



UTAH VALLEY

- Model A Club -

THE MOTOMETER

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IN THIS EDITION:
GARAGE DAY
 Saying Goodbye to JH Hadfield
 Rear Window Installation

MEMBER
 SPOTLIGHT
 RICH TOWNSEND

MODEL A
 TOURING

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



Garage Day March 24th, Joe Fazzio's Home



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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 Ford 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.

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	gregmack02@yahoo.com windjamer9945@yahoo.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com





A Message from Our President

BY CLYDE MUNSON



President, Clyde Munson

I have heard people tell of a study of recent college grads who were asked if they set goals and had a plan laid out to reach their goals, and when looked back on, the goal-setters were more successful than

their peers. I decided to look this up and see what the substance of the study was. I discovered, that according to hearsay, the people who had a goal written down, and a plan to achieve it, were making ten times more income than the grads that had no goal. I also found out that although this “study” had been referenced many times by self-help gurus that there was no verifiable evidence that the study, in fact, existed, or that the findings were accurate. I also know for a fact, that none of the people in the study owned Model A Fords.

You may wonder how I could possibly know that these goal-setters and plan makers didn’t own Model A’s. Well, personal experience is a great teacher. At the beginning of this year I set a goal to rebuild the front axle on my Model A. My plan was to rebuild the parts of the front end that were neglected when my car was rebuilt in 1987 and 1988. I ordered all of the parts that I knew I would need. I didn’t order replacements for parts I had replaced during my car’s initial restoration. Of course I ended up making two additional orders of parts to reach my goal, So much for careful planning.

Other examples are available to show that while setting a goal and having a plan are important; when a Model A is involved flexibility is required. This month we had planned to tour a car museum. Unfortunately, that plan had to be changed. It was then decided we

would have a shop day. The goal then became a complete rewire of Mack’s Phaeton. The plan was we would be able to complete the job that day within a few hours. A week later and after what amounted to three days of work the car rolled out of Joe’s garage.

There is a lesson in all of this. When a Model A Ford is involved, the goal should always be to have fun and the plan should be to prepare for adventure because no matter how carefully you plan, what may happen can be substantially different. Success then becomes a function of enjoyment rather than meeting a goal or a specific timeframe. The Model A itself becomes a teacher of life lessons and joyous adaptation.

Editor’s Note:

I added up the number of hours the club members contributed as a result of our recent garage day. If my estimates are correct, five cars benefited from around 82 hours of work. The most hours were spent on the Mack’s car with Clyde, Joe, Greg, Nicholas, Howard and Pat working on it. Bill, Pat, Richard and Joe worked on Syd’s car. Similar scenarios exist for Birrell’s, Carlton’s and Davis’ cars. It is this type of camaraderie that makes this club such a great group of caring individuals. Thanks to all who participated!

In honor of April Fools, see if you can find nine oddities throughout the newsletter. Answers on page 22.



2018 Calendar of Events

April

- 19th — Club Meeting, TechTalk, Head Gaskets, Reid Carlson, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo
- 21st — Provo Historic Architectural Tour, meet at 10 a.m. at the Utah State Mental Hospital. Lunch will follow at Sizzler.

May

- 17th — Club Meeting, 7:00 p.m. Larry H Miller, 1995 N. University Avenue, Provo
- 26th — Spring City Heritage Days

June

- 3rd-8th — Midwest Regional Meet, Springfield, Missouri. For more information, contact [Lance Burton](mailto:Lance_Burton), 816-809-8648
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

July

- 21st — Mapleton Pioneer Day Parade

August

- TBD

September

- 22nd — International Model A Day, a world-wide celebration of the Model A Ford. Its goal is to give the public a chance to see these amazing snip-its of history. Get your car out and drive it.

October

- Murder Mystery or Cedar City Heritage Festival

November

- TBD

Automotive History in the Making

APRIL

- 1st 1964 Plymouth Barracuda Introduced
 - 2nd 1875 Walter Chrysler born, Winnebago, Kansas
 - 7th 1947 Henry Ford dies at age 83
 - 10th 1879 John Hertz, founder of Hertz Car Rental born
 - 11th 1888 Henry Ford marries Clara Jane Bryant
 - 13th 1965 10,000,000th Pontiac built
 - 15th 1924 Rand McNally releases its first road atlas
 - 16th 1946 Arthur Chevrolet commits suicide
 - 17th 1964 Mustang debuts at New York World's Fair
 - 21st 1967 GM produces 100,000,000th car
 - 22nd 1954 Nash and Hudson merge to form AMC
 - 27th 2009 GM discontinues 80-year-old Pontiac
 - 29th 1959 Ford builds 50,000,000th car
 - 29th 2004 106-year-old Oldsmobile is discontinued
- Courtesy of Roger and Geena Davis

**Q. How do you double
the value of a Yugo?**

A. Fill it with gas.



Richard Tucker — 1st
Diane Furr — 2nd
Sharon Holland — 6th
Judith Judd — 6th
Natalie Mack — 19th
Wayne Atkinson — 20th
Elaine Hadfield — 21st
Jan Jacobs — 22nd
JH Hadfield — 23rd



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

What's happening out there? The club members would like to hear from you. Let us know by sending an e-mail to: mack4759@yahoo.com.

I received this picture of Tony Jacobs' "Frankenstein" truck. I know he said it was a mish-mash of parts, but can this really be a sneak peek? (Okay, April Fools!)

A big THANK YOU to those of you who attended JH Hadfield's funeral on Monday, March 5th. They had a wonderful turnout over-all. The club sent a nice spray of flowers to Elaine and her family. See page 11 for a detailed article written by Howard Eckstein. Roger Davis also wrote of JH's passing in the club news for MAFCAs *The Restorer* magazine.

Diane Brimley went under the knife on March 26th to have her knees worked on. We wish her a speedy recovery!

Vern Cope didn't waste time digging into his new roadster pickup. He has already worked on the ignition switch and has now taken his truck down to UVU so he can replace the floor pan. He will also be working on the back of the cab after that.

Pat Hansen put his creative skills to work in crafting a deserving award for Clyde. If you were at last month's club meeting, you will know what this award is all about. If you weren't there, you might want to ask Clyde what lesson he passed on to all of us at the meeting.

Clyde Munson finally got his front-end back together. The front left fender is looking much better than it did after the accident on the Ely trip. He has it on the road again and drove it to the Garage Day activity. His car was the only car not worked on that day.



One day a blonde comes up to a man's door and asks him if he has any odd jobs. The man says "I'll give you \$50 to paint the porch out back."

The blonde goes to work and after 30 minutes she comes back and tells the man she is done. "Wow, that was fast," the man says. The blonde replies, "Yes, I know, but that wasn't a porch. It was a Ferrari."



March Club Meeting

Attendance:

Dale Bench, Brim Brimley, Chad Burrell, Richard Burr, Vern Cope, Roger Davis, Howard and Gemma Eckstein, Pat Hansen, Tony Jacobs, Brian Lindenlaub, Clyde Munson, Greg, Nicholas and Robert Mack, Karl Pope, Santa Clause, Larry Taylor, Bill and Colette Thompson.

Club Business:

President, Clyde Munson, presided and conducted tonight's meeting.

Treasure's Report: Brim Brimley reported on the club finances. We have been robbed, and \$257.48 in checking. There are still some individuals who haven't paid their dues. They are overdue at this point. Please get them in as soon as possible. The club relies on the dues to mail out the monthly activity cards, send get well, birthday and sympathy cards, as well as pay for some of the activities. Some members who took calendars home still haven't paid for them. If you took one home, please make sure you send Diane \$12.00 for your calendar.

MAFCA is continuing their free membership program for those who have never been a member. If you would like a free one-year membership, send an e-mail to freemembership@mafca.com.

MAFCA Chapter Chatter contribution was sent in by Roger Davis again for the next issue of The Restorer. Thanks, Roger, for getting this done. It can be difficult to meet the submission schedule since it isn't done monthly.

Activities:

Howard thanked everyone who attended the cooking class at Chao's Asian Market. The money that was collected went to a good cause, not to mention the good food and good friendship that was had by all. Ernie was very sick, but he knew we were counting on him so he came anyway.

JH Hadfield's funeral was very nice. Being the past mayor of American Fork, the city did a wonderful job paying tribute to his dedication and service to the community. There were four Model A's that attended, Brimleys, Ecksteins, Carltons, and Hadfields.

March 22nd —The Premier of the BYU Movie *Utah's Famous Firsts* that several members participated in will be showing at the BYU Broadcasting. Free tickets are available, but because of limited seating, you must act quickly. It starts at 7:00 p.m.

During a discussion about using the right tools, Nicholas asked if he could use a metric wrench. Bill told him he could use it only with his metric screwdriver.



- March 24th — The visit to Ardell Brown car museum has been cancelled. Ardell is in the hospital following a massive heart-attack. He is not doing well. (We found out later that he died in the hospital.)
- April 21st — Photo “scavenger hunt” visiting historic architecture in Provo. We are meeting at the State Hospital Superintendent’s residence’s parking lot at 10:00 a.m. and will proceed to various points of interest at 10:30 a.m. so don’t be late. Everyone will receive a booklet describing the historic buildings in Provo as well as a checklist. The goal is to visit as many sites as possible, taking pictures of you and your vehicle in front of the buildings of your choice. Afterwards we will meet and view the photos.
- May 26th — The excitement is building for the Spring City Tour in May. This will be the big tour for the year. We will meet at the Shopko parking lot in Spanish Fork and caravan together through Santaquin, Mona, Nephi and up Nephi Canyon into Sanpete County. We will meet at 9:00 a.m. and leave at 9:30 a.m.
- The MAFCA National Meet is the last week of June. Eleven members of the club are going. It isn’t too late to join in the fun. Once you’ve been to one, you will be hooked. It is an experience you can’t imagine, until you’ve been to one. Details for registration can be found at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>
- Make plans now to set aside the National Tour in October 2019. It will be in our backyard — Kanab, Utah.

Tech Talk:

Clyde gave tonight’s presentation about timing the engine. He said the very first thing to do is to adjust the point gap. The Ford Service Bulletins said to gap between 18 to 22/1000 of an inch, but now 18/1000 of an inch is the correct gap.

There are several ways to time the engine; using a New Rex wrench, a timing light or the old fashioned way with electrical leads. Clyde went over all three methods, but using the New Rex wrench is both the fastest and the easiest.

Once the car is timed, it shouldn’t need to be done again, unless you change the points.

Gemma Eckstein treated us tonight with a great variety of sweetbreads. Thanks Gemma (and Howard)!



Special tool Clyde made for the distributor cam.



Setting the distributor the traditional way.



Member Spotlight

RICH TOWNSEND

Before I introduce myself as a new member of the terrific UV Model A Club, I have a question to ask of your members. **"Has anyone south of point of the mountain developed a cure for the disease called Model A Fever?"** I have been afflicted with this disease since 1977.

I was minding my own business one day, mowing the lawn of our home in Pleasant Grove, when all of a sudden a young man came driving past my house on a car frame, with a folding chair for seat, and a lawn mower gas tank sitting on top of a carburetor, with no hood over the engine. It was one of the funniest things on 4 wheels I had ever seen. He pulled over and asked me if I was interested in buying his car. I responded by asking, "This is a car?" He told me it is a 1930 Model A Ford, 5-window coupe, and the rest of the car is scattered throughout his yard in about 100 pieces. The driver then stated, "It's for sale, do you want buy it?" My response was, "My wife would never let me buy a piece of junk like this!"

I have often thought about how many times our poor wives have been put in the position of wondering, "What in the world is my crazy husband going to do with a car that barely runs, (or is not running at all), has a body full of dents and rust, and overall is just an eye sore?" I then told him again I was not interested, when all of a sudden, I had a vague recollection that my mother once owned a Model A when she was in college. (I didn't even know what a Model A was and would later learn her car was a business coupe.) At that moment I asked him how much he wanted for it and he said he would take \$600. I told him I couldn't give him a penny more than \$400 and he said, "SOLD"! Oh boy, did I have a lot of explaining to do when I started hauling this car home in pieces, with my

poor wife looking on in a state of shock and bewilderment. Our garage would never be the same. That was the day my fever began and I have been afflicted ever since. Now, I have 3 Model A's and am still married to the same girl -- imagine that!

My name is Rich Townsend and I am "HAPPILY" married to my wife, Dyan, have 5 children and 18 grandchildren and live in South Jordan, Utah. I joined the Salty A's Model A Club here in the SL valley in 2014. That piece of junk I described in the first paragraph was still pretty much in pieces and I decided before I died I should at least make an attempt to put it





together. I really didn't know where to start, so, I joined the Salty A's. After being a member for about 8 months, I got "railroaded" into becoming the Club President. This is what happens to any unsuspecting new member as an initiation into a group of people who are all afflicted with Model A Fever. I was soon to find out there was no cure, and besides, I still had made little progress on my '30 Coupe.



Out of sheer embarrassment, I told my wife, "The Club President has to have a running Model A." (Ssssshhhh, please don't rat me out. The excuse seemed to work because now she joined with me in hunting for a very nicely restored 1929 4-door sedan. That was close to 3 years ago and now, we also own a 1929 Model A Ford Huckster truck.

I have been retired for almost 10 years after a 36-year career in law enforcement. I had a wonderful and varied career, which included heading up the Divisions of Criminal Identification, Criminalistics

Laboratory System, Criminal Investigations Unit, State Police Academy (POST), and finished my career as the Deputy Commissioner of the State Department of Public Safety.

The first time I learned there is a club in Utah Valley was when Clyde Munson graciously called to introduce himself to me. He was president your club 2015, and I was president of the Salty A's the same year. I was aware of the Beehive Club up north, but knew of no other Model A Clubs in Utah. (There are 5.) This year became a mutual admiration society between Clyde and me, and I have so much enjoyed rubbing shoulders with all of you outstanding people of the UVMAC. I am now a member of both clubs and I plan on splitting my time between the two.



As far as I am concerned, you have one of the most well organized clubs anywhere in the country. It will be my distinct pleasure to be a part of your club and I look forward to meeting all of you club members. Thank you for this opportunity!



Everything Electrical Garage Day

BY "OLD MCDONALD"

What a disappointment! When we were told we were going to visit Ardell Brown's auto collection I was looking forward to both the drive and the visit. Then we found out the tour had to be cancelled. A last minute garage day was scheduled in its place. Mack's car needed a new wiring harness, the Bench car needed the headlights wired, and Crockett's car needed electrical work, so it was decided, the focus for this garage day would be everything electrical.

Even though the day was cool, sixteen motley club members braved the elements and turned out for the event. The caravan of Model A's started out in American Fork and wandered their way to Mapleton. Chad Burrell came all the way down from Kamas. Joe Fazio had graciously offered his garages, which could accommodate four to five Model A's if needed. Eight Model A's pulled into Joe's driveway Saturday morning. Mike and Wayne Carlton, Reid Carlson, Chad Burrell, Howard Eckstein, Clyde Munson, Richard Tucker, Vern Cope, Roger Davis, Brian Lindenlaub, Pat Hansen, Joe Fazio, Bill Thompson, Greg, Nicholas and Robert Mack all enjoyed a productive and educational day among friends.

Groups quickly coalesced around the various cars and parts started flying. One might expect contrary views as to the best way to fix the maladies; but there was nary a disagreement on how to accomplish the tasks at hand. When Becky Mack turned up, arms loaded with pizzas and soda, we took a quick break. But, it wasn't long before heads disappeared underneath hoods, or under chassis again.

An added advantage of having the garage day at Joe's house, was that we had a vast store of Model A parts available, and many members took advantage of it and were able to get original parts needed to complete

their repairs, not to mention the tools and equipment Joe made available to us.

Tasks Accomplished:

- Wayne and Mike Carlton had help installing a rebuilt distributor and resetting the gap.
- Chad Burrell learned a lot about horns. Several got together and rebuilt his horn.
- Howard Eckstein, although no help was needed, adjusted the ignition point gap on his car.
- Roger Davis almost wore-out his battery adjusting his horn so it played beautiful music, instead of the dead duck sound he had previously.
- A diverse group of individuals tackled Syd Crockett's car. They reworked her starter, installed an alternator and worked tirelessly on her turn signals.
- A frustrated group of members cursed the antics of previous owners, cutting away ersatz parts. Their goal was to replace the homemade wiring harness with the correct harness. But, the majority of the time was spent with a cut-off wheel and a welding torch. Needless to say, the work still progresses.

Everyone felt a lot had been accomplished by the end of the day. We appreciate Joe, Clyde, and Howard, who watched over the many repairs that took place! And a big thank-you to everyone who participated in this successful garage day. Let's do this again.







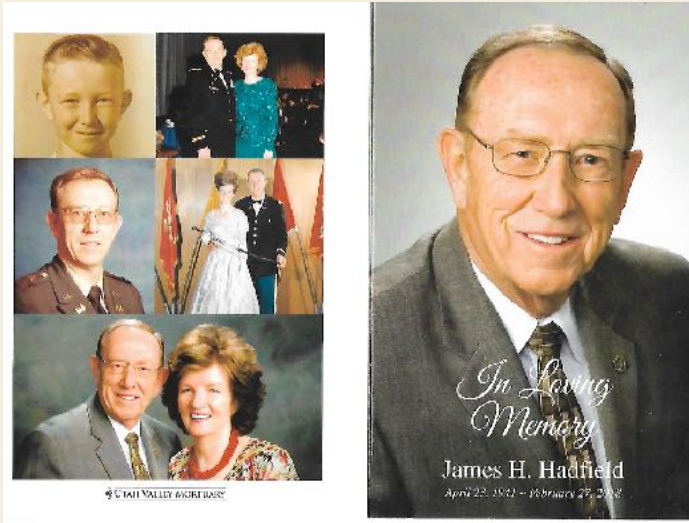
Saying Goodbye to JH Hadfield

BY HOWARD ECKSTEIN

Club members Diane and Brim Brimley, Wayne and Loraine Carlton, Mike Carlton, Cliff Godfrey and Howard and Gemma Eckstein attended the funeral for JH Hadfield.

The service filled a large church building with friends and family. The four sons and daughters of JH and Elaine Hadfield related personal stories that told about their family life. Brad Frost, the new mayor of American Fork, paid tribute to JH's contribution to the city as mayor for the past 8 years.

At the end of the church service, the family drove JH's restored 1929 Tudor in the motorcade to the cemetery lot. Following the family cars, The Brimleys, Carltons and Ecksteins drove their Model As together in the procession.



the American flag to Elaine, the Guard executed a 21-gun salute followed by the playing of Taps.

We will remember JH as a generous contributor, offering the use of his tools and barn to club members. He arranged for us to hold our Murder Mystery Dinners at the American Fork

Senior's Center and assisted us in other ways.

We were honored last July to drive our cars in the American Fork Steel Days Parade with Mayor Hadfield. He was anxious to have his car restored and ready for that event, which it was. He had asked that the club provide cars for the city council and other dignitaries to ride in for the parade. Our club responded with a large turn-out, which brought a lot of cheer to JH as he rode as mayor for the last time as his term would conclude at the end of last year.



We were welcomed upon arrival by the National Guard and American Fork Police, who were there to offer full military honors at the graveside service. After presenting



Throughout our association with JH, he battled cancer, but still came out to the meetings when he was feeling well enough to join us. We'll miss him in our group.

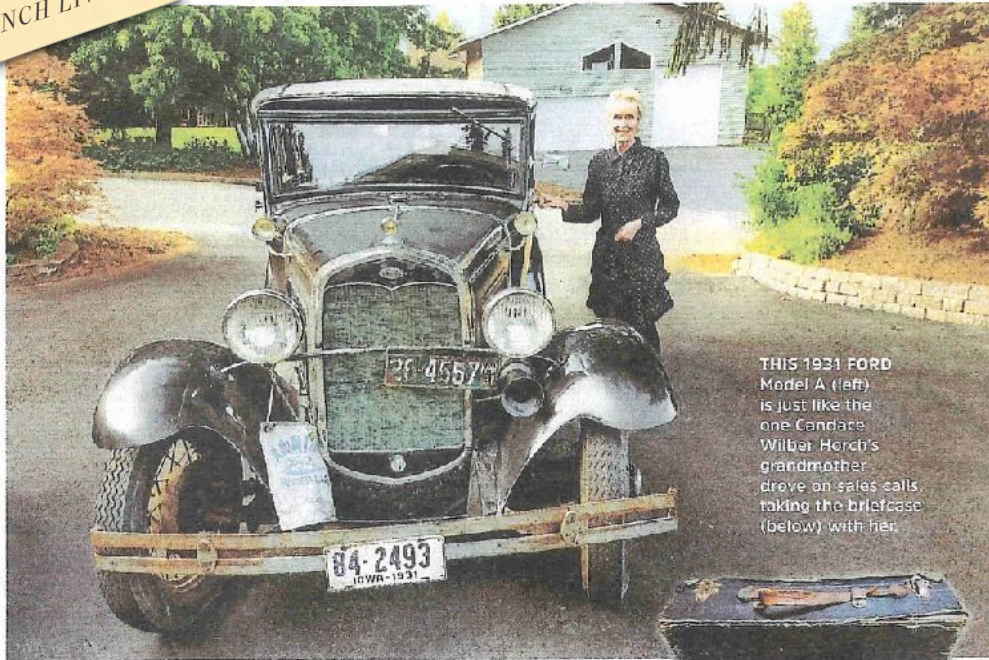




BY
CANDACE WILBER TORCH
FIRST APPEARED IN
FARM AND RANCH LIVING

Driven to Success

CONTRIBUTED BY TONY JACOBS



THIS 1931 FORD Model A (left) is just like the one Candace Wilber Horch's grandmother drove on sales calls taking the briefcase (below) with her.

Driven to Success

As a saleswoman in the 1930s, Grandma brought home more than just the bacon. **BY CANDACE WILBER HORCH** WOODINVILLE, WASHINGTON

During the Great Depression, my grandmother Grace Mills Wilber sold Wilknit hosiery door to door in Dallas County, Iowa. It was a tough time, and she sought to earn supplementary income to support her two young sons and to help her farmer husband make ends meet.

She was such a skilled saleswoman that, in 1931, the Wilknit Hosiery Co. awarded her a brand new car, a 1931 Ford Model A. That dependable automobile became her work "truck," and she used it to haul in a bounty of additional money for her family.

Eventually, my grandmother's incredible work ethic earned her three additional cars.

Recently, I saw a 1931 Ford Model A for sale on a lot in a small town nearby. I bought it in memory of Grandma Grace. Everything about the car is original, and I do not plan to update it.

On a wall in my house hang two framed pictures that I treasure. One shows my grandmother standing beside the Model A, sales case in hand, ready to go out on a call. In that photo, a farm chicken hurries past the front of the vehicle. In the other, I tried to recreate Grandma Grace's photo, minus the chicken.

I also have one of the small ledgers that she used to record her orders and the black case in which she carried her hosiery samples.

Grandma Grace died when I was only 5. Now, 87 years after she earned her first car, I love having these reminders that keep her close to me.



Grandma Grace's door-to-door sales job helped her family's farm stay afloat.

CANDACE WILBER TORCH



Rear Window Installation

BY ED STILSON AND BILL THOMPSON



Ed bought his car in April 2016 in Parowan. It looked pretty rough to the normal person. But to Ed, Alan Justeson, and I, it was a beautiful sight. Sure, the paint was faded, it had no muffler, the top bows contained only shredded pieces of the original top, and the brakes were pretty bad, but it had new tires, a rebuilt carburetor and distributor, useable door panels, and very straight body and fenders with very little bodywork needed. It had come out of Caliente, Nevada where it is very dry and had been stored in a barn. The current owner had gotten it running and then decided he needed a sedan for his young family.



We all took turns driving it on the “busy” back roads of Parowan and determined it was a good candidate for a good drivable car without a lot of work or expense. After some negotiations, Ed was able to close the deal at a great price. We then loaded it on my trailer behind his truck and made the trek back to Manti.

Ed got right to work cleaning it up, e.g., replacing the generator, installing a temporary muffler, and doing some light bodywork and a lot of sanding. The top bows were in pretty good shape needing only minor repairs. His son works for PPG so he mixed up some paint in St. George and took it to Manti for the paint job. His son had never painted a car before, but between the two of them, they had it done by the middle of May.



It was now time to address the top issue. I knew of a place in Minnesota called Classtique Upholstery that made replacement tops at a reasonable price, so between the two of us, we got it ordered and awaited its arrival. It only took a couple of weeks to get it to Manti, and by the time the Rat Fink Reunion rolled around, Ed had it installed. I assisted a little since I had some information on installation procedures and we both translated the instructions into amateur language.

The top kit did not include a rear window frame or glass so it was installed without one. We have been on the lookout for the parts for a decent price since new ones are pretty expensive. Almost a year and a half later, Tony Jacobs told me he had a window that was going to be used on his “Frankenstein” truck he is building, but



decided, he wasn't going to be able to use it and would be willing to sell it. I asked him to measure it so we could determine if it would work on a 1929 Sport Coupe. Ron Sessions visited Tony looking for emergency brake parts for his Sport Coupe and reported back the measurements to me. I contacted Ed and we determined that it would work great. Ron visited Tony again the next week while getting more parts and paid him with the money Ed had given to Ron.

The components were all there including beveled glass which was a "nice touch". We aren't sure if this type was used by Ford in 1929, but it looks identical to some used on 1928 models. Ed's car was built in September 1928, so very well could have had this size. Later models all had larger windows. Ed cleaned up all the parts and painted them. I gave him a call a few days later and he was just beginning to install it.

I went right down to his house and helped him determine the right location for the window in the top based on pictures and information in "The Coupe Book" about 1928 & 1929 Sport Coupes. This was definitely a two-man job since the top was on the car. If the top hadn't been installed yet, it could have been laid on a table and one person could probably have installed the window. Between the two of us, we were able get it installed in about 2 1/2 hours. Ed had to make a special tool to punch holes in the top. We had tried a paper punch and a leather punch with no success. The top material was just too tough. Ed is a master at finding ways to do things and he ground down the edge of a small socket until it was sharp. After putting it on a handle made for sockets, I was able to hold a large block of wood on the outside while Ed used a hammer to strike the "punch" to make nice clean holes for the screws to pass through the inside frame and screw into the outside frame. The end result looks great and Ed and Sharron can now see where they have been as well as where they are going. Special thanks to Tony for purchasing the window in California about 40 years ago and protecting it all those years so it could find a new home in Ed's Sport Coupe.



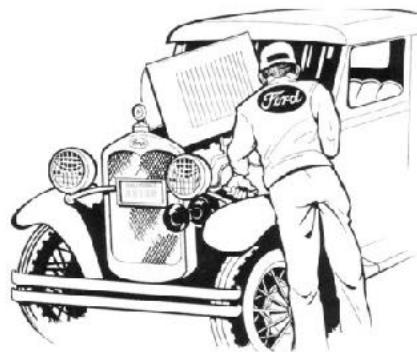


Reprint,
The Restorer
Nov/Dec 2001
courtesy, MAFCA

Service Hints

By Les Andrews - Technical Director

Improvements For The Touring Model A Ford



Many modifications are available for the Model A today. These changes and modifications range from the simple addition of a fuse, to overhead valve conversion, electronic ignition, high compression heads, 5-speed transmissions, overdrives, hydraulic brakes, and some 30 or 40 other aftermarket additions and modifications that are available for the Model A. This can be a very controversial area, but the question many ask is:

"What additions or modifications are needed for safety, dependability, reliability, and added power that would allow for safer and dependable driving (Model A Touring) on today's modern roads and highways?"

Most want to maintain the 'feel' of driving the original Model A and yet have the added safety and dependability for touring on today's highways. Most of the aftermarket modifications can be categorized as adding safety, adding reliability, or adding performance to the Model A. The following is a list and description of some of the modifications that will provide safety, increase dependability, and added performance for modern day touring, while maintaining the appearance of a stock Model A. A stock, unchanged and restored Model A can be nostalgic, dependable, and fun to drive, but may not be able to merge safely with today's busy traffic. The addition of these modifications should be considered carefully by the Model A owner and modifications made based on individual requirements. It is not the intent of this article to describe how to build a souped-up and modified Model A, but to add safety and dependability for touring on today's modern roads and highways and in busy traffic. These modifications are described in three categories: Added Safety, Added Dependability, and Added Performance.

Added Safety Items

The installation of a **fuse block** will protect the electrical wiring in case of a short circuit. These fuse blocks are easily installed and mount on the starter motor. A short circuit in the electrical wiring can quickly start a fire and destroy your Model A before the battery can be disconnected.

New **cast iron drums** are a must for most Model A's to provide good braking. Most drums are worn far beyond safe specification. According to most state regulations, brake drums can not be turned beyond .060" wear. A great number of Model A drums are worn as much as .100". The original Model A drums are made of pressed steel and do not dissipate heat well from the applied brakes and will cause the brakes to fade. The new cast iron brake drums dissipate the heat created while braking much better, eliminating fading, are made well and bring added safety to the Model A brake system.

Seat belts can save your life and the life of your passengers, and have proven to have done so in Model A accidents. Refer to *The Restorer* article, May/June 1993 issue, for installation of seat belts.

Turn signal kits are available for installation on the Model A. The turn signal lights can be hidden between the bumper rails, or cowl lights and tail lights can be wired for turn signals. Turn signals add safety when changing lanes in today's traffic. Many of the Fordor Sedans also have blind spots and make it difficult to see approaching cars when changing lanes. The turn signals add needed safety when driving in today's busy traffic.

Halogen or seal beam headlights can provide improved lighting for night driving. Kits are available that will allow the seal beam lights to be mounted and hidden behind the original Model A headlight lens. Kits are also available for installation of Halogen bulbs. Another reason for installing the modern lights is the positive blade type connector at the headlight bulb.

Many reproduction headlight reflectors will not hold the bulb correctly, causing intermittent connection of the bulb in the reflector socket. The original Model A reflectors and bulbs provide excellent lighting when the reflectors have been resilvered.

Added Dependability

The Model A original generator and cutout can be troublesome on long trips because of the non-regulated output. Night driving with lights on requires a higher output voltage setting to keep the battery charged. Driving long distances in the daytime with the generator set too high can cause the generator to overheat and burn out or overcharge the battery. The cutout on the generator is needed to prevent the battery from discharging through the generator when the engine is not running. The cutout will sometimes stick in the closed position, unnoticed, and drain the battery. For the touring Model A, an **alternator** is a good alternative for dependability. It automatically regulates the output voltage to meet required needs, and eliminates the troublesome cutout. Alternators are available in 6-volt and 12-volt and for positive or negative ground electrical systems.

Many Model A's today are still using 40- or 50-year-old radiators. With age, the solder connections between the fins and the tubes are loose or cold solder joints and cause insufficient transfer of heat from the tubes to the fins. Over 90% of all over-heating problems are the result of the radiator's inability to dissipate heat. Boiling out or rodding the radiator is usually not going to improve radiator performance. A new **heavy duty radiator** is the answer. With a good radiator and clean cooling system, the Model A will run at between 175° F to 185° F under all conditions.



The original Model A points and condenser can be troublesome because of inferior aftermarket parts. The fiber contact block on the original points is made of a soft material that will wear down in about 100 miles of travel. This means constant readjustment of the points. The original condenser is located in an area that is subject to excessive engine heat, causing a shorted or open condenser. The new top distributor plates with **modern (Ford 1970 V8) points and condenser** mounted on the plate improves ignition firing. The top plate mounted condenser is a better quality condenser and eliminates the possibility of the engine heat damaging the condenser. The modern points are machine made and provide accurate alignment of the contacts, giving improved point contact. The cam contact block on the modern points is made of a plastic material that results in very little wear. These points will last 8,000 to 10,000 miles without readjustment.

Added Performance

There are many aftermarket components today that can add performance to the Model A. Some are subtle but give added performance for the touring Model A. Other modifications can more than double the horsepower, but will also take away from the original appearance, sound, and handling of the Model A. For the monthly tours, the following modifications will give improved performance needed to tour on today's highways and in busy traffic. These modifications are made to the engine for improved performance and increased power.

When overhauling the engine, **remove 20 to 30 pounds from the flywheel**. This will help reduce some of the heavy pounding on the rear main bearing, but most important, it aids in quicker acceleration when needed, and also provides quicker deceleration, which aids in smoother shifting of gears.

Install camshaft bushings. Many camshaft bores are worn as much as .020". This adds a noisy click and imprecise firing between pistons. Inaccurately timed firing is one of the causes of engine vibration. Installed cam bushings will result in a smoother and quieter running engine.

A **Model B camshaft** will also give added performance. The Model A camshaft is ground to give maximum power at 2200 rpm. The Model B camshaft is ground to give maximum power at about 2800 rpm. This difference is most noticeable when climbing hills.

Most Model A's with the standard Model A camshaft will bog down and lose power about halfway up a hill, reducing speed to about 35 mph. With the Model B camshaft you can climb the same hill at about 45 mph, passing the other Model A's up the hill. This is because the engine is running at the higher rpm when climbing a hill, and the B camshaft provides maximum power at a higher rpm than the Model A camshaft. The Model A camshaft can also be reground to the Model B camshaft profile.

The addition of an aftermarket **overdrive** is a decision that must be made by each Model A driver. That decision should be based on the length of tours and the amount of highway driving expected. Unless you do a lot of highway driving, you may not need an overdrive. The main reason for the overdrive is not to gain speed, but to reduce engine rpm at a given speed. At 50 mph, with standard transmission, the engine will be running at about 2000 rpm. With most overdrives, the engine will run at about 1640 rpm at 50 mph. This takes a lot of stress off the engine at higher speeds, reduces vibration, and can lengthen the life of the engine.

The most noticeable improvement for performance is the addition of a **high compression head**. Most new high compression heads are made to resemble the original head in appearance. This addition increases engine power while maintaining original appearance. A good safe compression ratio for Model A touring is anywhere from 5.2:1 to 6.1:1. This increased power will allow the Model A to climb hills easier, and to better keep pace with traffic on the highways. The original Model A compression ratio is 4.22:1. The Model A police head (designated with a B cast in the top of the head) is rated at 5.2:1. Other Model A high compression heads made by both Brumfield and Snyders Antique Auto, are rated at 5.8:1 to 6.1:1.

Staying Original

With all the comments about some of the aftermarket improvements for touring, I should also mention why some components can be left original and still provide excellent touring results.

The **standard size tires** for the Model A will provide excellent results for Model A touring and maintain the original look of the Model A. Wider radial tires, and 16", 17", and 18" rims have been used on the Model A, but will detract from the original appearance of the Model A.

The Model A's **original mechanical brakes** will provide adequate and excellent braking if correctly rebuilt. The problem with many mechanical brakes is the entire brake system has not been fully restored back to original specifications and working order. The Model A mechanical brakes can stop the car as easily as hydraulic brakes when proper attention is given the braking system. An improvement can be made to the operation of the mechanical brakes by installing new cast iron drums and installing brake floaters to the front brakes and adjusting for 60% braking at the front wheels. Having the brake shoes arced to the drums also greatly improves braking power.

The **original 3.78 differential (ring & pinion)** is a good ratio for Model A touring. Changing the rear end gear ratio has the least affect on Model A performance over any of the other performance enhancements.

The Model A's **original 3-speed transmission** is a very dependable and reliable transmission. Driving a Model A is not the same without the Model A 3-speed transmission. Double clutching is synonymous with Model A driving. Adding the Model B camshaft and a high compression head will make up for any shortcomings of the Model A 3-speed transmission.

The **original Model A Zenith carburetor** is a very reliable and efficient carburetor for the Model A. When restored correctly it will provide trouble free operation for many years while providing 18 to 20 mpg under normal driving conditions.

If your objective is to drive an original Model A with minimal improvements that add safety, dependability, and improved performance for touring on today's highways, the improvements described in **bold type** will make a difference. The Model A has not changed over the years, except that it is 70 years old. The traffic and our roads have however changed. They are more congested and faster than our Model A's were designed for. A few improvements to the Model A may be necessary for safe and dependable touring. There are many more modifications that are available for the Model A. Individual needs will determine which, if any, modifications might be needed on your Model A for your safe and dependable touring without destroying the appearance, sound, and integrity of the Model A.



Health & Beauty, the Model A Way

By Mary Carlson
MAFCA Fashion
Committee

Continued from last month



What is this "modern" dirt?

Modern dirt can be banished, if you use **Ambrosia**. This pore-deep liquid cleanser ends the modern dirt problem. What is modern dirt? It is a grimy, greasy deposit that comes from motor exhausts, soft coal soot and oil from machines. Modern dirt finds its way into the pores of the skin and is kept there by its oily content, impervious to ordinary cleaning. As a result, you will have a coarsened, roughened condition, impaired circulation and large pores. Ambrosia penetrates instantly, dissolving pore deep dirt and rousing circulation.

Are you plagued with freckles? **Stillman's Freckle Cream** can bleach out those nasty freckles, while you sleep. It's been endorsed by thousands, for 37 years! It will whiten your skin, too.



Do you have hair you don't want? Well, help is on the way. Del-A-Tone, Neet and ZIP are available. Each product has its own promise of how it will take care of your problem.



Del-A-Tone is faintly fragrant, snow white and removes hair safely in 3 minutes or less. They say that you can meet curious eyes with poise and self confidence. Forget the fuzzy hair.

Neet Cream Hair Remover promises that the hair will be removed instantly and that when it does reappear, there won't be any sharp stubble or coarsened growth. This exquisite toilet crème resembles superior beauty clay in texture.





disfiguring hair growths permanently destroyed— (not merely removed)

The undergrowth must also be removed in order to prevent a bristly regrowth

ZIP claims that disfiguring hair growths are permanently destroyed. ZIP gets to the undergrowth and the roots, and is pleasant to use. It's harmless and painless. It leaves no trace of hair above the skin; no prickly stubble later on, and no dark shadow under the skin.

Lips and teeth:

Dental care was important during the Model A era. Numerous ads for tooth brushes, toothpaste, toothpowder, mouth rinses and gargles were seen. Even chewing gum was promoted for its beauty benefits. Colgate and Pepsodent were vying for your business. They each had a different 'spin' on why you should brush your teeth with their product.

'Everybody knows that the real fascination of any charming woman centers in her possession of a pair of pretty lips.'



So states an ad for **Wrigley's** chewing gum. They tell us that one of the oldest and most inexpensive beauty secrets is that chewing gum from the Sapota tree keeps your lips young and pretty. Therefore, chew Wrigley's at least 10 minutes a day. 'Note the added loveliness in texture and contour that gradually finds its alluring way to your lips.'

Colgate would give you a double cleansing, when the penetrating foam sweeps into the tiny crevices and washes out decaying particles, as well as polishing the surface of the teeth.





The competition, **Pepsodent**, claims that their product is gentle and contains no pumice, harmful grit or crude abrasive. Pepsodent is the most effective way of removing the film from teeth. This film is a major cause of decay and other serious troubles.

If that isn't enough, you should use a mouthwash. **Listerine** promises that it kills virulent Staphylococcus Aureus and Bacillus Typhosus germs.

The ad features the story of a girl from Michigan who was pretty and was predicted to go on to great things such as popularity, a career and a happy marriage. But, because she had halitosis, her social life was a disaster. Keep yourself free from such a fate, by using Listerine, the safe antiseptic.

Deodorants:

It wasn't just your breath that could be unpleasant. To combat underarm odor, there were at least two brands of deodorant available.

MUM is a snowy cream that you can dab on in a moment. There is no need to wait for it to dry and it doesn't leave the skin greasy. It will not irritate sensitive skin or injure delicate fabrics.



Crystal – Pure Deodorant is how **DEW** is advertised. It is a deodorant and instant non-perspirant that will not irritate tender skin or injure delicate fabrics. 'DEW is the original colorless deodorant.'

Confused yet? Are there too many choices? This was a snapshot of the advertising that was being used in the Model A era. Remember, all these ads came from one magazine. Imagine how many more there are out there, competing for your attention.

Reference: August 1930 Delineator



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From:
Reid Carlson and
Garth Shreading MAFCA

The Kid's Korner

FOR KIDS YOUNG AND OLD

April Fools?

Reid Carlson is vigilant in his search for historic Model A photographs. He sent me this picture, with this elusive title. There is no indication as to when or where this picture was taken. But, something is wrong, what is it? Answer on page 22.



Model A with a team of horses

Can You Spot 10 Differences?



Photographer, Janet Shreading

Answers on page 21

I hope to die peacefully in my sleep, just like my grandpa. Not yelling and screaming like the passengers in his car!



Classified Subtractions



Answers for page 17:

1. Same guy twice
2. Tool bag moved
3. Fire Extinguisher reflection in door missing
4. More trees on right side
5. Grass greener
6. Bumper clamp missing
7. Oil Stain added
8. #8 missing on license plate
9. Woman appears twice
10. Hubcap and wheel missing Rt. Wheel
11. Fire Extinguisher

Answers to April Fools Oddities:

- Front Page: 1930 publication date
- Page 3: Picture shown is not Clyde Munson
- Page 6: Santa Claus was in attendance
- Page 6: Treasury report; we've been robbed
- Page 10: Page number "0"
- Page 11: Author, Old McDonald
- Page 17: Corner spelled with a 'K'
- Page 21: Classified Subtractions instead of Ads
- Page 24: Raid Ad

Why do chicken coupes have two doors?

Because if they had four doors they'd be a chicken sedan.

"What's Wrong Answer:" The title is wrong. It is not a Model A, it's a 1926 Buick. Reid, you can't fool us!

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.



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.



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

DOUG LINDEN, PRESIDENT



I have been anxious to get our Model A out on the road and it won't be long now. I'm sure I'm not alone, but I have a few projects that still need to be finished, but they aren't big ones so they won't take long to complete.

Getting ready for the touring season usually requires a little spring maintenance. Our club conducts a clinic each spring to check out members Model A's to make sure they are operating properly. Before we do anything, we test drive the members Model A and create a report card of areas to check. Too many times the owner might never know their Model A is not working properly.

We have two primary work stations: one to check electrical items, especially the headlight operation and one to check the mechanical components, especially the steering and checking toe-in using the method described in the service bulletins. We always seem to find badly focused/adjusted headlights and steering where "toe" is out of specification. Our clinic helps get the members Model A's operating properly and it's a lot of fun hanging out on a nice Saturday working on the Model A's.


Happy Model A'ing
Doug Linden
 2018 MAFCA President

The Utah Valley Model A Club encourages it's members to join the Model A Ford Club of America. If

you've never been a member, you can receive a free one-year member (see page six for details. If you've already taken advantage of the free membership you can join the club via the club's web page.

MAFCA Membership forms can be found on-line at: https://mafca.com/cart/index.php?mafca_new_member=yes

Jim's technical tip for March, 2018
by Jim Cannon, MAFCA Technical Director

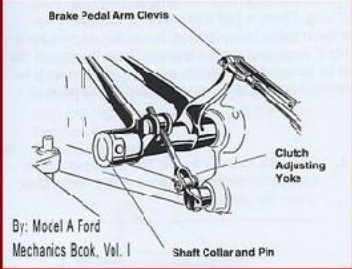


Clutch Pedal "Free Play"

You don't want to drive your car without any free movement or play in the clutch pedal before it starts to disengage the clutch. The clutch pedal must have at least 1" free movement or play at all times. As the clutch facings wear, this play gradually becomes less, and, if not adjusted back out, will result in clutch slippage and a burned out clutch.

The free play is adjusted by removing the clevis pin on the clutch actuating arm, below the clutch pedal. Screw the clevis rod out to increase pedal movement, to compensate for wear. Replace clevis pin and cotter pin.

Make checking the clutch pedal clearance and adjustment (when needed) a part of your routine maintenance checklist, and Have a Model A Day!



By: Model A Ford Mechanics Bkck. Vol. I

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