wheel," (August 8, 1926), p. 1, 4-5
- Ford Archives, photographs and background material.
- Kasak, Anton John, retired engineer from the Bendix Corporation, South Bend, Indiana. Mr. Kasak was a member of the Ford Motor Company team in 1925-26 which developed the first welder for the steel spoke wheel. He kindly offered the story of the welder and supplied an original blueprint from which Mr. Edwardson's drawing is made. Mr. Kasak has been an active consultant for Bendix during the past several years on moon-launch projects.
- Kelsey-Hayes Company, Romulus, Michigan, correspondence pertaining to Kelsey-Hayes' role in the production of the Ford steel spoke wheel.
- Vogel, Ray H., past Service Manager, Aviation Products Wheel and Brake Division, Goodyear Tire and Rubber Company, Inc., Akron, Ohio

WELD TESTS taken February 7, 1928. Big photos, magnified 25 times, show section of weld made with alternating current (above) and superior weld made with direct current (below). Small spots are areas magnified 250 times. Reduced views at sides show various welds and test results.



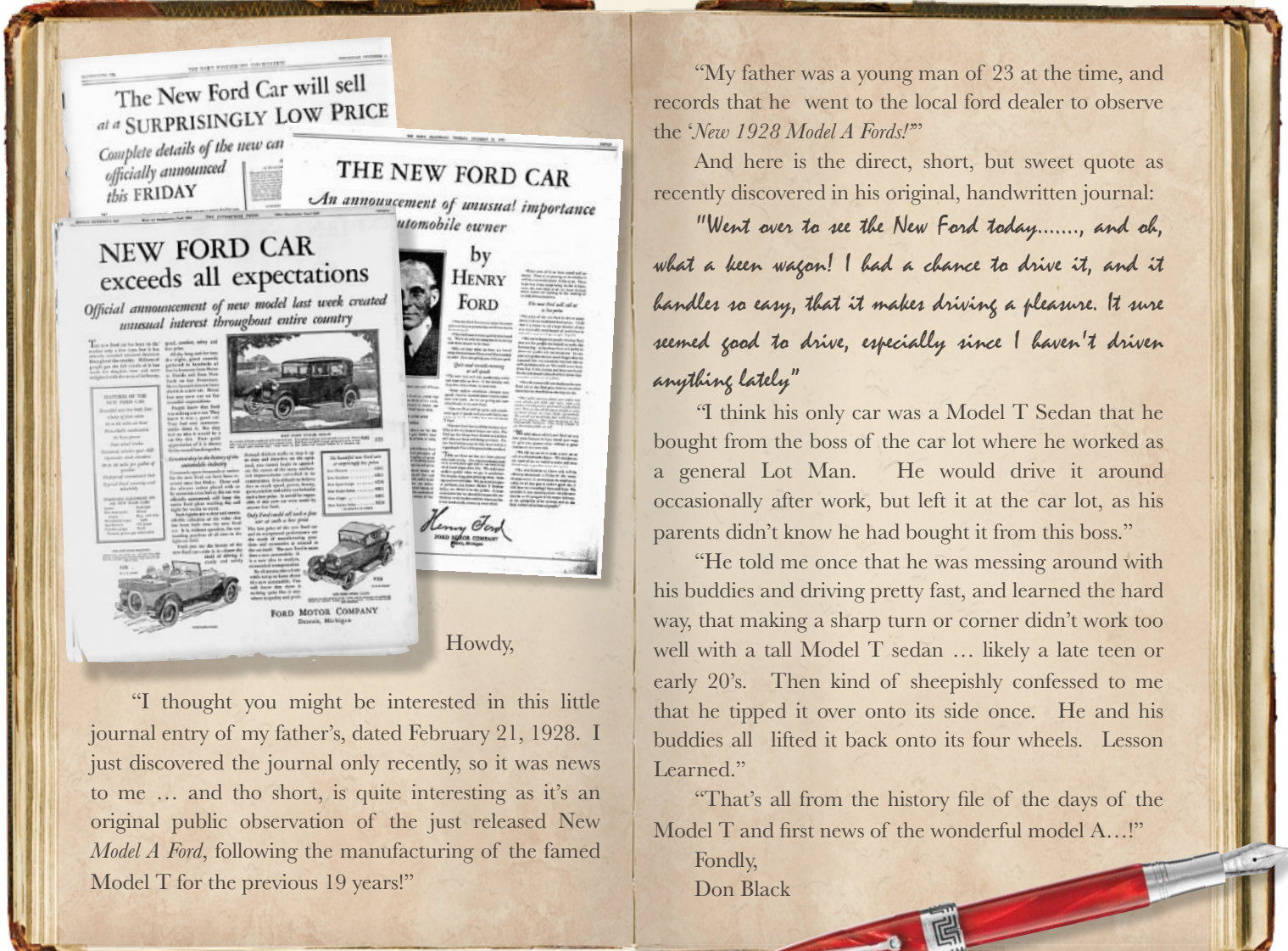




# Back in the Day

BY DON BLACK VIA WAYNE ATKINSON

The following comes from a series of e-mails between, Don Black and Wayne Atkinson. These reminiscences give us an insight into our beloved Model A's through the years. Enjoy this interaction between these two friends. Watch next month for another interesting look at how the Model T clubs perceived the Model A clubs "Back in the Day."



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An announcement of unusual importance automobile owner

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by **HENRY FORD**

**Ford Motor Company**  
Dearborn, Michigan

Howdy,

"I thought you might be interested in this little journal entry of my father's, dated February 21, 1928. I just discovered the journal only recently, so it was news to me ... and tho short, is quite interesting as it's an original public observation of the just released New Model A Ford, following the manufacturing of the famed Model T for the previous 19 years!"

"My father was a young man of 23 at the time, and records that he went to the local ford dealer to observe the 'New 1928 Model A Fords!'"

And here is the direct, short, but sweet quote as recently discovered in his original, handwritten journal:

*"Went over to see the New Ford today....., and oh, what a keen wagon! I had a chance to drive it, and it handles so easy, that it makes driving a pleasure. It sure seemed good to drive, especially since I haven't driven anything lately"*

"I think his only car was a Model T Sedan that he bought from the boss of the car lot where he worked as a general Lot Man. He would drive it around occasionally after work, but left it at the car lot, as his parents didn't know he had bought it from this boss."

"He told me once that he was messing around with his buddies and driving pretty fast, and learned the hard way, that making a sharp turn or corner didn't work too well with a tall Model T sedan ... likely a late teen or early 20's. Then kind of sheepishly confessed to me that he tipped it over onto its side once. He and his buddies all lifted it back onto its four wheels. Lesson Learned."

"That's all from the history file of the days of the Model T and first news of the wonderful model A...!"

Fondly,  
Don Black





## A First for Me

BY ROBERT MACK

Is there anything worth getting up at 4:30 a.m. for? Well, that's what I was wondering when we were loading up the last of our belongings in the dark and heading to our destination — the Cedar City Livestock and Heritage Festival.

Greg and I arrived in Cedar City 15 minutes before the parade started and snuck into the line of old cars right next to Bill and Colette Thompson and Reid and Elaine Carlson. There were three Model A's from Cedar Breaks, one from the Salty A's and three from Utah Valley. The nice thing about this parade was that it was all down hill. Before long, we had arrived at the parade's terminus with sore wrists. We parked the cars and joined the parade spectators to await the arrival of the famous sheep drive. Greg was picturing a state of chaos like the running of the bulls, but instead we were treated to a calm and quiet running of the wool. The sheep were herded closely together and aside from the sound of their hooves on the pavement, there was nary a sound coming from them. Some of the sheep looked like they were in need of a rest and a big drink of water. They were so tired that Reid had to do the 'baaing' on their behalf. It was quite a sight to behold; definitely a first for me.



Following the parade we made our way over to the Cross Hollows Arena where the rest of the festivities were staged. They rounded up the old cars to form a small car show and then we were off to see the sights. First on the agenda was the kids pedal tractor pull. In each category the Jessop girls scored high, peddling a small tractor pulling a weighted wagon. Some of the children were so small they could barely reach the pedals, but the cheering was just as loud from the crowd of parents as was the applause from the larger events.

From the kids tractor pull to the adult tractor pull we found that the only difference was in the size of their toys. By far the most well represented tractor was Allis-Chalmers, the oldest one being a 1936. There were also some John Deere's and Ford had two contestants who did well in the competition. Bill suggested that the club purchase a doodlebug so that we can compete next year. I have seen videos of tractor pulls, but never witnessed one live, it was quite the spectacle! Again, another first for me.

Alternating with the tractors they also had draft horse pulls. These were probably the most impressive part of the festival! Seeing those massive animals in action was amazing! I could relate to those horses and could almost feel the strain that the animals exerted as the weight on the sled got heavier and heavier. It reminds me of how I feel whenever I try and push the Model A. Luckily it is not 10,000 pounds and thankfully it has wheels!

Although short, the time spent with other Model A'ers and the activities we enjoyed made the short weekend a fun-filled event. Greg is still in denial that such a time really exists, but I say that getting up at 4:30 a.m. was worth it.



# The Ladies Fashion Journal

## CLASP - SLIDE FASTENER - ZIPPER THROUGH THE YEARS

By Pat Watson  
courtesy of MAFCA, Restorer  
Jan/Feb 1996

### Clasp - Slide Fastener - Zipper Through the Years

by Pat Watson, Stanwood, Washington

The history of the trials and tribulations of the slide fastener invention started in 1891 when Whitcomb L. Judson first locked two crude clasps together. Through the years many inventors went through ideas, patents, designs and manufacturing failures before the slide fastener/zipper was accepted in the major clothing manufacturing world in the mid-1930's.

Slide fasteners were put into many articles before they were accepted in the clothing industry. They were used to close high top shoes, government mail pouches, tent openings, corsets, leggings, rough work clothes, flying suits and moneybelts, to name a few items.

By 1914 a workable, but not reliable, zipper was being produced and sold door to door to the homesewer as the manufacturing industry was not ready or willing to adapt their factories for this questionable invention.

In 1923 zipper galoshes were introduced by the Goodrich Company and major advertising took place. The idea of the zipper was catching on and the zipper began to appear in pencil cases, school bags, hunting boots, shopping bags and requests for the zipper were growing.

In February of 1928 Hookless Fastener Co. became the manufacturer of the Talon slide fastener that is on the market today.

Manufacturers of footwear, overalls, corsets, lumber type jackets and over the counter sales began to swell.

In 1929 the zipper was introduced into ladies handbags but did not become fashionable until the 30's.

In 1933 a big push was made to get the zipper into the manufactured clothing field but the cost, in comparison to buttons, was a major concern. Manufacturers had to rebuild their plants with expensive machinery to install the zipper.

In 1935 Elsa Schiaparelli, a prominent designer of women's clothing, proclaimed that the zipper was here to stay in women's fashion and she began to put them in her designs. The zipper began to appear in custom and tailored clothing.

In 1936 Hart Schafner & Marx gave slide fasteners in men's trousers, a sustained try. In the summer of 1937 *Men's Wear Magazine* reported that it expected more than 20% of men's suits for the 1938 season would be equipped with zippers, compared with less than 6% in 1936.

In 1937 fasteners/zippers were becoming a familiar feature in many clothing items.

It was declared in 1938 that the fashion world was ready for zippers.

A quote from "Zipper, An Exploration in Novelty" by Robert Friedel expresses the summary: "It was not until the decade of the 1930's was about half over that the garment makers, in New York and elsewhere, regarded the fasteners as an ordinary and generally accepted feature of adult clothing."

Although much experimenting with the development and installation of the slide fastener went on during the Model A era, research shows that the invention was not manufactured in men's trousers or women's dresses during the four years of the Model A era.

The Era Fashion Committee has adopted this research and *all judging will reflect this ruling*. When appearing in fashion judging with a questionable item of clothing, you must bring dated era documentation with you to the judging room.

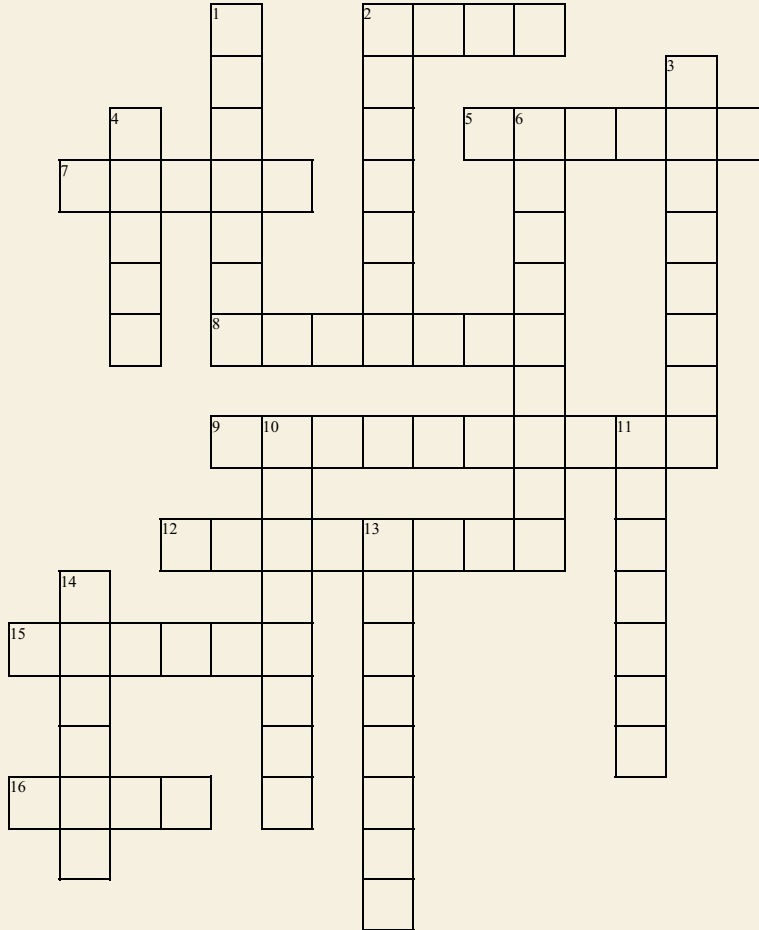




# The Kid's Corner

FOR KIDS YOUNG AND OLD

## Which Member Is This?



### Across

- 2. His 1931 Slant Window is still in pieces
- 5. One of the few members who owns a Model T; a Touring Car
- 7. Drive a red 1929 Phaeton
- 8. He drives a red 1929 Sport Coupe
- 9. Have a cream-colored 1928 Sport Coupe
- 12. Restored a Rose Beige 1929 Tudor with Howard's help
- 15. The newest members own a 1928 Roadster pickup
- 16. Owns two pickups; his newest being a Roadster pickup

### Down

- 1. Like to drive without a hood
- 2. She drives her Fordor to work often
- 3. Own a 1928 Sport Coupe
- 4. Has a beige 1931 Coupe
- 6. Just finished restoring a 1929 Roadster
- 10. Own a 1929 Coupe and a 1964 Grand Prix
- 11. Drive a 1931 Slant Window Town Sedan
- 13. Owns a 1929 Fordor and is a member of the Salty A's too
- 14. Is getting his Sport Coupe repainted and does not live in Utah County



# 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**

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# News from the Board

**DOUG LINDEN, PRESIDENT**



I just returned from attending Model A Day at the Model A Museum in Hickory Corners, MI. It was a great event with two special exhibits. There was part of the Edstrom collection of Model A's on display and the once-in-a-lifetime opportunity to see Tim Kelly's amazing

collection of Town Cars and Deliveries. The annual flea market had a wide variety of Model A parts and the museum grounds were filled with Model A's. We also signed up a number of new MAFCA members. It was a great few days at the museum.

It's October and the weather is changing. I enjoy the fall season because the heat of summer gives way to cool pleasant temperatures. Fall also gives us an opportunity to get our Model A's out to enjoy the vivid colors that Mother Nature is providing us. There are some great photo ops to be had while out and about in the "A"; how about sharing your pictures on the MAFCA Facebook page.

Fall also means the pilgrimage to the AACA Hershey Region Fall flea market and show. My first Hershey was in 1973, boy how things have changed since then. I will be attending this year as will MAFCA, with its tent set up on the Chocolate field. Alex Jenke plans to be there and will conduct a number of sessions covering Model A Wiring. We would love to have stop by and say hello, just look for our yellow balloon.

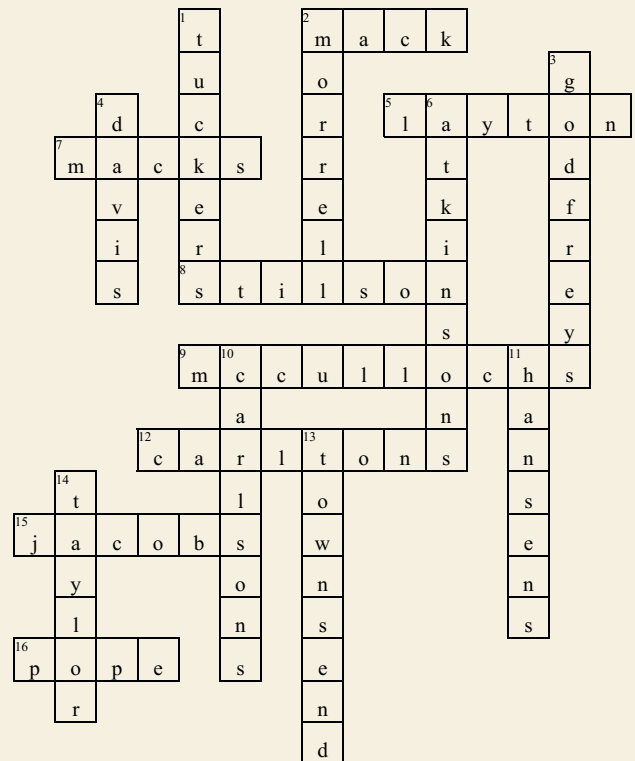
I hope you have returned your ballot. If not, you need to vote for your candidates running for the MAFCA board and the Bylaw change and have it post marked by October 15. While you're at it please send in your

membership renewal that will save us from having to send you a reminder.

I look forward to seeing you at the National Awards banquet in Tucson, AZ Happy Model A'ing.

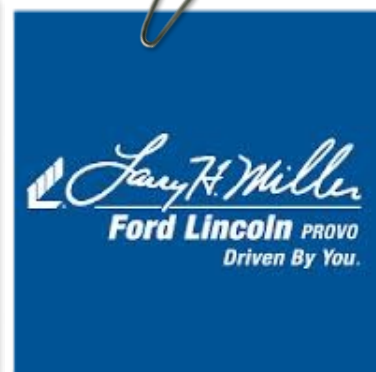
Don't miss out on your opportunity to become a member of The Model A Ford Club of America. If you haven't been a member before, you can receive your first year's membership FREE. If I remember right, just send an e-mail to [freemembership@mafca.com](mailto:freemembership@mafca.com).

### Which Member Is This?





# “And Now A Word From Our Sponsors...”



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