



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 6

No. 7

July 2018

IN THIS EDITION:
THE AMMETER:
Good-bye to Sharon Stilson
Service Project

MATCHING
 CAR
 GAME

RAT FINK
 WINNERS

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



From the Salt Lake Tribune



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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
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
Newsletter	Robert Mack	mack4759@yahoo.com





A Message from Our President

BY CLYDE MUNSON



Howard and I just completed a trip across Nevada and back for the national convention. The trip was probably close to 1400 miles and as you can imagine we made a lot of stops. An 11 gallon tank will only go so far and there is also a need to get out and stretch.

Our two-car convoy created quite a bit of interest and of course caused several questions. "What year is it?" "How fast can you go?" "Is it all original?" I decided at some point I should make up a sign that answered all of the most common questions. That way I could unburden myself of questions that I have answered a 1000 times and speed up the process. I then realized as I have visited several museums, the ones I enjoyed the most were the visits where I could ask a knowledgeable person questions. Unfortunately most museums have a sign in front of an exhibit giving out pertinent information but not being very interactive. This was the same stupid thing I was thinking of doing.

It is one of the joys and burdens of owning a Model A; you get to be the curator of your own rolling museum. We all get to keep the interest and history alive. By interacting, sharing stories and information we build interest in our hobby and hopefully keep the fun rolling along for the next generation.

Provo Freedom Festival Parade

Reminiscent of Music Man, you can't beat a parade. At least that's what 300,000 Utahns thought as they lined the streets of Provo on July 4th; and the Utah Valley Model A Club was part of that excitement. Our best turnout yet for the parade, 16 cars trailed behind the large parade banner announcing our arrival. The banner was really superfluous, because the blaring of Ahoogh horns through-out the group announced our presence to the thrill of the crowd. We were definitely a crowd pleaser. Even the Salt Lake Tribune thought we were something special. While reading the Tribune, Clyde ran across a picture one of their photographers took of our group, marching down University Avenue (cover photo).



Howard Eckstein, photographer

2018 Calendar of Events

July

- 4th — Provo Freedom Grand Parade, 6:30 a.m. Zion's Bank, 1060 N. University; see page three for details.
- 14th — Provo Centre Mall Summer Bash 8 a.m. to 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
- 18th — Eureka City Parade, 9:00 a.m.
- TBA — Monthly Activity

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

November

- 15th — Club Meeting, 7:00 p.m. Larry H Miller
- TBA — Murder Mystery

December

- No regular club meeting this month
- TBA — 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.


Automotive History in the Making

JULY

- 2nd 1937 Richard Petty born, Randleman, North Carolina
- 6th 1945 Automobile production resumes following WWII
- 8th 1909 First Hudson automobile produced
- 12th 1922 First Checker Cab built, 1982 last Checker is built
- 16th 1935 Oklahoma City, OK gets first parking meters
- 22nd 1894 First auto race (Paris and Rouen, France)
- 24th 1929 Two-millionth Model A Ford built
- 29th 1909 Buick acquires Cadillac, 1916 Nash Motors formed
- 20th 1863 Henry Ford born, Greenfield Village, Michigan
- 31st 1911 GM first automotive stock listed on New York Stock Exchange

Courtesy of Roger and Geena Davis

31st 1911 GM first auto ma



Geena Davis — 1st
Gemma Eckstein — 5th
Bob Todd — 6th
Lisa Cope — 12th
Judy Isaksen — 16th
Elaine Carlson — 18th
Stevan Davis — 26th

Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Brim Brimley has a torn muscle in his upper leg. When he will go back to work is unknown. We wish him a speedy recovery. It's miserable when you can't get behind the wheel of a Model A.

Becky Mack just had cataract surgery and is enjoying seeing other colors besides yellow.

Lavoy and Merilyn Cardon's 1931 coupe is finished. They are buffing it up so it will be ready for the Provo Freedom Festival Parade. Their car looks great!

Reid Jesse and **Howard Eckstein** are still working on Reid's car. It had a big vacuum leak. The culprit turned out to be the intake manifold. The original mounting holes weren't drilled right, so they redrilled them and solved the problem. A new wiring harness is next on the list. Reid's Tudor has a late 1931 teardrop cowl. They have had it in the family for 50 years!

The secret got out during the National Convention that it was **Bill Thompson's** birthday. **Elaine Carlson** bought a cake and we all sang Happy Birthday to him at the casino's restaurant.

If you are on Facebook, go to <https://www.facebook.com/groups/MAFCA/> and look at June 21st. There you will see **Clyde's** post of him, **Gemma** and **Howard**, making their way across western Utah and all of Nevada on their way to Sparks for the MAFCA National Convention. Look close at this picture and you will see Gemma in Clydes car, undoubtedly enjoying his air conditioner.



*Lavoy and Merilyn's
1931 standar coupe*





June Club Meeting

Attendance:

Brim and Diane Brimley and their granddaughter, Alyssa, Reid and Elaine Carlson, Vern Cope, Roger Davis, Howard Eckstein, Tim Isackson, Tony Jacobs, Clyde Munson, Greg and Robert Mack, Larry Taylor, Bill and Colette Thompson, and Richard Tucker

New Members:

Reed Jesse and LaVor and Marilyn Cardon have been working with Howard Eckstein to get their cars road-worthy and they are almost there. Howard invited them to come to club meetings and they joined. Welcome Reed, LaVor and Marilyn!

Club Business:

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

Treasure's Report: Brim Brimley reported on the club finances. We have \$2091.65 in savings and \$257.48 in checking.

Karl Furr and Tony Jacobs are at the Kiwanis car show in Provo right now. Because of that, Tony will be late.

Ed Stilson's family sent the club a thank you card following Sharon's funeral. He has family with him right now. Because he was first on the scene of the accident, he is having a difficult time right now.

We received another invitation from the Evanston Wyoming group. They are throwing a big party on June 29th as the cars participating in the New York to Paris run come through town. In addition to all the activities, they will have a car show for "stock" pre-1945 automobiles.

Howard Eckstein has finally taken a break from other people's cars to work on his own. He has made sure his coupe is ready to make the 550 mile trip to Sparks, Nevada.

Clyde Munson is also preparing his car for the drive. His left front fender is in bonds and awaits paint.

Wayne Atkinson's roadster has hit yet, another setback. The engine had a bad leak from the rear main bearing. It turns out that the main bearing cap has a hairline crack. He installed Bill Thompson's second engine and it is running fine. The only problem is, that he has spent so much time on engine and paint problems, he is behind on



everything else. So, he won't be taking the roadster to the national convention. He got permission to take his Model T instead.

Activities:

Past Activities

Clyde and Greg reported on Spring City's Heritage Days. Seven cars participated. Greg showed slides of the day's activities. Clyde received a very nice Facebook comment from the organizers of the Spring City Heritage Days. They thanked us for coming and hope that we will continue to participate in years to come.

Tony Jacobs was the only member of the club to participate in Orem's Summerfest cars show. He reported that it was a very small show this year with only 25 cars present.

Bill and Colette Thompson recapped the Rat Fink Reunion. All total, there were seven vehicles (both members and non-members) that represented the UVMAC at the car show. Because of this, the club won, again, a plaque for the club with the most cars present. That wasn't the only award received. Reid and Elaine Carlton received an artist's award for their 1964 Grand Prix.

Upcoming Activities

- June 24-29th, MAFCA National Convention — Arrangements were made to meet each day to coordinate that day's activities.
- July 4th— So far 15 cars have volunteered to participate in the Provo Freedom Festival Parade. Clyde will send out an e-mail giving more detailed information when it is received.
- July 21st — We will stage for the Mapleton Pioneer Day parade at the Mapleton Junior High School at 8:00 a.m. We will drop the veterans at the same location as last year.
- July 14th — Howard reports that the Provo Mall summer spectacular is on schedule. They want our cars there at 8:00 or 8:30 a.m. and we will be able to move them out of the mall at 2:00 p.m. There will be stanchions around each car.
- August 3-4th — The Salty A's will be attending Spring City's bluegrass festival. We have been invited to join them.

Engine Displacement

- Model A standard engine 3.876-in bore with 4.25-inch stroke or 200.5 in³ (3.2L) with 4.11:1 compression ratio.
- Therefore standard head had volume of 48.78 in³
- Today's high compression head with ratio of 5.5:1, has volume of 36.45 in³

• August 6th — Clyde will be reserving a space for the club at the Lindon Car Show. The first 100 people who register will receive a free t-shirt. You can register at https://media.rainpos.com/442/lindon_days_car_show.pdf

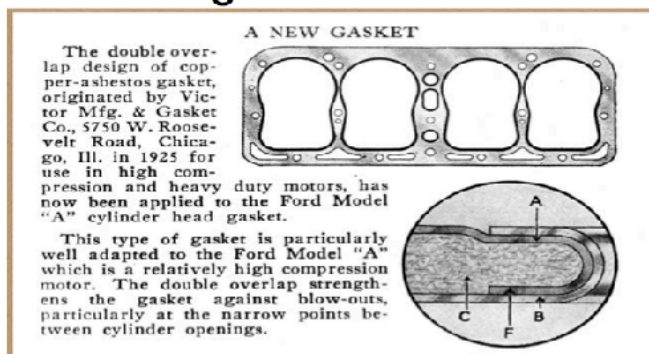
• August 18th — The Salty A's have also invited us to join with them in the Eureka Town Parade. Rich Townsend is spearheading the event. He will let Clyde know the details as they are known.

Tech Talk:

Reid Carlton gave tonight's TechTalk on cures for a HEADache. He discussed many aspects of the Model A heads. He reviewed the different head types, the most common having a 4.22:1 compression ratio. There were also "police heads" called "B heads" with higher compression. There is also a "C head" for Model B's. Currently parts manufacturers are making even higher compression heads at 6:1. Reid reviewed the myriad of head gaskets available and the types of sealants used. Finishing up he talked about the order in which the head bolts should be tightened. The group also brought up the fact that after the installation of a head, the bolts should be checked periodically afterward.

Refreshments were provided tonight by Robert Mack. Roger Davis will bring refreshments next month.

Original Gasket



Sandwich construction of copper or brass with white asbestos filler.

We Say Goodbye to Sharon Stilson

BY ROBERT MACK

It is sad to have to write an article about the passing of a fellow club member, but even worse when the passing of Sharon Stilson was so unexpected and tragic. Ed and Sharon had just finished watering the flowers at their son's (Kevin) grave. Upon returning to their car, she was hit by another vehicle.

Ed and Sharon were married in Manti in 1965. They raised five children together, Kevin, Kim, Shane, Jeremy and Brandon. They spent 53 years together enjoying each other's company and companionship. They were able to see their family grow with 19 grandchildren and 11 great-grandchildren.

Ed and Sharon have a nice, red 1930 Sport Coupe and joined the Utah Valley Model A Club in 2016. They have won several trophies at various car shows with their Sport Coupe.

The crowd that attended Sharon's funeral was a testament to the type of person she was. Her funeral was held at the Stake Center. Both overflows were open and the



building was packed. Sharon was the type of person that put other people first. She would drop everything to come to the aid of others. She was the embodiment of the word charity. As Reid said, "They were well loved and respected in the community." Not only will she be missed by her family, but by the community at large.

During the funeral family members gave her life sketch and then talked about personal experiences they had with Sharon. Their granddaughter, Tia, played a piano solo, followed by remarks from their bishop.

The funeral procession to the gravesite honored the club members present. Howard Eckstein, Reid and Elaine Carlson, Ron and Ellie Sessions, Alan and Pat Justesen and Ed Stilson's cars all led the procession ahead of the funeral coach.

The funeral proceedings were a wonderful way to remember the loving life of Sharon Stilson.

<p><i>Sharon LaRene Hansen Stilson</i></p> <p>November 16, 1946 June 1, 2018 Manti, Utah Manti, Utah</p> <p>MARRIED: Edwin Stilson on February 5, 1965 in Manti, Utah solemnized in the Manti Temple. They enjoyed 53 wonderful years together.</p> <p>CHILDREN: Kevin Max, deceased (Liz) Stilson, Kimberly (Thomas) Lee, Shane Stilson, Jeremy (Heidi) Stilson, Brandon Stilson</p> <p>BROTHER: Larry (Berlene) Morley</p> <p>19 Grandchildren and 11 Great-Grandchildren</p> <p>PRECEDED IN DEATH BY: parents, Max Erickson & Doris Stewart Hensen; son, Kevin; sister, Arlene Stewart</p> <p style="text-align: center;">FUNERAL SERVICES Wednesday, June 3, 2018 11:00 a.m. Manti Stake Center</p> <p style="text-align: center;">COMPASSIONATE SERVICES Manti 4th Ward Relief Society Sisters</p> <p style="text-align: center;">PALLBEARERS</p> <table border="0" style="width: 100%; text-align: center;"> <tr> <td>Shirley Stilson</td> <td>Tom Lee</td> </tr> <tr> <td>Jeremy Stilson</td> <td>Randall Stilson</td> </tr> <tr> <td>Brandon Stilson</td> <td>Blaine Stilson</td> </tr> </table> <p style="text-align: center;">HONORARY PALLBEARERS</p> <table border="0" style="width: 100%; text-align: center;"> <tr> <td>Kevin Stilson</td> <td>Clayton Lee</td> </tr> <tr> <td>Larry Morley</td> <td>Travis Lee</td> </tr> <tr> <td>Richard Stilson</td> <td>Jason Kaga</td> </tr> <tr> <td>Ben Stilson</td> <td>Kenia Stilson</td> </tr> <tr> <td>Wesley Stilson</td> <td>Connor Larson</td> </tr> <tr> <td>Landon Stilson</td> <td></td> </tr> </table>		Shirley Stilson	Tom Lee	Jeremy Stilson	Randall Stilson	Brandon Stilson	Blaine Stilson	Kevin Stilson	Clayton Lee	Larry Morley	Travis Lee	Richard Stilson	Jason Kaga	Ben Stilson	Kenia Stilson	Wesley Stilson	Connor Larson	Landon Stilson		<p>Family Prayer Brandon Stilson (son)</p> <p style="text-align: center;">SERVICES</p> <p>Officiating Bishop Brent Boyan</p> <p>Chancellor Elise Liddell</p> <p>Organist Joe Liddell</p> <p>Congregational Hymn #293 "Reach Life and Touchen Ours For Good"</p> <p>Invocation Heidi Stilson (daughter-in-law)</p> <p>Life Sketch Shane Stilson (son)</p> <p>Tribute Kimberly Stilson Lee (daughter)</p> <p>Piano Medley Tia LaRene Lee (granddaughter) "God Be with You 'Till We Meet Again" & "He is Risen"</p> <p>Speaker President Scott Hintze (priest)</p> <p>Closing Remarks Bishop Brent Boyan</p> <p>Congregational Hymn #100 "Heaven, My God, to Thee"</p> <p>Benediction Liz Stilson (daughter-in-law)</p> <p style="text-align: center;">GRAVESIDE SERVICES Manti City Cemetery</p> <p>Dedication of the Grave Jeremy Stilson (son)</p>
Shirley Stilson	Tom Lee																			
Jeremy Stilson	Randall Stilson																			
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Landon Stilson																				

16th Annual Rat Fink Reunion

BY BILL THOMPSON

Manti, Utah is a town in central Utah of about 3,500 residents. Small by most standards. It is an unlikely place for a gathering of hot rods, muscle cars, rat rods and antique autos of all sorts. But each year on the first weekend of June, over 200 cars from all over Utah and several other states gather for the Annual Rat Fink Reunion.

What, pray tell, is a Rat Fink? Rat Fink, a cartoon character, is the creation of Ed 'Big Daddy' Roth who lived and died in Manti. He created Rat Fink as a direct contradiction to Mickey Mouse. He was also a custom car creator and artist with a large line of hot rod themed T-Shirts using various monsters of his creation. Every year since his death in 2001, a reunion in his honor has been held here. The reunions actually started in California long before he died, but following his death, his widow, Eileen 'Trixie' Roth began holding them in Manti. She built a museum to house the large body of his work and for three days each year, his fans and 'descendants' of his art style descend on the town in droves to celebrate all

things Rat Fink. Dozens of pinstripers set up outside the museum and will stripe anything the public wishes to be decorated in the Rat Fink style.



A car show is always held on Saturday at the Manti City Park. Proceeds from the show are donated to the Manti City Park Renovation fund. This year it was held on June 2nd. The weather was beautiful and the turnout of cars was exceptional. There were five cars from the Utah Valley Model A Club in attendance: Alan Justesen's 1928 Standard Coupe, Ron Sessions' 1930 Sport Coupe and Bill Thompson's 1929 Special Coupe. Bill Thompson also entered his 1917 Model T Pickup and Reid Carlson entered his 1964 Pontiac Grand Prix. John Clark brought his 1914 Model T Touring. We all enjoyed visiting with the crowd throughout the day answering questions about our cars. We were joined also by a fellow

from Henrieville with his 1931 Model A Pickup.

This show is open class, meaning designated styles, makes and years are not a means of competing for trophies. The judges for the show are the visiting stripers at the reunion. Each striper makes their own trophy which showcases in some way their particular



style of art. At the end of the show, each striper awards their trophy to their favorite car. Reid Carlson and John Clark both received trophies for their cars. The club received a trophy for the most cars in attendance from a club.

This event was lots of fun. Many people commented about our original, unchanged cars and let

us know that originality is still popular and we don't need to alter them for people to enjoy them. They enjoyed seeing them the way they were built originally to compare them with the ways others have changed theirs. The original mechanicals were of particular interest to many people. We were thanked many times for entering them in the show.



CENTERFOLD OF THE MONTH
1928



**SYD & TIM CROCKETT'S
55-A TUDOR**

“Change the Condenser”

BY TOM END, COMPLEMENTS OF THE SANTA ANITA A'S

On most any Model A tour, one of the participating cars will likely drift to the side of the road inoperative. Soon after everyone gathers around someone in the crowd will surely yell out “change the condenser”. This knee-jerk reaction has become ingrained in Model A folklore. The truth is that good quality condensers available today seldom ever fail.

Over the years I have seen countless numbers of condensers changed out, but I have only observed one that actually failed, and that was because the ground strap soldered onto the back of the condenser came loose due to an over-heated engine.

The common practice for checking a condenser is to use an ohm meter. It will tell you if it is shorted or open, but not what the actual capacitance value is.



A Honeytek A6013L Capacitor Tester (called a condenser in automotive jargon) is available through Amazon for about \$17. The tester will tell you not only if the condenser is good or bad, but the actual value in micro-farads.

that Henry ever recorded about how many farads (or portions thereof) are required of a condenser to properly operate a Model A Ford ignition system.

What I have discovered with my new Honeytek tester is that the good quality condensers from Bratton's test out at a nominal .243 micro farads. I have never seen any documentation

It is difficult to describe what a farad is, especially when only a very small portion of one is used in a Model A condenser. A micro farad is but .000001 of one farad.

The Honeytek tester is a unique thing to have along on a tour. You can easily test a condenser while it is still attached to a distributor installed in a Model A. Simply remove the car's fuse, and slip a business card between



the points. The plus lead of the tester is clipped to the arm of the points; the negative lead is clipped to ground on the distributor.

There are still poor quality condensers being sold by some suppliers. They are easily identified by the ground strap being soldered to the end of the condenser. The good quality ones sold by Bratton's and a few other suppliers will show three little dots on the strap indicating they are stake welded on.

On the left is a good quality Bratton's condenser. On the right is a poor quality condenser still being sold by some suppliers.





The Ammeter

BY TOM ENDY — SANTA ANITA A'S

The ammeter in a Model A Ford can be a very useful tool in a variety of situations that will signal to the driver the car's electrical status.

Whenever you park a Model A and are about to exit the car, glance at the ammeter, the needle should be pointing to zero. If instead it is pointing slightly to the left it is telling you that somewhere within the car there is some unauthorized current flowing that is going to drain the battery if you leave it that way long enough.

The cause may be the headlight or dome light switch is turned on. It is also possible the contacts in the generator cutout switch have stuck closed. Another possibility is the brake light switch is closed due to a weak spring in the switch. What ever is the cause you will become aware of it and can immediately address the problem instead of returning to find a dead battery.

When you first climb into the car to go for a drive before starting the engine press your foot on the brake pedal while observing the ammeter. The needle should deflect to the left. This is telling you that your brake light switch works and at least one of the bulbs is not burned out.

When you start the engine and rev it up past idle the ammeter should deflect some distance to the right. This is telling you the generator has taken over the car's electrical load and is also supplying charging current to the battery. If the needle stays at zero or deflects to the left it is telling you the generator is not working.

The ammeter can also be used as a gauge to set the generator output. This is accomplished by moving the third brush in the generator. Moving the brush changes the generator output voltage level and will determine the amount of charging current that flows to the battery. The procedure is to have the engine running at an rpm higher than idle with everything except the ignition turned off. The generator is then adjusted for a nominal 8-amp output as registered on the right side of the ammeter.

Eight amps is considered nominal, but you can set it for whatever value suits your driving needs.

In 1929 Ford moved the black primary wire that runs to the ignition coil from the passenger side terminal of the junction box on the firewall to the driver's side terminal (reference service bulletin page 390, November 1929). The purpose of this change is to have the ignition current pass through the ammeter to provide a diagnostic tool when starting the engine. If for some reason the car refuses to start while cranking it over, observe the ammeter. The needle should be alternately moving from left to right past the zero mark. This is being caused by the ignition points opening and closing and it is telling you the ignition primary circuit is working correctly and the problem is elsewhere.

If you have replaced the generator with a modern alternator, which has a regulator, the ammeter will tell you a number of things. When you first start the car up and are rolling down the road the ammeter will more than likely be far to the right side of the zero mark. This is telling you the regulator in the alternator has determined that the battery needs significant charging to replace the power that was used by the starter to start the engine. After some period of time the needle will pull back to zero as the battery regains its full charge. If the needle remains far to the right for an excessive period of time it may be telling you that you may have a defect in the battery, such as a dead cell.

On a long trip the ammeter needle should be sitting on zero indicating that the battery is fully charged. However, it may also be an indication that the alternator is not working. An easy check is to momentarily turn the head lights on. If the alternator is working properly it will immediately pick up the additional load. You may see the ammeter needle flicker slightly, but it should remain on zero. This tells you the alternator is working. If the needle deflects to the right significantly and stays there it is telling you the alternator is not working and the battery has picked up the additional load.

The ammeter is a great tool. The more you pay attention to it the more you can determine what is going on with the electrical system.



The Ammeter's Structure

BY TOM ENDY — SANTA ANITA A'S

The Model A ammeter is a fairly simple device, but it can tell you a lot if you pay attention to it. It is a center off type meter. The needle sits on zero in the center when no current is being drawn. When current is being drawn from the battery the needle points to the negative side. The reading depends on how much current is being drawn. When the generator (or alternator) is sending current to the battery to charge it, the needle points to the positive side. The reading depends on how much current is being passed to the battery.

Original ammeters have "bounce" to them. This is because they are un-damped. In this manner they quickly read any variations in current flow. Many reproduction ammeters are not made very well and are damped and move very sluggishly.

If the ignition circuit is wired to receive its power through the ammeter it provides a diagnostic tool. When starting the car the ammeter will bounce back and forth on either side of the zero mark before it starts. This is caused by the points opening and closing. If the car fails to start the bouncing ammeter needle is telling you that there is nothing wrong with the ignition primary circuit and the problem is somewhere else. If the needle is not bouncing, the problem is likely in the ignition primary circuit.

The original Model A generator is usually adjusted for a fixed 8-amp output. It will produce 8-amps regardless of the electrical load requirement or the status of the battery. When driving at night the generator cannot provide all the current demand from the headlights. The battery is then required to supply the balance and the ammeter will show a discharge. Over a long period of nighttime driving the battery will become discharged. When diving on a long trip during the day the continuous 8-amps may over charge the battery and boil the water out of it. Either case is not healthy for the battery.

Years ago it was quite common to see cars such as the Model A on a long stretch of open highway with

their headlights on during the day to protect the battery by absorbing the excessive output current from the generator.

When a Model A is equipped with an alternator (either 6-volt or 12-volt) the ammeter becomes even more of a diagnostic tool and the battery remains fully charged most of the time.

The alternator has an internal regulator circuit that constantly looks at the status of the battery. If the battery needs charging the alternator sends the appropriate amount of current to it to bring it back up to full charge. This will occur right after start up when the starter has drawn a significant amount of current out of the battery. The ammeter will then show a high charging rate going to the battery. A few miles down the road and the ammeter will move toward zero indicating the battery is almost fully charged. On a long trip the ammeter should be sitting at zero indicating the battery is fully charged and no current is going to it.

When the headlights are turned on the alternator immediately picks up the load and the ammeter remains at zero indicating that no current is being drawn from the battery to power the headlights.

On a relatively long drive if the ammeter does not return to zero it is telling you that there is a defective cell in the battery that is preventing it from becoming fully charged. The ammeter is telling you it is time to have the battery checked.



The Model A ammeter is a fairly simple device



One in Every Crowd

BILL BARKER — THE RESTORER

Based on several years of personal observation, Bill Barker of Los Angeles, has placed Model A owners, and would-be owners, in several well-defined categories. At least one or all of them, can be found in any club, or at any club event.

Undoubtedly there are several less common species yet unidentified. Perhaps you can add to this list. You might even recognize yourself:

The Concourse Perfectionist, characterized by dust rags, car trailer, and “Don’t Touch!” signs. Easy to find; he remains within five feet of his car at all times. He is never, but NEVER, found on club tours.

The Hoarder, who might need the warehouse full of parts he has and won’t sell — to anyone.

The Fault Finder, can give an alphabetical list of everything that is wrong with the car that won first place. It always turns out that he is the owner of a) the second place trophy winner, b) a junker not entered in the meet, or c) owns a 1949 Ford, and knows little about Model A’s.

The Aloof Owner, is usually an officer, does not engage in tire-kicking or other friendly activities — you wonder why they come.

The Purist, sends swatches to the laboratory for analysis before commencing a new upholstery project. He can tell you how many threads per inch on every bolt and knows the proper width of a pin strip within four decimal places.

The Non-purist, has a Chrysler engine concealed under a stock exterior. He is in his glory at stop signs and hill climbs.

The Improver, professes great love for the Model A, but likes a few modern refinements. Always the first in line to

complain to the committee for being placed in the Modified Class.

The Long-lost Lover, who had one exactly like it thirty years ago. Always says, “The best car I ever had!”

The Insurance Oriented Owner, characterized by sealed-beamed headlights, hydraulic brakes, and plastic windwings.

The Original (Gr) Owner, who bought it new and still drives it, but obviously doesn’t enjoy it anymore.

The Low Budget Would-be Owner, who offers you \$2000 for your car, on installment payments of course.

The Gageteer has every known accessory and a few that are not known, hanging on his Model A which is no longer recognizable as a Model A.

The Twenty-five percenter is a disenchanted restorer who wants to get his money back (and more). He hasn’t worked on it for a year. His ad reads, “For Sale: disassembled...” This means it is spread all over his back yard so his wife is mad.

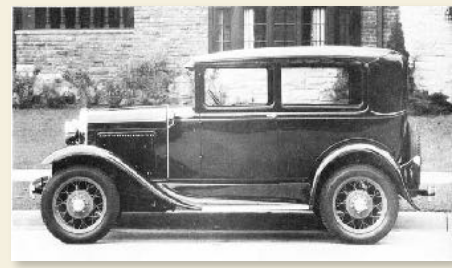
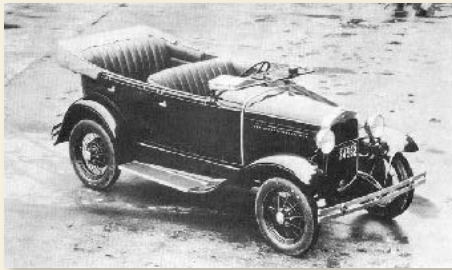
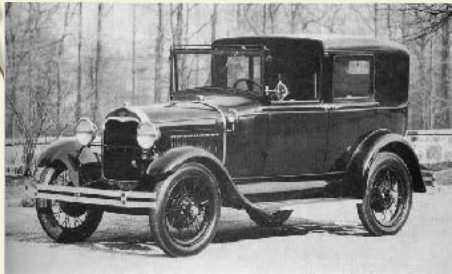
The Expert has never restored one. He paid to have it done, but knows everything about the difficulties of restoration.

The Average Guy bought his car a few years ago, had it repainted and rebored, along with a few other minor improvements. Much still needs to be redone, but the family goes on most club activities anyway. The Model A as a hobby replaces golf, tennis, flying and more strenuous hobbies he had when he was younger, stronger and more energetic. Intends to someday own a Phaeton. Does not have a garage big enough, so the family car sits outside.



The Kid's Corner

FOR KIDS YOUNG AND OLD



Kids: Match the name of the car to the right picture.

Adults: Match the body number to the corresponding picture.

VICTORIA

CABRIOLET

TUDOR

ROADSTER

TOWN SEDAN

SPORT COUPE

PHAETON

CONVERTIBLE

SEDAN

TOWN CAR

STANDARD COUPE

45A

140A

35B

50B

400A

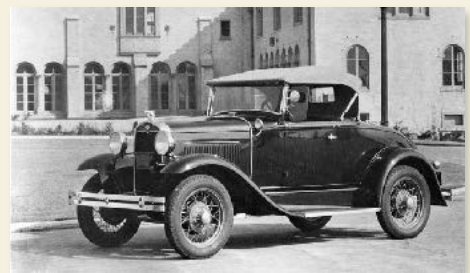
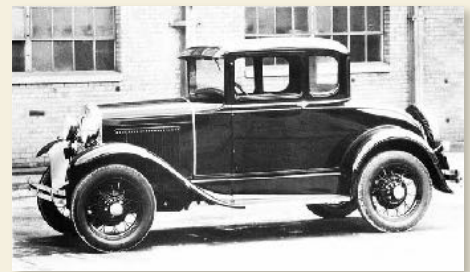
155A

55A

68C

190A

40B





1928-29 Fashion Cost Comparisons

By Sharon Johnson
courtesy MAFCA
webpage

We have had articles on what to wear for judging fashions but no one looked at what the articles of clothing actually cost and who had the best value for the money in our era. I have used Sears Roebuck and Montgomery Ward's Catalogs from 1928-1929 as my documentation.

Here is what I found:

A coat from Sears on the far right was \$25.50

PAUL POIRET
Noted French Designer
Created This Lovely Coat
Trimmed with
MENDOZA FUR
(DYED CONEY)

Each Coat Bears This
World Famous
Label

REPLICA OF
PAUL POIRET MODEL
TRIMMED WITH
MENDOZA FUR

17K3041
All Wool
VELANA Suede
All Silk
Crepe Lining
\$39.75

17K3045
All Wool
Broadcloth
Satin
de Chine
Lining
\$24.75

17K3050
All Wool
Suede
Velour
Satin de
Chine Lining
\$25.50

Cost of Fine Quality
It requires the "best" in the matter of fabric, tailoring and every little detail to make a coat of such simple design give such an effect of elegance, as is the case in this handsome model. Draped in silky lustrous fine quality All Wool Broadcloth, a warm, winter weight doney fabric of guaranteed durability.

Direct From New York A Splendid Value
Fashioned of warm, winterweight All Wool Suede Velour, this coat has the rich advantage of a large flaring collar and deep cuffs, in elegant grade, beautiful Mendosa Fur.

12 SEARS, ROEBUCK AND CO. **W.A.S. The World's Largest Store**



Similar Montgomery Ward's dresses \$7.98 each

Two for Misses

ACTUAL \$12 to \$15
THE SAME STYLES - THE SAME

14 C 274
ALL WOOL
FLANNEL

14 C 280
ALL SILK
FLAT CREPE

14 C 286
ALL SILK
FLAT CREPE

14 C 292
ALL SILK
CREPE
SATIN

ALL DRESSES
On This Page
\$7.98
EACH

14 C 310
ALL SILK
FLAT CREPE

14 C 316
ALL SILK
CREPE
SATIN

(TO BE SURE OF)



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.

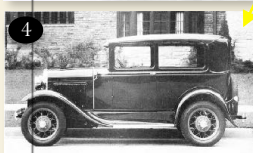
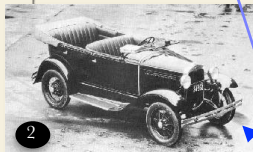


Stevan Davis is selling his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678. Both Joe Fazzio and Howard Eckstein have worked on the car and can give you additional information if interested.

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.

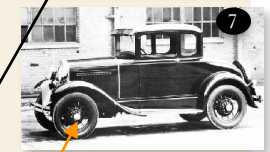


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Adults: Match the body number to the corresponding picture.

- VICTORIA
- CABRIOLET
- TUDOR
- ROADSTER
- TOWN SEDAN
- SPORT COUPE
- PHAETON
- CONVERTIBLE SEDAN
- TOWN CAR
- STANDARD COUPE

- 45B - 7
- 35B - 2
- 400A - 8
- 55B - 4
- 190A - 5
- 140A - 1
- 50B - 6
- 155A - 3
- 68C - 9
- 40B - 10





Model A Ford Club of America

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Model A Ford Club of America

DOUG LINDEN, PRESIDENT



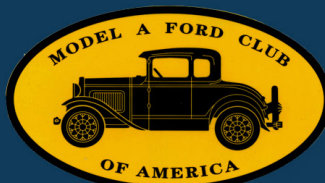
By the time you receive this issue of MAFCA News, our convention in Sparks/Reno will be a fond memory. The members of the NCRG spent years planning this event

and I thank them all for their dedication. I will have more information next issue.

I have been getting our Model A out on the road with club activities. Parades, senior center displays and ice cream seem to be the focus so far. We will be visiting the local VA hospital to celebrate 90 years of the Veterans Service Organization. We will also help celebrate the 102 birthday of one of the oldest woman veterans. That should be a fun filled day.

One of the advantages of belonging to a MAFCA chapter is the help you can get from other members. Recently we had two members talk about some issues they were having with their Model A's. One Saturday morning a few members made house calls to help solve their problems. The first turned out to be a series of fuel supply problems. The second stop was more obscure. The owner was sure it was timing related, but everything checked out fine, except for the backfiring through the carb. Once we took timing gear off the problem was obvious, the back of the timing gear had worn slots instead of the holes for the camshaft dowels. A new timing gear solved that problem. These kinds of activities are so common, I hope you have the same kind of fun at your chapter that I do with mine.

The Model A is a great cruising vehicle and I hope you are out enjoying yours this summer. You know, the more you use them the better they run.




Did You Know?

Your MAFCA membership includes a monthly digital newsletter

With each edition you will receive

- The latest MAFCA news
- Technical information
- MAFCA's President's thoughts
- Jim Canon's monthly tec tip
- Tour thoughts by Miss Katie
- The best articles of The Restorer from 50 years ago
- Updates on activities from the world of MAFCA
- Great Model A photos
- And **More, More and More!**



Worst Start
Jim's Back from Louisiana, TX, having before the Model A gets on the highway from Houston.

What's Happening in the World Of MAFCA?

MAFCA National Convention June 28-29, 2018 Harris, TX Check it Out!	2018 National Awards Banquet November 21-December 2, 2018 Tucson, AZ Send \$5.00
Compendium National Tour October 7-11, 2019 Coral Gables, FL Send \$25.00 to Send \$25.00 to Send \$25.00	Heart of America MAFCA Regional Meet June 4-6, 2018 Springfield, Missouri Send \$25.00 to Send \$25.00 to Send \$25.00

If your chapter has a website and is willing to have a link on our website, please send information to chapters@mafca.com and we will try to include it in our monthly updates.

Are you part of MAFCA's Blue Oval Program?
This new program rewards each MAFCA member for referring new members. It features automatic credit for you, and a monthly display on our Model A Ford's banner of referrals. For each referral you receive a special drawing for a \$50 gift certificate from MAFCA's store. Drawing one held your year for the printing of each Restorer magazine.

For more information contact Jim@McGill

Jim's Technical Tip
I have been asked...
[Read the rest here](#)

to sign up simply send an email to chapters@mafca.com and say "Sign me up"



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I shouldn't have driven home
from the bar last night;
especially since I walked there.

Beehive A's Rumble Seat Newsletter