



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 6

No. 9

September 2018

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



Eureka's Silver Jubilee

Photographer, Greg Mack

WHAT'S INSIDE

- | | | |
|-------------------------------------|--|--------------------------------------|
| 3 President's Message | 10 History of UVMAC Vintage
Iron Chef | 19 Shoe Ornmentation |
| 4 Calendar of Events
Birthdays | 12 Centerfold Model — The
Atkinsons | 21 Kid's Corner |
| 5 August's Club Meeting | 14 Eureka's Silver Jubilee | 22 Classified Ads |
| 8 Heard it Through the
Grapevine | 15 Diagnostics | 23 Message from Doug Linden |
| 9 Reviving Memories | | 24 "Now a Word from
Our Sponsors" |



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	gregmack02@yahoo.com
Activities	Allison Mack Bill Thompson & Colette Thompson	windjamer9945@yahoo.com bthomps1951@msn.com cocoaspunk@yahoo.com
Newsletter	Robert Mack	mack4759@yahoo.com





President's Message

BY CLYDE "HYPERLOBATOR." MUNSON

Thinking about our upcoming manifold cooking activity I decided to look into the history of manifold cooking and the Model A. I had incorrectly assumed that manifold cooking was a natural progression of Dutch oven meals or tinfoil dinners; little did I know the history was much more interesting.

It all started when a moonshiner from Alabama decided to sell everything, buy a Model A and head to California to chase a dream. Being an Alabama moonshiner, he had next to nothing, other than a lot of moonshine. He sold his shack and much of his moonshine and purchased a Model A Ford. He figured on the way he could trade some of his moonshine for meals and lodging and once he reached California, everything he dreamed of would fall in his lap. His first couple days of travel were quite uneventful. Somewhere in the middle of Texas he stopped and asked an old grandmother if he could spend the night in her home. He shared with her some of his best shine and amused himself watching the antics of the old woman's cat as it attempted unsuccessfully many times to capture her parakeet. The moonshiner marveled at the perseverance of the cat as it climbed the drapes, knocked over the birdcage and made an absolute nuisance of itself.

A couple days later the traveler stopped at a family farm. Once again he traded some moonshine for a bed and a meal. He spent his afternoon watching the farm animals and their behavior. There was an arrogant rooster, a hyperactive pig and an angry duck that kept him entertained. The moonshiner began to create stories of what he thought the animals were saying to each other. He laughed to himself as he thought of the rooster explaining the meaning of life to the other animals.

The days of travel began to drag on and he was running short of moonshine. As he entered New Mexico, he happened across some Native Americans. He had no

food in his car and was getting quite peckish. The natives also had no food but they did trade him some "herbs" for a bottle of alcohol. The herbs were of no use by themselves but he figured he would save them for later and placed them in a door pocket. Crossing New Mexico he found places to stay were fewer and farther between, which made meals and comfortable beds harder to come by. Near the border to Arizona, the moonshiner watched a coyote chasing a road runner down the desolate highway and chuckled to himself as he watched the coyote struggle with this challenge.

Soon after crossing into Arizona as he was motoring down the road, a rabbit ran out in front of his Model A. It was being followed closely by a hunter. Unable to slow or swerve, our traveler smacked right into the poor rabbit. The hunter was disgusted and refused to eat roadkill and left it to the moonshiner to decide what to do. At this point the poor moonshiner was starving, so he scooped up the rabbit, grabbed a carrot that the hunter had given him and wired them both to the manifold of his Model A. He made his way down the road and after some time he decided to get out and turn the rabbit over on the manifold so that it could cook evenly. As he lifted the hood, he realized that the rabbit was still alive. He untied the wires and the rabbit jumped and ran off into the wilderness. Saddened by the loss of his meal, the moonshiner got back in his car and continued down the road.

The sun began to dip behind the far off mountain peaks and the traveler decided to rest for the night. He came across four brothers camped alongside the road and asked them if he could camp with them. They traded some of their stew for a couple bottles of moonshine and our traveler decided to add some of the native's "herbs" to his bowl as the stew was quite bland. The brothers asked the moonshiner about his travels at nearly the same time the "herbs" took effect. The

2018 Calendar of Events

September

- 15th — Iron Chef Cook-off; we will meet at Allen's parking lot in Springville at 10:00 a.m. and caravan up Hobble Creek Canyon and back.
- 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

- 6th — Progressive Dinner; we need two more volunteers to act as hosts.
- 13th — BYU Homecoming Parade, 10:00 a.m.
- 13th — Utah Valley Old Car Club's Fall Color Tour
- 18th — Club Meeting, 7:00 p.m. Larry H Miller

November

- 3rd — 6:00 p.m. Murder Mystery; Provo Towne Centre Mall in the "Reserve," west side of mall
- 15th — Club Meeting, 7:00 p.m. Larry H Miller

December

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

President's Message

(continued from pg 3)

moonshiner told the tale of the little old lady, her cat and parakeet and how the cat wouldn't give up in trying to eat the bird. He told them of the farm with the arrogant rooster, the angry duck and the hyper-active pig. He told them of the coyote and the road runner in their epic chase. Of course, due to the "herbs" the traveler had consumed, the stories became quite entertaining and the animals began to take on characteristics that they did not naturally exhibit, like speaking. The brothers feverishly wrote down the tales

as quickly as the moonshiner could tell them. For his final story, the moonshiner told them of the hunter and the rabbit. He told him how the poor rabbit jumped out in front of his Model A, how he tried to make a meal of the beast and how when he raised the hood to turn the rabbit over on his manifold, the rabbit looked up at him munching the carrot and said, "what's up Doc?" The four brothers nearly died laughing. Whether this was from the stories the moonshiner told or from the realization that they were about to become extremely wealthy it is uncertain. What is certain is the poor moonshiner never realized his dream of making an animated movie about a mouse due to Walt Disney coming up with the idea six months earlier.

There really isn't a lesson to this whole story other than perhaps be careful what kind of "herbs" you use when manifold cooking with your Model A.



Pat Justesen – 8th
 Ron Sessions 13th
 Angela Eckstein - 19th
 Greg Mack – 21st
 Wayne Carlton - 26th
 Mike Carlton - 26th
 Howard Eckstein - 28th



August's Monthly Meeting

Attendance:

Brim and Diane Brimley, Gemma and Howard and Gemma Eckstein, Karl Furr, Tim Isaksen, Tony Jacobs, Brian Lindenlaub, Clyde Munson, Nicholas, Greg and Robert Mack, Clyde Munson, Larry Taylor, Bill and Colette Thompson with guests John and Melissa Clark.

Club Business:

Treasurer's Report: Diane reported that we had \$144.36 in checking and \$2404.62 in savings.

Mileage Awards: Tony Jacobs reported that he had reached his 500 mile benchmark. Howard/Gemma Eckstein completed 7,500 miles after returning home from the MAFCA Sparks Convention. Following the Tintic Silver Jubilee, Clyde Munson will have completed 10,000 miles.

Summer Bash Awards: The Provo Towne Centre Mall awards have been tallied and reported to the club. Each of the winners received a goodie bag full of auto related prizes from Heidi Peppers; courtesy of The Provo Towne Centre. The winners were as follows:

- | | |
|------------------|---------------------------------------|
| 1st Place | Pope's 1928 Roadster |
| 2nd Place | Eckstein's 1930 Standard Coupe |
| 3rd Place | Mack's 1929 Phaeton |

Lindon Car Show: Ten cars participated in the show. As usual they had a big turnout. What was unusual was the fact that no one in the club won a plaque or jacket this year.

Up-Coming Activities:

August 18th: Eureka's Tintic Silver Jubilee is on Saturday. We will join their parade, following which, we will participate in a short car show afterwards. Following the car show we will have lunch at B's Hangout on the east end of town.

August 25th: Sanpete County Fair hosts a car show each year in addition to a huge variety of other activities. Everyone is welcome to join in the fun and are encouraged to come and enjoy the fair.

September 15th: Vintage Iron Chef Cook-off will start at the Allen's parking lot at 10:00 a.m.. We will enjoy a drive up Hobbie Creek Canyon to the Balsam

Campground and then return to the Mapleton City Park to feast on our manifold culinary delights. Plan your meal accordingly. The drive to the campground is 13 miles and will take approximately 30 minutes. At that point we will stop and turn our meals over and head back to the park. The total distance will be 23 miles and take about 1 1/4 hours.

October 6th: This year's progressive dinner will feature three courses. As the time gets closer, food assignments will be made. In the meantime, the board is looking for two more volunteers for host locations.

October 13th: There are two activities on the 13th. BYU has asked for 12 cars to escort BYU dignitaries in their homecoming parade. The other activity is sponsored by the Utah Valley Old Car Club. Their Fall Color Drive will take place in Sanpete county again this year. Contact Wayne Atkinson (641) 390-0870 for more details.

October 26th-27th: The Cedar City Livestock festival is full of fun activities for everyone. They have a car show, vendor tents set up in the downtown city park, a rodeo, tractor pulls, concerts and much more. At the end of the parade, spectators are treated with a sight that is not often seen; they herd over 1,000 sheep down Main Street.



November 3rd: The annual Murder Mystery and Mocktail party will be held. We will be gathering at the Towne Centre Mall's exclusive meeting room, The Reserve. More details will follow as time draws near.

December 8th: Clear your calendar for this year's Christmas party. The date was booked early so you can keep this day open.

Technical Presentation:

John Clark's outstanding presentation was about license plates and their history. What made this presentation so interesting, is that he brought samples to illustrate the little known facts about vehicle licensing through-out the history of the automobile. Here are Greg's notes:

"The first plate he displayed was a 1912 New York plate that was coated in porcelain; this plate was quite heavy and very durable. The next plate was from Nebraska. It was made from leather with metal numbers stitched onto it. In the early days of license plates, you were assigned a number and it was your responsibility to make your own plate.



Join Clark is also a very talented graphic designer. He brought free samples for members to take home with them. He has blended his love for the antique automobile with history and the national parks. In fact, he is so popular, that his artwork is being sold in many national parks in the west. His artwork can be viewed (and purchased) through his website at: <https://scenicwys.com/>. His blogspot is very interesting too: www.scenicwys.blogspot.com

Another plate was a 1915 Ohio plate; it looked like it too was coated in porcelain but the number was actually screen printed onto the metal. His next license plate was a 1913 Illinois plate that looked like a stencil one might use to paint the numbers onto a plate. In actuality it was a plate itself. It was intended to be used for the car's front plate. It's open stencil-like design allowed for airflow when mounted in front of the radiator. The rear plate from that year however was just a solid plate.

From 1909-1915 Utah's "plate" was a 2.5" round circle called a 'dash disk' that was issued by the state. Most cars of the era had a wood dash so they would tack the plate onto the dashboard. In addition to the 'dash disk' you could have a private company make you an additional plate to mount on the car. John showed a plate made by Salt Lake Stamp & Sign Company. They stamped them, nickel plated them and then painted the background on. An alternative to purchasing or making your own plate was that you could just paint your number right onto your car.

Until 1915 license plates were intended to be permanent, but later in the year they made the plates annual and you had to replace them each year. If you can find one of these half year plates in good condition with low numbers it is worth well into the thousands of dollars.

In the '20s all the commercial, passenger and dealer plates had the same numbering system. This became confusing since two or three vehicles could all have the same number with the only variation being that it was commercial or passenger use so they started to block out numbers 1- for dealers, 2- for commercial and 3- for passenger.

In the early years, plates were commercial based; a vehicle would get a commercial plate if it was used for business whether it was a car or truck. Later it was changed to the vehicle type, i.e. a truck would get a truck plate if it were commercial or not. In the '30's you would also have a weight plate, in addition to a license plate designating the weight of your truck.

Dealer plates would have a set number signifying what dealer the plate belonged to. If a 1930's dealer were still in business today, it would still have the same number set as it did when it first opened.

In 1944 during WWII, plates were made of a fiber board with a paper sticker. They did not last long as the sticker would fall off. Sometimes goats would even eat the plate off the car. John even brought a 1942 plate that was re-stamped to be used for 1943. You could see ghosting of the old number between the new stamping. Another option due to the lack of steel during the war was that you would be given a sticker for the '43 year so that you could use your '42 plate in '43. (Maybe this is where our sticker system we have today came from?)

Figure 4

John also brought some prototype 1956 reflective plates. The state was experimenting with them, but the reflective plates were not used until the 70's. The 1956 plates were red with white letters, but the prototype plate had red letters with a white background."



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Roger Davis received the results from the Fine Point Judging at the Sparks National Convention. Concerning the results, he said, "In some areas, I lost points primarily for having reproduction parts as opposed to original. I could have a few more points if I'd taken off the cover on the spare tire and the water pump. Some easy points would come from cleaning up the undercarriage.

It was kind of death by a thousand cuts, a few points lost on almost every item. It was fun. I'm glad I did it. It really helped me understand more and more about my car."

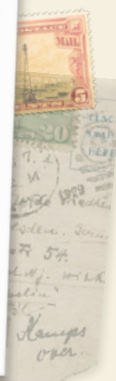
Reid and Elaine Carlson have cameras in hand and are on their way to Africa for a photo safari. Before they left however, they took time to enjoy what is called Utah's largest car show, The Cache Valley Car Show.

Wayne Atkinson went to the doctor for a routine procedure and ended up with surgery on his rotator cuff. Now, even though his roadster is finished and road-worthy, he can't drive it! Even though Jan is sympathetic, she is having a great time driving Wayne around in the roadster. See the car's unveiling, on pages 12 and 13. It is this month's centerfold.

The Provo Towne Center Mall asked visitors/customers to vote for their favorite Model A during their Summer Bash. They tallied up the votes and announced the results at August's Club meeting. And the winners are...

- 1st Place — Pope's Roadster
- 2nd Place — Eckstein's Coupe
- 3rd Place — The Mack's Phaeton

Congratulations! As a result of our participation in their Summer Bash, they have donated the use of their meeting room for our Murder Mystery.





Reviving Memories

BY NICHOLAS MACK

Memories

A '31 coupe was his vehicle of choice. That coupe could go anywhere, up the side of mountains and down the side of cliffs. Pete never worried about the dependability of his coupe; it was like his own mini tank. Its only vulnerability was rubber tires, so Pete always had three spare inner tubes on hand.

Pete and his friends would venture from Springville to Ephraim in search of trouble, or girls, both of which were the same.

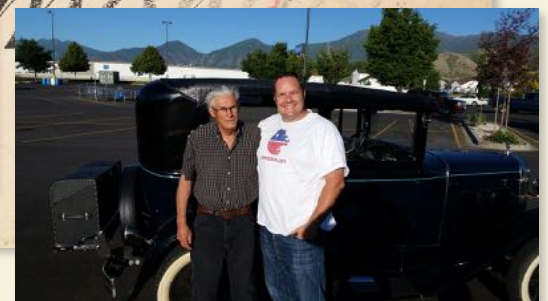
This story belongs to a wonderful man named Pete Carter. Pete has seen and lived through many things, such as World War II and the bombing of Pearl Harbor, the dropping of the Atomic Bomb, the Cold War, the Vietnam War, the assassinations of JFK and Martin Luther King, the resignation of Richard Nixon, the explosion of the Challenger Space Shuttle, the Clinton scandal, and 9/11. Of course, watching his family grow up, move out, and start their own families are some of his most precious memories. Sadly, time is stealing them away from Pete; he has early signs of dementia.

Pete's son-in-law, Bill Wilkerson, contacted our Model-A Club via our website, explaining Pete's sad situation. Bill and his wife would be coming from California to visit Pete and wanted to

know if Pete could see a Model A. Greg made arrangements and Nicholas and Natalie were more than happy to accommodate.

As we, in the club all know, looking is fun, but riding is even better! Nicholas took Bill, his wife, and Pete for a ride. The original plan was just a ride around the block, but Pete was grinning from ear to ear. I couldn't let this new memory end, so I took them all the way to Payson. Pete continued to tell the before mentioned story more times than I could count, but I reacted as if it was a new story every time.

Pictures were taken in Payson to freeze moments in time. On the trek back to Spanish Fork, Pete repeatedly commented that this would be a day he would remember for a long time. I hope that is true. If not, I was able to bring back some stolen memories of Pete's past. One of the great things about our club is, it's not just about cars; it's also about people.





The History of UVMAC's Vintage Iron Chef

BY HOWARD ECKSTEIN

Since we drive around in vintage iron, we decided to hold a "Vintage Iron Chef" competition as part of our fall color/International Model A Day excursion.

It started for us in 2014 when it was suggested that we could cook hot dogs on our engine manifolds on the way to the mountains as we enjoyed the fall colors. This idea was received with suspicion. Club members were worried that their hot dogs would taste like gasoline or exhaust.

To allay the fears of the members, Howard and Gemma invited Diane and Brim on a trip up American Fork Canyon while cooking frankfurters on the engines. To the surprise of Gemma and the Brimleys, they turned out perfect and didn't taste at all like they had been cooked on an engine.



judges would add an element of class to the affair. Ethan Kawasaki, one of the chefs for Zupas, came to the club meeting to talk about safe food handling, recipes that work well for manifold cooking and what he'd be looking

for as a judge. He was joined at the event by Cora Ius, a professional caterer as a second judge.

The following year, Cora was joined by Ernie Silva of Chao's Asian Market as a judge to continue the tradition of great manifold cooking. In 2017, Ernie and Ethan were unavailable so Cora and her husband Don took up the role of judges for our Fall Colors trip to South Fork.



The expert judges used the following criteria: presentation – display and food appearance; five food groups – fruits, vegetables, grain, protein and dairy; smell, texture, consistency, color, moisture, lightness, flavor, tenderness, taste and level of difficulty round out the remaining judging considerations.

This September 15 will be our 4th annual Vintage Iron Chef event. We'll meet at the Allen's Parking lot at 340 South Main Street in Springville at 10:00. From there we'll drive up Hobble Creek Canyon and then come down to Mapleton where we have reserved a pavilion at the Mapleton City Park in the middle of downtown. Some club members try out their recipes to be sure they work and to fine tune them before the event. Bring your best recipe and maybe you will be this year's Vintage Iron Chef.



Having thus proved the manifold as a viable cooking device, the club participated by roasting hot dogs on their engines. Except for one family...the Macks. While the main body of the club were enjoying tube steaks, the

Macks had cooked a stew on their manifold and everyone was begging a sample to taste, leaving the Macks little to enjoy themselves.

From this humble stew an institution grew. The following year an idea was presented that instead of cooking hot dogs again, we should raise the stakes (notice the pun) and have a cooking competition. Two



Recipe _____
From the kitchen of _____

Roadside Stew

Ingredients

¼ lb. meat (any kind),
cut in ½" dice
salt and pepper to taste

3 vegetables of your choice
potatoes, onions, carrots etc.

At home, mix ingredients and wrap in foil. Put foil-wrapped package on the manifold and drive 1-1/2 hours turning package once.

Blackened Roadfish

Ingredients

1 lb. firm white fish fillets,
cut thin

Your choice of premixed
"Cajun spices

At home, cover the fish on both sides with a heavy layer of spices Pressing them in with your hands. Place on foil, spread with Butter and wrap tightly. Cook about 25 minutes on each side.

Ham and Cheese Spuds

Ingredients:

1 large potato, peeled and shaved into thin slices
4 oz. lean ham, diced
1/3 cup 2% milk cheddar cheese, grated
1 med. onion, thinly sliced
¼ cup non-fat milk
2 tbsp. flour
salt & pepper to taste

30-35 minutes

On the foil, layer potato, ham, cheese and onion. In a bowl, mix milk, flour and salt & pepper. Pour this mixture over the food in the pan.



Recipe _____
From the kitchen of _____

Kristof's Swiss Chicken Special

40 minutes

Ingredients:

(Serves 2)

2 boneless, skinless chicken breasts
1 Tbsp. olive oil
Spices to taste (mix in bowl):
Garlic powder
Onion Powder
Parsley
Rosemary
Thyme
1 Portobello mushroom cap, sliced
1 medium Vidalia onion, sliced
1 red or green Bell Pepper, seeded and sliced into circles
2 slices Baby Swiss Cheese

Rub chicken with oil and dredge in spice mixture. Place on foil side-by-side and cover each with mushroom slices followed by the onion and pepper. Lay cheese on top. Seal foil and cook.

Tamale Pie Stuffed Peppers

3 hours

Ingredients:

(Serves 2 or 3)

1 lb. extra lean ground beef.
1 envelope taco seasoning
1 can rotel tomatoes with green chilies
1 pkg. corn muffin mix (Jiffy® works great)
1 can mexicorn
2-3 sweet red bell peppers, tops cut off and de-seeded.
1 can small olives
1 small can green enchilada sauce.

Mix meat, taco seasoning and tomatoes together and set aside. Use the liquid from the canned corn plus enough water to make 2/3 cup liquid; mix with muffin mix until moist and stir in corn.

Put a spoonful of corn mix in bottom of peppers. Add a few olives. Pack with meat mixture almost to top, adding olives. Make hole down center and spoon more corn mix on top and into hole. Place peppers on foil. If there is leftover meat and corn, layer around peppers and add rest of olives. Pour enchilada sauce over top and close foil. Cook for at least 3 hours or until all liquid absorbed.

Tip: If no fresh peppers available, use a jar of fire roasted peppers and layer between meat and corn mix. (try not to eat all of the olives while you're putting it together! ;)

From the kitchen of _____
Recipe: _____



Curbside Kitty

Ingredients

1 Kitty roadkill
3 Strips bacon

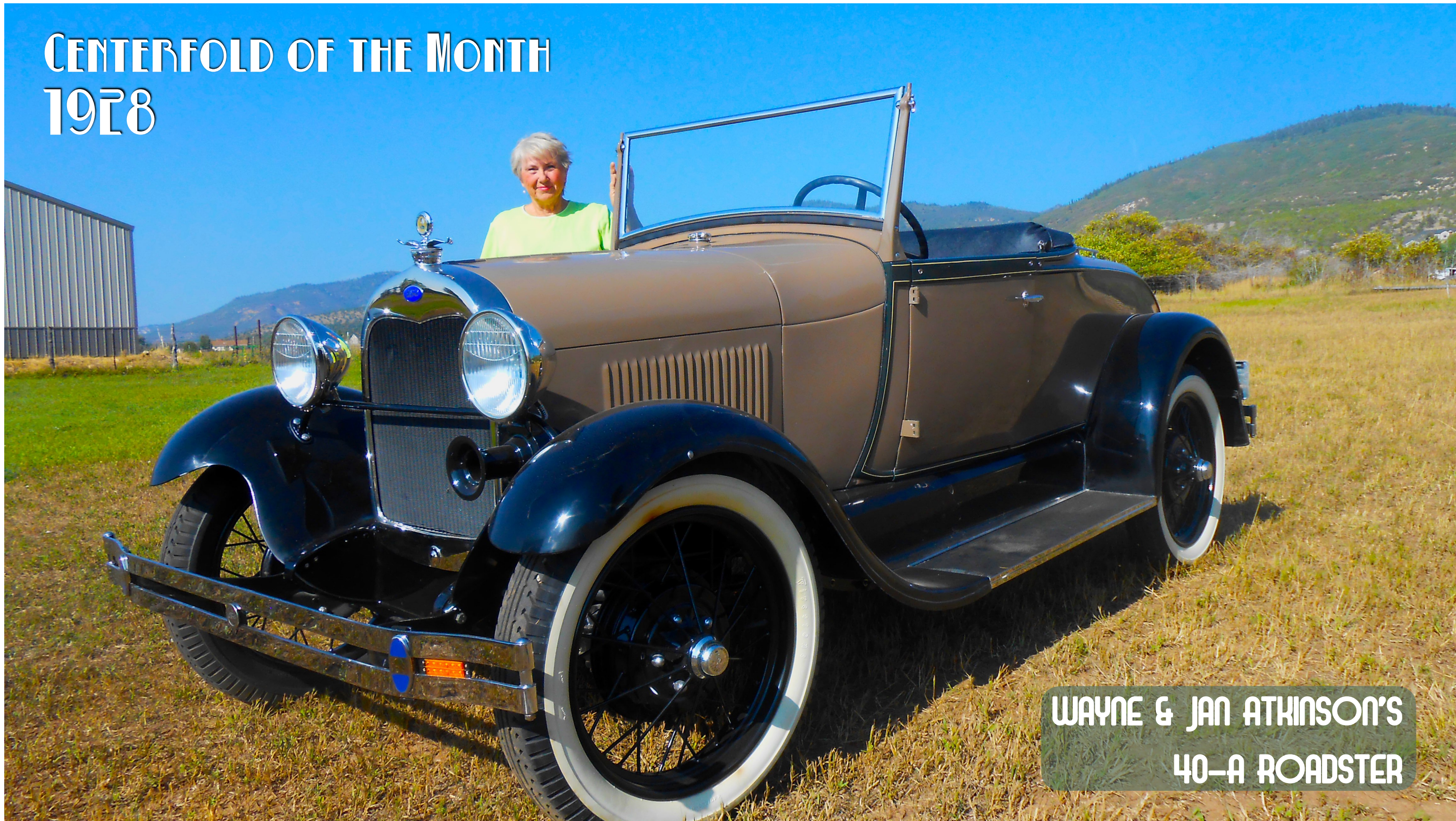
½ tsp Salt and pepper
spice mix of your choice

Instructions

Skin and clean Snookums like you would a squirrel. Rub breast down with spices of your choice. Lay bacon strips across the back. Season with salt and pepper. Wrap in foil. Cook on manifold for 100 miles or 2 hours.

As you dig in, recall all the midnight howling and tom garbage bags. NOTE: A road side shopper has to move fast on their feet as cat owners miss their tabby all too quickly and will want to bury them in some fancy pet cemetery.

CENTERFOLD OF THE MONTH
1928



WAYNE & JAN ATKINSON'S
40-A ROADSTER



Eureka's Tintic Silver Jubilee

BY ROBERT MACK

Raising our family in small towns we enjoyed the slow pace of rural living. In small communities it takes the whole town to pull off festivities such as festivals and parades. In the town we lived in, it was so small parade processions would make their way up one side of main street, turn around and make their way back to the staging area. The reason being, there were more people in the parade than along the parade route. This way, everyone could see the parade, both spectators and participants.

The Tintic Silver Jubilee Parade in Eureka reminded me of those bygone days. The small crowds along the side of the street, the high school band, cars and trucks pulling trailers, may not live up to the magnitude of the Provo Freedom Festival, but the enthusiasm and the exuberance of the spectators matched those of the larger city crowds.

Ten Model A's participated in the parade; four from the Salty A's and six from the UVMAC. Reid and Elaine Carlson, Howard and Gemma Eckstein, Clyde Munson, Bill and Colette Thompson, Nicholas and Natalie Mack, Greg and Robert Mack all strutted their stuff along Main Street during the parade and the crowd loved it.

Afterward, the mayor asked us to join in on an informal car show. The competition between the Model A Fords and the Dodge Challengers and Chargers polarized the spectators, but we won our share of admirers. The real winners were the early motorcycles that came to participate in the grand opening of the motorcycle museum.

We ended our day by overwhelming the staff at B's Hangout with our group. Luckily we were the first of a large crowd of festival goers.

It was a fun day and the Salty A's and UVMAC had a chance to interact with each other and enjoy everyone's company. It was a nice departure from the typical parade routine.



Parade Staging Area



Silver Jubilee Parade

Ron,
Grand Marshall



Model A car show



1927 Harley-Davidson



Diagnostics

BY HOWARD ECKSTEIN

Diagnosing a runability problem seems easy when somebody else does it and they're right. Occasionally some things vex the most experienced. It's OK if the problem is in your driveway because you can try the process of elimination; but halfway up an angry grade a mile from the summit, correct diagnostics takes on a deeper meaning.



Clyde Munson and I drove our Model A's to Sparks, Nevada for the 2018 MAFCA convention. We were climbing hills at 45 to 55 miles per hour with our high compression heads all day in the desert heat. As we ascended Sacramento Pass westward to Ely, Nevada in 93 degree heat, my car had a sudden loss of power. Clyde suggested that I was experiencing vapor lock. He produced some ice cubes and placed one on my carburetor to cool it off.

After a few minutes, we fired up the cars and continued on our journey. The symptoms returned a while later on another climb and we took a deeper look. Finding the button in the distributor cap worn flat with signs of arcing, I brought out a new one from my spares. We noticed the point block was not in alignment with the breaker arm, but the gap was OK, so we put it all together and drove on.

At our motel, I repositioned and tightened the screws to the points block supposing that to be a bad ground which was the cause of my loss of power. We made it the rest of the way to Sparks and then drove to Lake Tahoe on the Grand Tour with no issues.

We were on the first leg of our journey home from Sparks to Fernley on Interstate 80. As we approached town to get to Highway 50, the car resumed its new bad habit. Because of the traffic behind me, I put on my flashers. I looked at the ammeter and noticed the needle bouncing wildly into the deep discharge zone. This was unusual. I turned off the flashers in case I had a shorted socket. The car continued to run badly. Suddenly the engine ran perfectly and bolted ahead with a surge of power. At the same time, I saw that the ammeter registered zero.



Clyde and I looked at the generator and pronounced it dead. Fortunately for me, Nicholas Mack was trailering his car and hadn't left the hotel. He caught up with us and let me take the alternator off his car so I could continue my drive home. I had no more of the power problems after that.

What was the real cause for my engine's unpredictable and temporary loss of power? It has been said that 90 percent of carburetor problems are electrical. I know I've presented circumstantial evidence here, but I now believe my generator was shorting out inside and causing a voltage drop in the ignition system, thus reducing the output of the coil, which in turn caused an erratic misfire. My basis for this new diagnosis is founded on two observations:

First, there never was a backfire through the carburetor which usually accompanies an over-lean condition. This should have been a sign of gas starvation consistent with a vapor lock.

Second, the car ran perfectly as soon as the generator quit working. Once on battery power, the car ran great.

After more than 50 years of diagnosing my Model A's shenanigans, I thought I'd seen everything. Until the generator failed, I never would have ascribed this strange power loss to it. Looking back on it now, we were out on the desert driving on a wing and a prayer; mostly prayer.

So what is the key to effective diagnostics?

Understanding the principles upon which the car was engineered comes first. A basic knowledge of automotive systems is second. Knowing how things work the way they should allows us to compare the symptoms to a standard. A systematic method of investigation will lead us to a reasonable suspicion of the cause of a problem.

Identifying the Problem

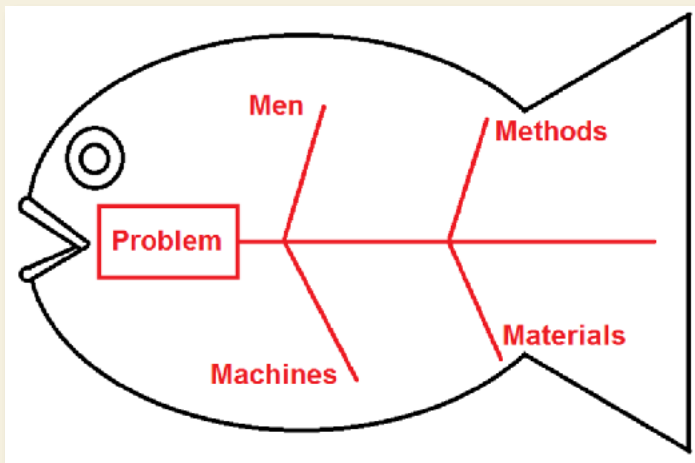
The first step in diagnosis is to properly identify the problem. From there we try to identify the causes. This little story illustrates how a problem is found. See if you can figure it out:

A 3-year old boy is playing with his ball in an un-fenced front yard. His mother is in the kitchen, in the back of the house, cooking dinner. A driver is speeding westward down the street with the sun in his eyes. The boy runs into the street to get his ball. The boy is hit by the car. What's the problem?

The mother was not watching the boy? The driver was going too fast? There was no fence around the front yard? The sun was in the driver's eyes? The ball went into the street? The problem is: *the boy was hit by the car*. If that didn't happen, all of the listed causes in the story would be irrelevant. Remove the causes and the problem goes away.

Brainstorming and the Fishbone Diagram

One way to investigate cause and effect is to use brainstorming and the fishbone diagram. This method has been used in various industries and has been around since the 1920s. It organizes your thinking in a systematic way.



The problem is placed at the head with causes making up the spine and ribs. The categories of causes for the Model A may be as follows: Men, Machines, Methods and Materials. (Four “M”s make it easy to remember.)

The next step is to brainstorm possible causes under the main categories. The rule for brainstorming is to accept every suggestion and weed them out later. For my loss of power problem, I could list possible causes as follows:

MEN:

1. Improper tightening of the points block
2. Didn't check water level at each stop
3. Not watching the ammeter for fluctuations

MACHINES:

1. Gas line too close to the exhaust manifold
2. Plugged fuel line
3. Blown head gasket
4. Fouled Plugs
5. Carbon tracking in the distributor
6. Water on the distributor
7. Burned valves
8. Dirt in the carburetor
9. A bad wire connection
10. Distributor cap button worn down

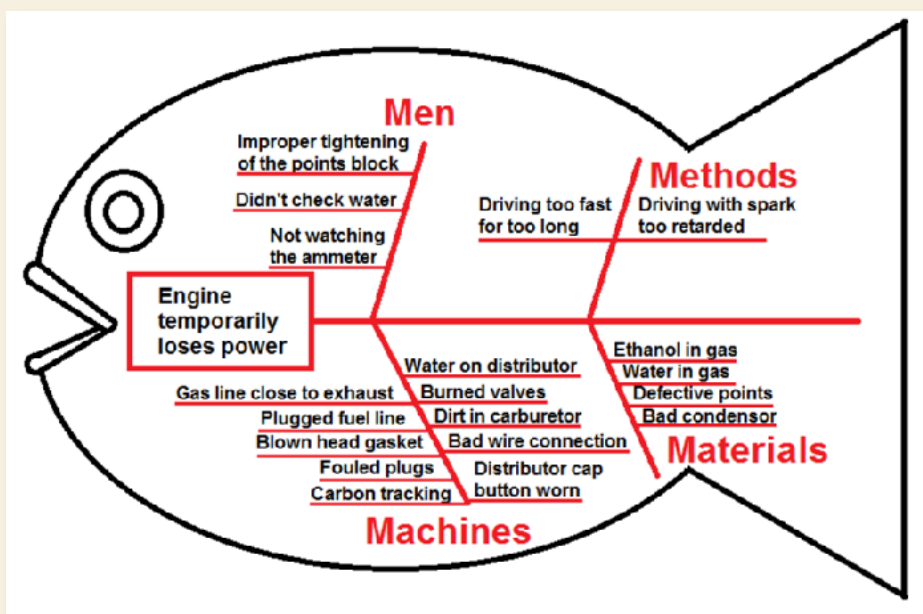
METHODS:

1. Driving with the spark retarded too much
2. Driving the car too fast for too long

MATERIALS:

1. Ethanol in the gas
2. Water in the gas
3. Defective points
4. Bad condenser

The fishbone diagram would look like this after writing in the possible causes.



Discard Improbable Causes

The next step is to discard non-probable causes. For example, a blown head gasket is out because the engine ran OK after it was allowed to cool down. After all the possibilities are considered, we are left with just a few things that would lead us to look in the right places. They are the questionably grounded points block, watching the ammeter and bad wire connections. Essentially there was an electrical problem.

Notice that nothing on the diagram is mentioned about the generator. But electrical connections and watching the ammeter could lead an investigator to the correct cause.

Wanting closure on my engine's losing power issue; I opened the dead generator when I got home and discovered that the field windings were burned. I could now use the brainstorming and fishbone diagram method to investigate what toasted the fields. I probably won't because I bought an alternator.

You Can Do It

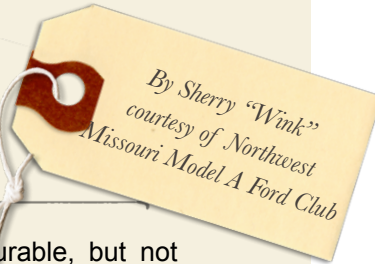
Try doing an exercise with brainstorming and filling out a fishbone diagram at the next club meeting. Surely someone will have a problem to solve. When more people contribute to a brainstorming session, there is a greater possibility that the root cause of the problem will reveal itself and you will achieve a good diagnosis. Then the cause can be removed and the problem will go away.





The Ladies Fashion Journal

SHOE ORNAMENTATION

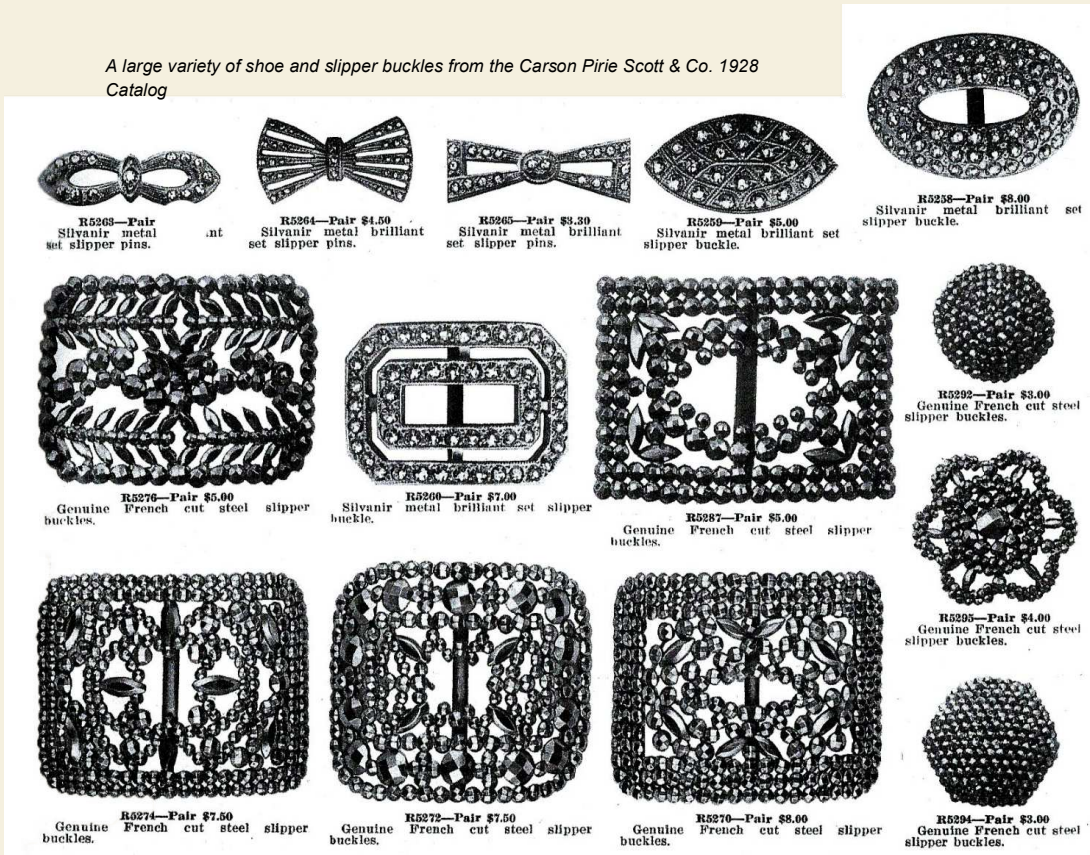


Shoes in the early part of the 1900's were required to be serviceable and durable, but not necessarily attractive as they were not meant to be seen beneath long dresses. In the 1920's, hemlines began to climb higher and shoe styles evolved with them. Ankles were actually visible, and stylish shoes became more desirable.

An amazing variety of shoes were available in the Model A years, with straps and buckles being popular design elements. But as always, multiple pairs of shoes were expensive, and the prerogative of the rich. What to do if you were from a household with a more modest budget? Why, buy a simple pair of pumps and then use shoe ornaments to change the looks. Voilà, your shoes were now a master of disguise, mimicking the look of multiple pairs


Shoe buckles were a popular option. A plain pair of shoes could be dressed up for evening wear by simply strapping or clipping on a pair of cut-steel or rhinestone buckles.

A large variety of shoe and slipper buckles from the Carson Pirie Scott & Co. 1928 Catalog





Shoe buckles could be very inexpensive, and were sold by all the large mail order companies.



Imported Shoe Buckles
Usual Retail Prices
\$1.25 to \$3.50

Shoe Buckles are again in vogue. A pair of these will "dress up" your best pair of pumps. Good imitation of genuine cut steel. Size 2 by 1 3/4 inches. Shipping weight, 8 oz.

Pumps take on added smartness with a pair of these genuine cut steel Buckles, bright polish. Imported from France. Similar quality retails for \$3.50. Size 2 by 1 3/4 inches. Shipping weight, 8 ounces.

545 C 6854—Per pair.. 65¢
545 C 6853—Per pair.. \$1.75

Several steel-cut shoe buckles from the Montgomery Wards Fall & Winter catalog 1928-29



75¢ 20 E 7086
SHOE BUCKLE
PAIR ABOUT 1 1/8 BY 1 3/8 IN.

A different style shoe buckle from the Montgomery Wards Fall & Winter catalog 1928-29

Shoe clips and smaller buckles were also a popular choice, selling for just a few cents in most of the big department store catalogs. The small buckle (below left) was meant to be slid onto a strap. The shoe buckle (below middle) appears to actually have the small clips underneath that we currently picture when thinking of shoe clips. The third illustration (below right) doesn't show the clip but describes itself as a "shoe ornament" with a "handy clip".



Post.,
3c Ex.

10¢
PAIR

12 E 373
This pretty Metal Buckle is just the ornament for the one strap pump. Length, about 1 inch.

The Charles Williams Store Spring & Summer 1928 catalog showed this small metal buckle as "just the ornament for the one strap pump".



SHOE BUCKLE

39¢ PAIR

12 E 374
Postage, 3c Extra
New Style Shoe Buckle. Easily attached to any pump. Size, about 1/2 x 2 ins.

The Charles Williams Store Spring & Summer 1928 catalog featured this "new style" shoe buckle that more resembles a clip,



29¢ 20 C 7075
WHITE METAL
SHOE ORNAMENT
A ABOUT 1/2 X 1 5/8 INS.
PAIR HANDY CLIP

Montgomery Wards Fall and Winter 1928-29 Shoe Ornament with "Handy Clip".

Part 2 continued next month



Garth Shreading
MAFCA

The Kid's Corner

FOR KIDS YOUNG AND OLD

Can You Find All Ten Things That Are Different?



M
o
d
e
l

A

F
u
n

Answers on page 23



Classified Ads

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300.



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



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

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

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

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



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



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



Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



News from the Board

DOUG LINDEN, PRESIDENT



"Touring season is well underway and I hope you have been on the road enjoying your Model A. My own club has a busy schedule with local tours which include Ice Cream stops, a climb to the top of a mountain and weekend tour to the picturesque

area of Stowe, Vermont. Touring in our Model A's is certainly fun for us and I'm sure you have noticed how many smiles and thumbs-up you get as we pass by. We really are ambassadors of the hobby and everybody likes seeing our Model A Fords. We get lots of questions when we stop as people want to know all about the cars or tell us about ones their grandfather had. Don't forget the kids, let them see what it's like inside a Model A; it is so foreign to them compared to modern cars. My wife keeps a supply of Model A coloring books and crayons to give the kids which always puts a smile on their faces...ours too.

Speaking of mileage, do you know that MAFCA has a National Driving Award. It is a mileage award program and information can be found on the MAFCA website under the National Driving Recognition Awards (Policy P2S05-G). I was lucky enough to receive my 5000 mile level having driven my Model A 7600 miles one summer. If you really enjoy driving your Model A, keep track of your mileage and receive your award.

You will be getting your MAFCA renewal envelope in the mail soon. If you renew your membership right away, it will save us from having to mail out a reminder. You will also receive your ballot for the election of new board members. We have six candidates seeking the five open positions; please vote for the five candidates of your

choice. There is also a proposed bylaw change, so don't forget to vote "yes" or "no" for this question. Please make sure your ballot is postmarked by **October 15th**.

If you have any questions for the board, please feel free to contact me at president@mafca.com. We are here to help you any way we can."




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

Picture Puzzle Answers

- White stripe missing
- Highway sign missing
- Tree Missing
- Cowl Light missing
- MAFCA Mileage Award missing
- Side view mirror missing off blue Fordor
- Windshield wiper on Fordor changed
- Ford oval missing from side mounted spare
- Front bumper missing
- Crank hole missing on Slant Window

“And Now A Word From Our Sponsors...”

**Bert's Model "A"
Ford Center**

2767 S. Tejon, Englewood, CO 80110
 ph# 303-293-3673 or 800-321-1931
 email address - parts@modelastore.com
 www.modelastore.com

We buy and sell original and reproduction Model A Ford parts!

BRATTON'S
ANTIQUÉ AUTO PARTS



800-255-1929 Phone
www.brattons.com
 800-774-1930 Fax
 1606 Back Acre Circle
 Mount Airy, MD 21771

Your source for Quality Model A Ford Parts since 1976

The World's Largest Selection of 1909-31 Ford Parts

Snyder's
ANTIQUÉ AUTO PARTS

12925 Woodworth Rd. • New Springfield, OH 44443
Toll Free Ordering (888) 262-5712
or FAX (888) 262-5713
 Order On-Line @ www.snydersantiqueauto.com



FREE Fully Illustrated CATALOG
 \$10.00 outside the U.S., Canada, & Mexico

dribbleglass.co

ELLER

Come check out
our stool
samples.



IKEA