



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 6

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June 2018

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Taking Your Measurements

KID'S
CORNER

FLAWED
HISTORY
FOLLOW-UP

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



Photographer Greg Mack



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UVMAC Mission Statement

The purpose of the club is two-fold:

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

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2018 Club Officers

CLUB OFFICERS

Board Chairman	Reid Carlson	rcarlson1964@yahoo.com
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Vice President	Howard Eckstein	h_eckstein@hotmail.com
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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 Photographers	Clyde Munson Greg Mack Allison Mack	bjerg_menneskene@yahoo.com gregmack02@yahoo.com windjamer9945@yahoo.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com
Newsletter	Robert Mack	mack4759@yahoo.com



A Message from Our President

BY CLYDE MUNSON



Composing the president's message is pretty easy to do, compared to my recent writing assignment.

A few days ago I filled out the entry form for the Freedom Festival parade. As part of the application I needed to provide a statement to be read by the announcers in the parade, while we pass by. Although

I had a previous announcement that

Bill had done for the Scandinavian Festival parade last year, I had to add to it to meet the word count required by the organizers. I found it really easy to provide information about the Model A itself. I found it harder to describe the club. I was really stumped when I had to explain how our club related to the theme of the parade. It takes a lot of verbal creativity to describe a group of people that own a specific car and like to eat and make it sound interesting, educational, dramatic and patriotic. In the end I think I did a good job. I will not share what I came up with in this newsletter.

If you are curious about what I wrote you will have to bring your Model A and drive it in the Freedom Festival parade. It is a fun parade with spectators that enjoy cheering for our cars and the best part is you can critique my writing.



Sharron Stilson's Passing

BY COLETTE THOMPSON



It is with shock and sadness that we announce the death of club member Sharron Stilson, wife of Ed Stilson. Sharron died Friday, June 1st in a freak accident at the Manti Cemetery after tending flowers on their son's grave.

Ed and Sharron are the parents of one daughter and four sons. She was a friend to everyone; a kinder person there never was. Many fun hours were spent with Ed and Sharron working on their red 1929 Model A Sport Coupe, traveling around Sanpete County, and going out to eat with the Manti Model A gang. She will be greatly missed.

Her funeral is Wednesday, June 6th at 11:00 am in the Manti Utah Stake Center located at 555 E. Union St., Manti, Utah.

Those wishing to attend with Model As can meet at the Stake Center on the south side of the building next to the curb. We will drive as a group to the cemetery.

2018 Calendar of Events

June

- 1st-2nd — Rat Fink Reunion, Manti, car show is on Saturday (2nd); see <http://www.ratfink.com/rat-fink-reunion.php> for more details
- 3rd-8th — Midwest Regional Meet, Springfield, Missouri. For more information, contact [Lance Burton](mailto:Lance.Burton), 816-809-8648
- 14th — Club Meeting, 7:00 p.m. Larry H Miller
- 16th — Northern Utah Auto Swap Meet, 3300 S. 1000 W., Ogden; 6 a.m. to noon
- 22nd-24th — Erickson Antique Power Equipment Show, Wallsburg
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

July

- 4th — Provo Freedom Grand Parade
- 14th — Provo Towne Centre Mall Summer Bash 8:00 a.m.-2 p.m.
- 19th — Club Meeting, 7:00 p.m. Larry H Miller
- 21st — Mapleton Pioneer Day Parade

August

- 6th — Lindon Car Show
- 16th — Club Meeting, 7:00 p.m. Larry H Miller

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

- 18th — Club Meeting, 7:00 p.m. Larry H Miller
- TBA — Progressive Dinner

Automotive History in the Making

JUNE

- 5th 1937 Henry Ford urges a 32-hour work week
- 6th 1933 1st drive-in theater opens in Camden, NJ
- 7th 1928 First Plymouth automobile built
- 12th 1954 Packard offers tubeless tires
- 16th 1903 Ford Motor Co. established
1953 Ford introduces Master Guide power steering
- 19th 1969 Four-millionth Cadillac built
- 22nd 1934 Hitler contracts Ferdinand Porsche to build cars, resulting in Volkswagen
- 30th 1953 First production Corvette rolls off the assembly line
1969 Last Rambler rolls off the assembly line

Women vs. Men

NICKNAMES

- If Laura, Kate and Sarah go out for lunch, they will call each other Laura, Kate and Sarah.
- If Mike, Dave and John go out, they will affectionately refer to each other as Fat Boy, Bubba and Wildman.



Margaret Griffes — 2nd
Richard Judd — 5th
Loraine Carlton — 12th
Reid Carlson — 21st
Bill Thompson — 27th

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Touring season is here and it's a race against time! The National MAFCA Convention is only three weeks away and many cars are in pieces. **Atkinson's** roadster moves under its own power. But, they sent the body back to be repainted.

Howard Eckstein is working to get **Brimley's** Sport Coupe back on the road. It sounds like it may need an engine overhaul. Will they get it done in time?

Clyde Munson has felt a level of frustration he hasn't experienced for a while. He is trying to install a roll-up rear window in his coupe. It could be because he also has half his car torn apart and is trying to get it back together asap!

Vern Cope is busy removing rust from his "new" roadster pickup. The bed of the truck has rotted out at many seams, so the auto body class he is taking is coming in handy.

Clyde Munson informed the club that **Jay Derbidge**, of the Ely Old Car Club, who gave us a tour of his Studebaker collection, passed away from cancer at the age of 38. Our condolences go out to his family.

Larry Taylor has his car apart so he can get it repainted. Many of us thought his car looked good as it was. We can't wait to see how it looks once it's done.

Howard Eckstein has phenomena and bronchitis! He is slowly improving. Meanwhile, **Gemma Eckstein** is in the Philippines visiting family.

Hey! We want to know what you are up to. I struggle to find information to include in *Heard it Through the Grapevine*. So, please send me tidbits, or the grapevine may die. mack4759@yahoo.com



A highway patrolman sees a car pattering along at 15 MPH. He thinks to himself "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are four old ladies. The three passengers are wide eyed and white as ghosts.

The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

The officer replies, "Ma'am, you weren't speeding, but you should know that driving much slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly... fifteen miles an hour!" the old woman says, pointing to a sign next to the road.

The patrolman, trying to contain a chuckle, explains to her that the sign was the freeway number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask... Is everyone in this car OK? Your passengers seem awfully shaken and they haven't muttered a single peep this whole time," the officer asks. "Oh, they'll be all right in a minute officer. We just got off Route 119."

May Club Meeting

Welcome

Guests almost outnumbered members tonight:

Dean Wallace & Steve Noyes - 29 Roadster (Lehi and Springville)

David & Amber Morrell - 30 Fordor (Spanish Fork)

Lavor & Marilyn Cardon - 31 Coupe (Mapleton)

Mike & Doreen - 31 Deluxe Delivery, 31 Slant Sedan (Harriman)

Reid Jesse - 30 Tudor



Colette Thompson awarding Roger Davis with prize for visiting the most homes during the Provo Historic Home Tour

Attendance:

Jan and Wayne Atkinson, Diane and Brim Brimley, Chad Burrell, Vern Cope, Roger Davis, Howard and Gemma Eckstein, Tony Jacobs, Brian Lindenlaub, Clyde Munson, Greg, Nicholas and Robert Mack, Larry Taylor, Bill and Colette Thompson,

Club Business:

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

News and Updates:

- Howard was working on Brimley's car, they had to replace the input shaft and pilot bearing. Muffler flange was also warped, Rick's Muffler reshaped it in a couple of minutes. Tony provided a new distributor as well.
- Vern brought his new truck to its first club meeting! He is making progress on it while he fine-tunes his metal shaping skills.
- Jay Derbidge of Ely passed away this month; he was 38 years old.
- Snyders has paid for advertising. Please support them when purchasing parts.
- John LaVoy contacted us about the 2019 Canyonlands Tour. No host hotel, as none are big enough to host the whole tour. Be sure to sign up for the early bird newsletter to keep up to date on the tour. Tour dates are Oct 7th-11th.

Treasurer's Report: Brim Brimley reported on the club finances. We have \$2333.99 in savings 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.

Activities:

Past Activities

Bill and Greg had a slideshow with the pictures from the Provo Historic Tour. Over 300 pictures were submitted by ten participants. We had a good turnout and everyone had a lot of fun. It was a great event for club publicity as a lot of people saw us roaming through their neighborhood and really enjoyed seeing all the cars go by. It provided a chance for a few members to stroll down memory lane. Thompsons presented Roger with a Ford Service Department sign for photographing the most structures.

Upcoming Activities

May

- May 26th - Spring City Heritage Days - not doing the Ephraim parade this year. Meet in Spanish Fork at Shopko at 7:30 and head for Spring City to join the Utah Model T Club. Each year different homes are on the tour, \$10 dollars for tickets. Lunch at the church is from 11am-1pm, 11:30am-1pm food trucks will be available.



- May 31st – June 2nd – Rat Fink – Car show on Saturday, Bill is reserving spots in the park just for Model A's, contact Bill if you are coming. \$25 for early car show registration which has passed so it is now \$30. Send Ray Campbell in Orem your check and postdate it and you can get the early registration price. Rat Fink is a good opportunity to get anything pinstriped so bring anything you would like to have pinstriped.

June

- 24th—30th National Convention – Clyde will send out an email to find out when everyone is leaving for Reno so we can caravan if possible. So far it looks like everyone is leaving on different days.

July

- 4th – Provo Freedom Festival Parade, we have been invited back! We will be able to drive parade route as a group. It is another good opportunity to make the public aware of our club. Everyone is invited to write a short blurb about the history of their car for the announcers to use to fill time.
- 14th – Summer Bash at the Provo Town Centre Mall, live music, fireworks, vendors, food trucks, car show. nine cars indoors or more if some were outdoors, public will judge on three cars and provide awards. Time frame is open for suggestions. Mall security will rope off cars for protection. We feel that 10am-2pm time slot would be good.
- 21st – Mapleton Pioneer Day Parade – the parade will NOT be held on the 24th. It will be on Saturday, the 21st, Roger Davis was appointed as ringleader and will update us as soon as he has more info.

TechTalk:

Bill gave a very informative presentation about the Monumental Highway. Randolph (Dolph) Andrus, school principal, postmaster, and Maxwell auto dealer had a vision to build a road from Bluff through Monument Valley, past the North Rim of the Grand Canyon, through Kanab and Zion NP to Saint George. He worked hard to promote this route, only to have his 1916 Maxwell repossessed in the end.

Tonight's refreshments were provided by the Brimleys. Thanks Diane and Brim!



Overheard at the meeting:

Diane: I can hear the transmission whining, but Brim can't.

Greg: Brim can't hear it because he is used to blocking out Diane's whining,



Andrus, Hopkins, Hinnricks, and Hansen in Comb Wash — 1916



Spring City Heritage Day Tour

BY GREG MACK



Spring City is a small farming town in central Utah. It was established in the 1850's by Mormon settlers and is located about 18 miles north of Manti. The city features many well-preserved examples of pioneer architecture and in 1980 the entire town was listed on the National Register of Historic Places. Since being put on the registry, a big push was made for the restoration of the city's structures and homes. Each year the town holds their annual Heritage Days to help with the restoration process. Various members of the community open their homes up to the public for touring; an old time parade of homes you could say.

Utah Valley A's have been to Spring City a couple of times before, once for the Old Time Radio show and the second time for the home tour. Each visit we had a great time and received a very warm welcome as well as an invitation to return. We decided to take them up on the offer and return again this year.

We met up in Spanish Fork and headed south from there. We opted to take Hwy 6 and down US 89, as this cut 30 minutes off of our travel time, plus the scenery is much better. Hwy 6 through the canyon can be very intimidating and the view in the rear view mirror did not help as we watched the line of cars behind us grow

longer around each turn. Thankfully however this only lasted for about four miles before the highway opened up to four lanes. Once on Hwy 89 we felt a bit of relief from the traffic, but due to the holiday, it was still heavier traffic than usual so we had to take advantage of a couple pull outs to allow the speed demons to pass. If only they knew what great scenery they were passing up by being in such a hurry.

In Fairview we met up with Wayne and Jan in their Model T, they took us through the back way to Mount Pleasant so we could catch a break from all of the traffic ,as well as take in some more beautiful scenery. We made good time getting to Spring City. Needless to say, there is a stark difference between going through Spring City during Heritage Days verses any other day of the year. During Heritage Days the town really comes to life. Shops, museums and art galleries are open and ready for business. The normally quiet streets are bustling with people wandering around town looking at all of the sites and parking is a bit harder to find. I dare say that even in the city's hay day, I doubt there was this much commotion going on.

Our first official stop was the old Aiken Service Station on the north end of town. The small bungalow



with canopy style station was built in 1924 and was the first service station in Spring City. It still features a pair of visible pumps and upon pulling into the station, Bill told the attendants (young tour volunteers) to "fill'er up with Ethyl." The kids had a confused look on their faces as they wondered who this Ethyl was. After a few photos and a short driver's meeting we headed back to the old rock church where they were serving Sanpete's famous marinated turkey for lunch, and boy was it good!

After lunch we dispersed to do our own thing. Some took a nap, while others cruised around town looking for any mischief they could get into. The rest of us took the opportunity to tour the pioneer homes. It was very interesting to go through each of these homes and learn about the history of the home and some stories of its past tenants. It was also fascinating to see the contrast in the way each home was restored. Some owners restored the homes to their former glory with only minor upgrades so as to preserve the historic nature of the home. Others went all out and modernized everything to a point that, aside from the outside appearance, you would not know you were in an historic home. Several found a happy medium of modern convenience while tying in the ingenuity brought in by the pioneers. Either way, the craftsmanship of new and old was inspiring.

In addition to the various homes, we visited some of the following; Allred School house 1876, originally served as an LDS endowment house, and later used as a school house. The Johnson Meat Market 1905, now a pottery studio. Strate's Garage 1919, an Oldsmobile dealership currently being used as an art gallery. Victory Hall 1915, a silent movie theater which later played talkies. It was eventually turned into a reception center and cultural hall and was home to the Old Time Live Radio Show that we attended a while back. Spring City school 1899, a two story Victorian style school house, which has been under renovation for the last 35 years, was finally dedicated last year. We also visited what may

have been Utah's first mobile home. The small cabin was built in 1870 in Richfield, UT. It was eventually disassembled and moved to somewhere in central Utah and later ended up in Spring City. The Roman numerals, that were burned into each log to aid in reconstruction, are still visible.

Throughout the day we met quite a few car enthusiasts who we had a chance to exchange stories and experiences with. Along the way we also found a 1904 Page Waverley electric car, an Indian Four motorcycle, and a 1926 Willy's-Knight Sedan.

Although we were far from seeing all of the homes, the time came when the home tour came to a close. The home owners needed to get back to their regular lives and many Model A'ers were ready to hit the road again.

The return trip yielded a bit more excitement as many members of our convoy witnessed, first-hand, a motorcycle crash. The poor fellow must have been watching our unique cars too closely and missed the curve going over the railroad tracks. He and his bike were sent airborne, clearing the second set of tracks and landing on the opposite side of the grade. We stopped to assist in any way possible and thankfully for all of us, EMT's poured out of the passing cars and were able to render him aid. We stepped back and did traffic control and train spotting until the authorities arrived.

Aside from the misfortune of the motorcyclist, we had a lot of fun! We learned some new things and got to experience a step back in history. Even if the homes were not open for touring, the drive alone would have been worth it. Sanpete County is full of beautiful scenery and perfect Model A roads. This trip should be on everyones bucket list. If you didn't make it this year, be sure to make it a priority to join us another time, you will not regret it!

Photographers: Bill Thompson and Greg and Robert Mack



Spring City



Traveling along Highway 89



Aiken Service Station 1924



Summit on Highway 89, 6440 feet.



Rest area at Summit



Interior of Aiken Station



Davis's Fordor



Mack, Mack, Furr, Atkinson,
Thompson, Davis, and Munson



1904 Page Waverley Electric



Relief Society Granary



Endowment House



Need we say more?



Photo Album



Thompsons in front of Andrew Olsen Home



1870 Peter Jensen Cabin



Atkinson's T in front of Miller's Willys Knight



Diane & Karl Furr



Spring City Stone Church



Macks parked by Erickson Home



stopped to buy home tour tickets



Emil Erickson property



Thompsons in front of Emil Erickson Home



Clyde in front of the Orson Hyde House.



Old Meat Market on Main St.

CENTERFOLD OF THE MONTH
1928



HARL & CONNIE POPE'S
40-A ROADSTER

Flawed History? — The Rest of the Story

BY GEORGE DE ANGELIS

Editor's Note: Last month we reprinted an article from the Jan/Feb 2002 issue of *The Restorer*. This follow-up article appeared in the Sep/Oct issue of the same year. These articles and more can be read if you have "The First 50 Years," a digital collection of *The Restorer*. It can be obtained from MAFCA at: <https://mafca.com/cart/index.php?productID=238>

This is a follow-up on the Flawed History article by George Went, Jr. in the January/February 2002 issue of *The Restorer*, regarding a couple of photographs showing hundreds of 1931 Model A police patrol cars in a New York City parade. George did some outstanding detective work in trying to determine the occasion for the parade, but he was not able to come up with a conclusive answer. Back in 1968, Ed Francis and I saw copies of these photographs in the Ford Archives when we were doing research for our book, *The Ford Model A - As Henry Built It*. We selected one of the photos for the book and captioned it as taking place on Armistice Day. However, the date 12-18-31 on it is cause for doubt.

With the aid of a magnifying glass, George listed a variety of reasons why it could not be the Armistice Day Parade, and he was correct, it was not. But, neither was it the opening of the Empire State building, nor the celebrations of the Twenty Millionth Ford. After a little detective work of my own, let me offer almost the rest of the story.

The photographs were taken at the New York City Annual Police Commissioner's Parade, generally held in May. According to Detective Michael Cronin, curator of the New York City Police Museum, the parades were started back before the evolution of the automobile when each police officer covered his route on foot. By the mid-twenties, the parades had become as popular as the St. Patrick's Day Parade. Some of us may find it hard to believe that people would stand five and six deep just to view a motorcade of police patrol cars. But, then, we have to remind ourselves that this was before the popularity of radio and TV. The parades were suspended with the start of World War II and have not been resumed since.

Two of the photographs with the 1929 cars were published in the June 15, 1929 issue of *Ford News*, and a third photo, 1931 cars, was published in the July 1931 issue. However, there were other photographs in the series that were not published. The photographs were taken by the F.S. Savastano Studio in New York City, but it is not noted whether the studio was hired or whether

they took the photographs "free-lance" and then sold them to the *Ford News*.

Copies of four of the photographs are in the Ford Archives collection in Dearborn. However, I find that they are not an exact copy of those published in the *Ford News*. By comparing the position of the cars, the arches photographs were taken from the same location, but appear to have been taken a couple of minutes later. The photographic log states that the photographs were sent to the Ford Photographic Department by the Sales Department. The photographs were then copied and new negatives were created, dated 12-18-31, which explains the date on the photograph in the Model A book. In addition, I noticed that both the 1929 and 1931 photos were taken from the exact same location, probably from a convenient roof top.

With the aid of a New York City map and the street names visible on the photographs, I was able to trace the parade route as starting in Manhattan, going up Broadway to Fifth Avenue and then turning east on Fifth along Central Park to about Sixty-Second Street where it terminated. The 1931 caption under the photograph states "244 brand new Ford units took part in the Police Department Parade."

In studying the photographs under a magnifying glass, I was impressed with the conduct of the huge crowd. Policemen were stationed about thirty feet apart all along the route, and all adults appeared to be behind the curb while some children sat on the curb or stood next to the policemen. I wonder how many of those children (now about 80 years old) still live in New York and remember the Police Parade with all the Model A police cars.

It is not known how many photographs were taken by the Savastano Studio, nor if photographs were taken every year. A search through the Index to American Photographic Collections shows that in addition to the Ford Archives Collection, the only other Savastano Studio photographs are at the University of Pennsylvania Museum of Archaeology, but, those are not automobile related. There are many other photographs of Model A fleet sales featured in the *Ford News* publication, but none are as spectacular as the 244 Police cars parading up 5th Avenue as shown on the following pages.

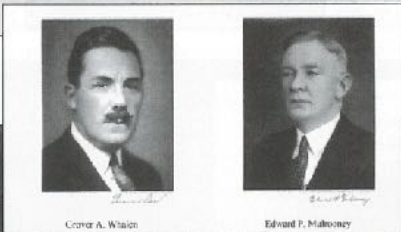


The 1931 Roadsters parading on 5th Avenue along Central Park. Neg #833.56695

1929 photographs appearing on the cover of *Ford News* were taken from the same position.



The parade at 5th Avenue and 59th Street. Neg #56695-4
This picture was on the cover of the July/August 1991 issue of *The Restorer*.



Grover A. Whalen

Edward P. Mulrooney



Above:
Part of the 244 new 1931 Model A police cars at the intersection of Broadway and 5th Avenue. The signs on the left are advertising new men's suits for \$31.75.
Neg # 56695-2

Center:
Police Commissioners Grover A. Whalen and Edward P. Mulrooney

Left: 1931 Standard Fordor Sedans are forefront. This picture appeared on the dust cover of the May/June 2001 issue of *The Restorer* and was apparently taken within minutes of the top photograph.
Neg #unknown

Tribute to the Flying Quail

ROBERT MACK

Every once in a while I long for a more noble or sophisticated hood ornament, so I perused the internet in search of a new mascot. These are some of the adornments I found. Apparently during the 1920's and early 1930's, contests were held to create the best ornaments. Even today craftsman are still at work creating miniature masterpieces.



Trouble Shooting Engine Breakdowns

BY TOM ELDHARDT, COURTESY OF THE COLUMBIA CRIER

There are two typical reasons why a Model A Ford engine that was operating well at the start of a tour stops or quits running. It is usually a Spark or Fuel problem.

SPARK

- Tooting the horn will indicate that the fuse is okay.
- Place the ignition Switch in the "OFF" position.
- Place the car in neutral and set the emergency brake.
- Open the hood on the passenger's side.
- Connect one wire from the test light to ground.
- Temporarily clip the other wire from the test light to the Coil stud on passenger's side. The test light should come "ON."
- Clip the other test light wire to the RED wire connection at the coil stud. The test light should come "ON."
- Remove the distributor cover w/attached coil high tension wire, and check to see if the distributor points are "Open" or "Closed."
- Place the ignition switch into the "ON" position.
- If the distributor points are "Closed" the test light will go "OFF."
- If the Distributor Points are "Open" the test light will stay "ON."
- Place the ignition switch into the "OFF" position.
- Place the car into 3rd gear and release the emergency brake.
- Rock the car to get the distributor cam to fully "Open" the distributor points.
- Verify/set the distributor points gap to 0.018"-0.022." (Ideal gap is 0.018").
- If distributor points are dirty or wet, then clean them.



FUEL

- Remove gas cap and listen for an air suction hiss caused by a clogged gas cap vent hole.
- Turn the engine over a few times while pulling on the choke rod.
- Check that carburetor throat is WET with fuel, indicating that fuel is getting to the carburetor.
- If carburetor throat is DRY then either the fuel line is clogged or the carburetor float is stuck closed.
- If the carburetor float is stuck closed then tapping the carburetor body on the side with a wrench should release it.
- If the problem is not getting fuel to the carburetor then the gas tank or the sediment bowl filter or the filter at the carburetor could be clogged up with debris blocking the fuel supply. Turn "OFF" the gas tank drain valve (shut-off valve) and remove and clean the system.

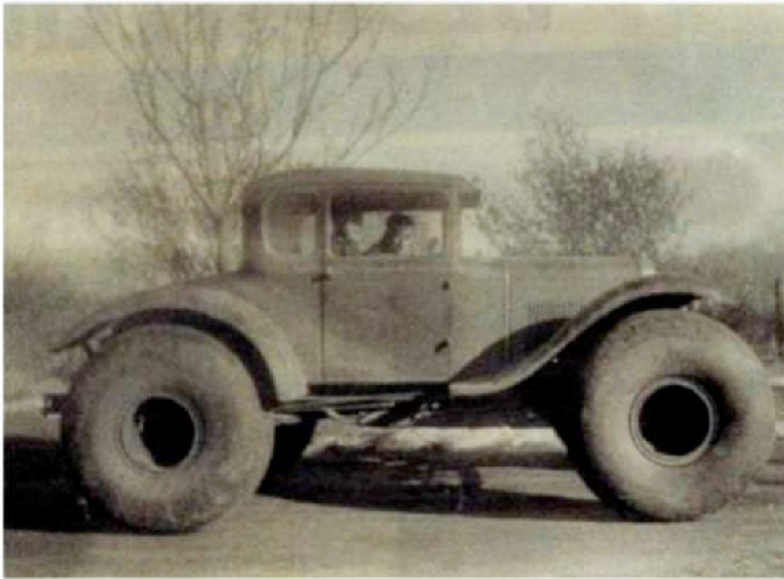
NOTES:

- The ideal dwell for all 4-cylinder engines is at 31°, which converts to a point gap of 0.018."
- New points should be set at 0.022" gap. After the fiber block wears down and glazes over (hardens) then setting the points to 0.018" is okay and should last several years.
- Coil output voltage is about 24,000 volts.
- The time from spark at the spark plug to fuel ignition is about 3 milliseconds (0.003 seconds).
- When starting an engine, the spark needs to happen after the piston has gone past TDC (top dead center) to prevent the piston being pushed the wrong direction damaging the babbitt.

From: A WORLD
by
Sherry Winkinhofer

The Kid's Corner

FOR KIDS YOUNG AND OLD



This looks like it might be the first "Monster Truck"! It was actually put together to handle the snow on a rural mail route in Nebraska in the 30's and 40's. They put a Model A coupe body on an AA truck frame and added airplane tires. It was said to have worked really well with the only drawback being that it was so high that the wind would sometimes blow it off the road. But I bet with those tires, it could just drive right back on.

I'm not sure where they carried the mail (maybe the rumble seat), or if they had to have a step ladder to get in, but it saw service for many years, long before the giant SUV's were ever dreamed of.



It was not unusual for Model A's to be used for more than just an automobile, but here is one of the more unusual modifications. This Model A is not being towed by the boat in front. It has been temporarily converted to a motorboat! It's powered by the car's rear wheels, riding on rollers connected to a drive. Steering input comes from the front wheels, sitting in steerable rails attached to the rudder.

Women vs. Men

MONEY

- A man will pay \$2 for a \$1 item he needs.
- A woman will pay \$1 for a \$2 item that she doesn't need but it's on sale.



Taking Your Measurements for an Era Outfit

By Lois Przywirtowski
Fashion Judge
2018 Sparks/Reno

The warm, gentle breezes of summer are almost here. Soon, Model A's and their devoted owners will gather together at the National Convention in Sparks-Reno, various regional meets and local club activities. Events like these offer the perfect opportunity to dress as though we belong in the Model A era. But how does one achieve that look?

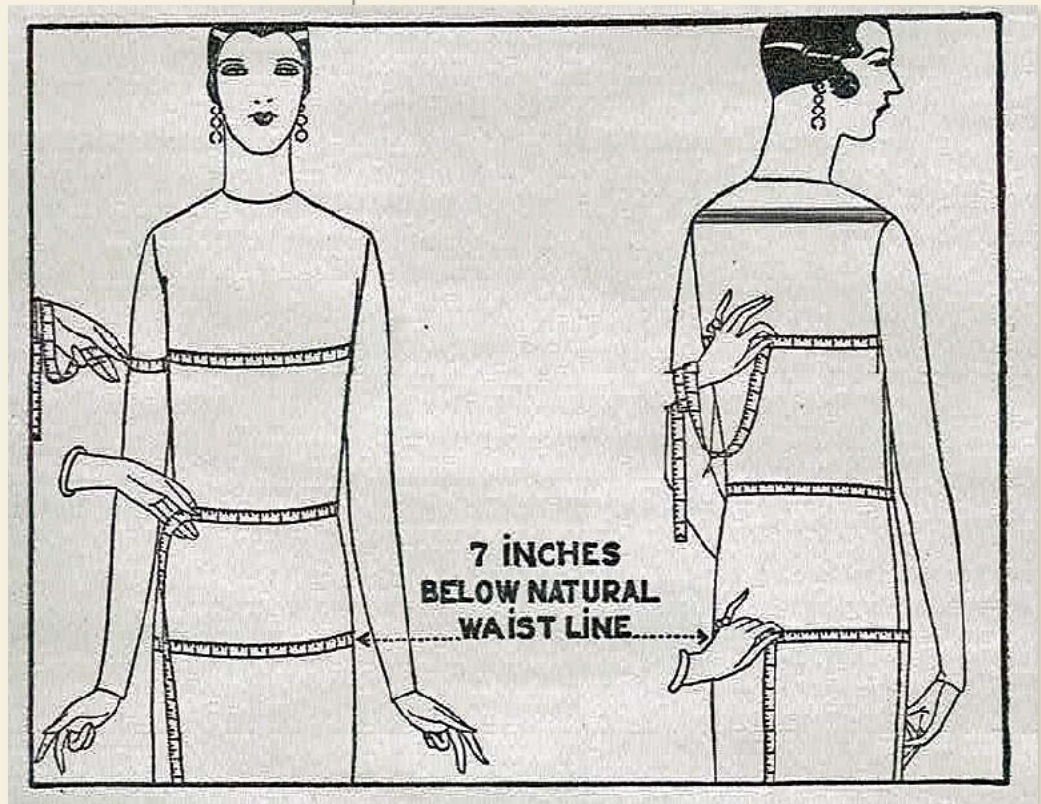
Start by getting your measurements. Your measurements are useful in selecting and sizing your pattern, sewing your garment, and measuring garments before trying them on. Some of the meets offer a Fashion Boutique where you can purchase era or era image clothing. Before you try on an era garment, measure the shoulder, bust, waist and hip areas of the garment. Doing so will not only save you the frustration of trying on a garment that is too big or too small, it can save the garment itself.

If you are looking for an era pattern, check out the Pattern Project, found at the MAFCA website under Fashions. There you will find a large assortment of patterns available for purchase. You will also find a great article entitled The Sizing of Model A Patterns

written by Peggy Gill, the current Era Fashion Committee Chairperson, that will help you choose your pattern size. It really is a "must read" before you get started.

The following measuring instructions for women, men, and children are from The Art of Dressmaking, published by Butterick in 1927. The lovely thing about taking your measurements is that the method of doing so doesn't change with the year.

WOMEN AND GIRLS





BUST - The bust measurement should be taken from the back. Measure over the fullest part of the bust, close up under the arms and straight across the back. If the tape is held too high at the back, the measure will be too large; if too low, it will be too small.

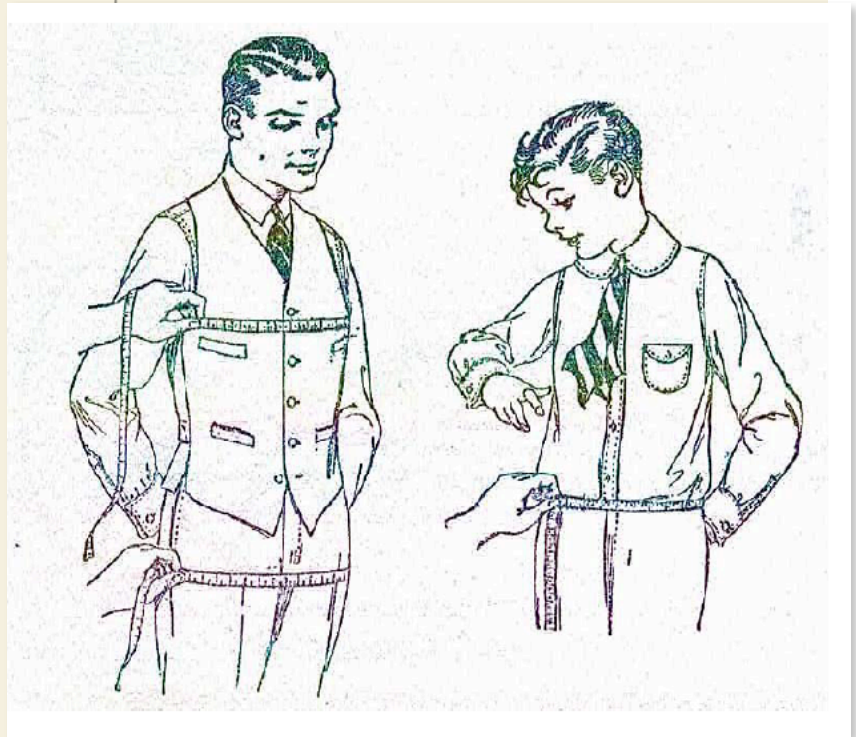
BACK - Measure across the back, about 2" below the neckline.

WAIST - Take the waist measurement at the natural waistline.

HIP - The hip measurement should be taken from the back. Measure about seven inches below the natural waistline.

ARM - Take the arm measurement around the largest part of your arm, about one inch below the armhole. For arm length, measure from top of your arm to your wrist, with your arm slightly bent.

NOTE - In taking the bust, waist, hip and arm circumference measurements, the tape should be close, but not tight.



NOTE -For both the chest and waist measurements, the tape should be snug, but not tight.

MEN AND BOYS

CHEST -Take the chest measurement around the body close under the arms.

WAIST -Take the waist measurement at the natural waistline.

HIP -Take the hip measurement around the fullest part of the hip. The tape should be easy, not snug.

At least once this summer, have fun dressing up, just like you did when you were a kid! Wouldn't it be grand to see everyone dressed in era style on a tour?



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 is asking \$15,000 obo. He 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.



Tony Jacobs still has a lot of Model A parts for sale. When you are thinking about ordering a part, call Tony at (801) 796-0396 first to see if he has the part you need.

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.



Jim's technical tip

by Jim Cannon, MAFCA Technical Director

I have been asked what adjustments should be made to the Model A when driving at high altitude, such as when going to the National Convention in Sparks/Reno at the end of June. Sparks is about 4,500 feet, which is not terribly high, but you may have to climb over some passes that are much higher in order to get there.

In general, the air is thinner as you go up in altitude. That means less oxygen is going into the engine when it runs, and the effective air-fuel-ratio (or running fuel mixture will get more rich as you go up. So you will want to adjust the GAV on the carburetor just a little bit LEANER (screw the GAV in) as you climb to higher altitudes, to compensate for the thinner air. But not too much, especially when working to climb a grade. Retard the park a bit too, when climbing a steep grade.

If you don't make this small change, the mixture will be a bit rich and you run the risk of fouling your spark plugs. The engine may seem to run better on the rich mixture, but your fuel economy will suffer and your plugs may foul. I hope this helps you have a Model A Day!



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Model A Ford Club of America

DOUG LINDEN, PRESIDENT



I think spring has sprung and we are finally able to get our Model A's out of the garage and back on the road. I always enjoy getting our Model A out for the first time, hearing the engine fire up and idle has never lost its appeal. It is always great to take a short ride around town to get all the fluids warmed up and to enjoy all the trees and shrubs in bloom. I wish all our members many "Smiles per Mile" driving their Model A's this year.

Have you considered serving MAFCA? Now is the time to step up to the challenge and become a candidate for the board of directors. If you are organized, task oriented, can work with people and can do "stuff" on the computer, you will be right at home on the board. You can find the nomination form in the March/April issue of The Restorer magazine or on the MAFCA website. Speaking of The Restorer magazine, Editor Andy Scheer would love to have you submit articles for publication. He is especially interested in technical articles. If you plan to restore or repair something on, or associated with, the Model A, please take pictures and consider preparing an article. Andy will be happy to help.

I look forward to seeing you in Sparks, NV for the fantastic Aces & A's convention.

October 7-11 -- Kanab, Utah

**Hosts: Canyonlands Special Interest Group
Canyonlands Hub Tour**

This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. The tour will be based out of Kanab, Utah and travel through national parks and monuments of the area. Canyonlands is home to miles of river canyons, mesas, buttes, slot canyons and brilliant red rock faces and peaks. We will tour through Bryce Canyon, which sits at the northernmost part of the Grand Staircase and stretches to the north rim of the Grand Canyon, Zion National Park, and the Grand Staircase-Escalante National Monument. Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019.

Video Preview: [click here](#)

Information: [Garth Shreading](#) or [John LaVoy](#)



Women vs. Men

EATING OUT

- When the bill arrives, Mike, Dave and John will each throw in \$20, even though it's only for \$32.50. None of them will have anything smaller and none will actually admit they want change back.
- When the girls get their bill, outcome the pocket calculators.



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Women vs. Men

BATHROOMS

- A man has six items in his bathroom: toothbrush and toothpaste, shaving cream, razor, a bar of soap, and a towel.
- The average number of items in the typical woman's bathroom is 337. A man would not be able to identify more than 20 of these items.