



UTAH VALLEY

- Model A Club -

MOTOMETER

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2018 MAFCA Newsletter of the Year

December 2019



IN THIS EDITION:
FORD VS. CHEVROLET

THE HIT—
ACCORDING TO
PENNINO

6V AND 12 V
ALTERNATOR
REPAIR



Artist George Shumate He can be found at: georghumate.com or call him at (540) 588-4522



The Utah Valley Model A Club, 224 S. Main St., Springville, UT | utahvalleymodelclub.org | Look for us on [Facebook](#)

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.

2019 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
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.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 Howard Eckstein	gregmack02@yahoo.com h_eckstein@hotmail.com
Newsletter	Robert Mack	mack4759@yahoo.com



Provo



President's Message

BY CLYDE MUNSON

Every year around this time there is usually one TV ad that has a family going out to the driveway of their home where there sits a brand new car with a big red bow on it. I am not sure anyone really does this and I am pretty sure no one did it with a new Model A but the idea came from somewhere. A car as a gift is one of those dream scenarios that many people started imagining as a kid. We think of how great it would be to have a shiny new car parked in the driveway, but it usually does not take long for that fancy new car to turn into "the car". It becomes normal, everyday, nothing special. That's the wonderful gift of a Model A, it is always special. It isn't new but it definitely isn't boring or normal. It's fun, entertaining and exciting. We should all probably put that big red bow on our Model A this Christmas, owning one is a gift.

Speaking of gifts, it has been a gift to me to serve as the club's president for the past two years, and now it will be a gift to the rest of you for Greg to take over. Thank you all for your support and for putting up with me. I am excited for a new year with new adventures.

May you all have a Merry Christmas and a prosperous New Year.

Editors Note: I speak on behalf of the club when I say, "Thank you Clyde, for all your work in the betterment of the club these last few years. Your efforts have been noticed and are appreciated!"



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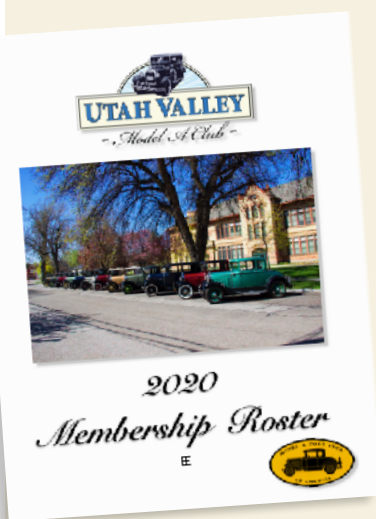
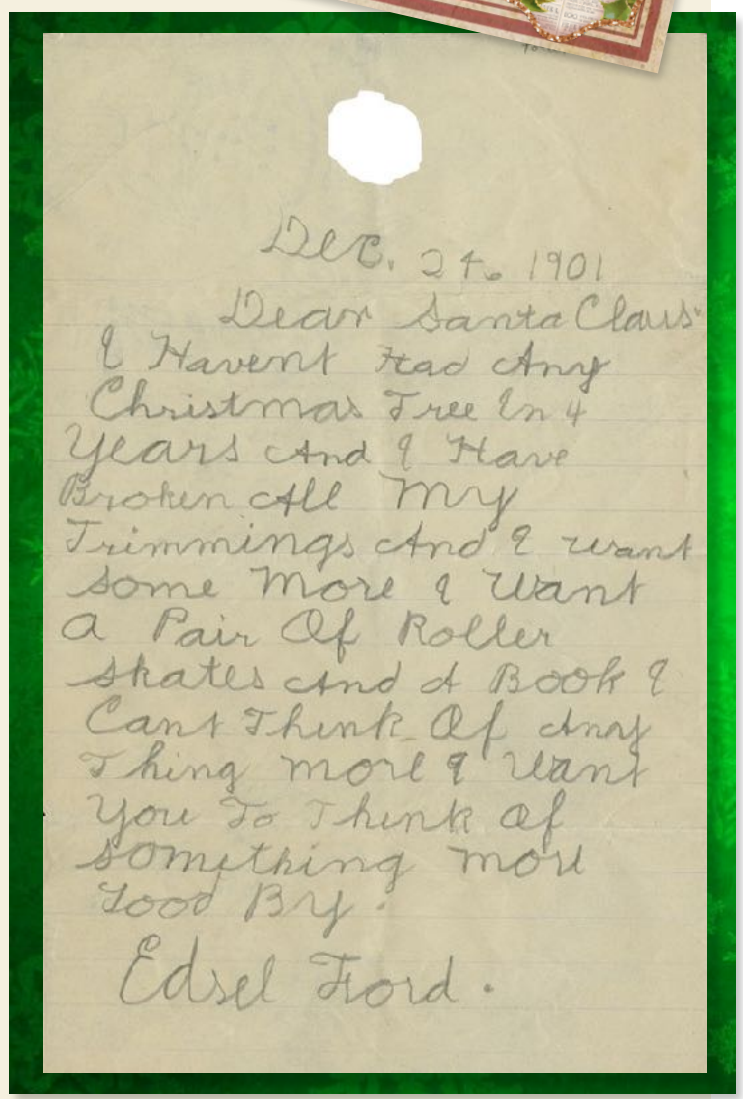
2019 Calendar of Events

December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California
- 7th Annual Christmas Dinner, 6:00 p.m. Golden Corral, Orem
- No club meeting this month



In January we will have a new activity chairman. He/she would appreciate your input! Please let them know what activities you've enjoyed in the past; what activities you would like to see repeated; or what new activities you've seen other clubs/organizations do. You can use the new roster to get their phone number or e-mail address. Contact him/her with your ideas!!



- 8th — Clyde Munson
- 9th — Diane Brimley
- 11th — Tim Isaksen
- 17th — Brad Christofferson
- 15th — Sharon Lindenlaub
- 21st — Jan Atkinson
- 22nd — Colette Thompson



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Robert Mack spent a couple of days following **Howard Eckstein** around. This is what his schedule was like:

Monday:

Dave Morrell and Howard spent the morning putting **Amber Morrell's** car back together. They installed the pressure plate, throw-out bearing, transmission and tower. By the time you read this they will have installed the driveline, overdrive and rear end. Dave said he was then going to turn the car around and tear down the front end.

The club received a message on our Facebook page from **Rylie Sorenson**. He bought Venna Rice's car (whose car we have been advertising in the classified section). Rylie was having difficulty getting his car to start. That afternoon **Howard** and Robert went over to help him start his car. It is a very nice car and he is very excited about owning a piece of American History.

Tuesday:

Howard had an appointment with **Vern Cope** to work on his truck. The water pump and fan were removed. The engine was jacked up and the crank shaft pulley tightened. All four tires were installed and the brake cross shaft was removed, then replaced. On Wednesday they installed the brake rods and adjusted the brakes.

The Utah Valley Model A Club filled the pages of *The Restorer* again. **Greg Mack** had a picture in Garth Shreading's article about the National Tour. **Brian Lindenlaub** submitted a letter to the editor that was printed. **Howard Eckstein** authored another article (see page 35). Our most prolific contributor is **Roger Davis**, who graces the pages of *The Restorer* each month chronicling the activities of the UVMAC. Congratulations everyone!

Roger and **Genna Davis'** engine has experienced a knock, but the car survived the national tour. But now,



Roger is crating it up so that he can have it rebuilt. See the photo of his center main on page 24.



November Club Meeting

BY GREG MACK, SECRETARY/HISTORIAN

Attendance:

Wayne & Jan Atkinson, Reid & Elaine Carlson, Brad Christofferson, Vern Cope, Roger Davis, Howard & Gemma Eckstein, Karl Furr, Buster Hansen, Tim Isaksen, Tony Jacobs, Mark Layton, Greg, Nicholas & Robert Mack, Dave & Amber Morrell, Clyde Munson, Bill & Colette Thompson, Chris & Richard Tucker

Club Business:

Mileage Awards: Reid and Elaine received their 500 mile, Bill and Colette 5,000 and Howard and Gemma 10,000.

News and Updates:

- Amber's car is back together and moving under its own power again. No long term testing has been performed though. Howard, David & Robert have been working on it, and Amber has a very long list of things they have repaired on the 40 year old restoration.
- Roger is working on his car since it has a knock in the engine. Unfortunately, he found a lot of babbitt in the oil pan and has now pulled the engine and is almost ready to send it out for a rebuild.
- Howard has been working with a guy who contacted us through Facebook. He and Robert went over to help him get his newly acquired car running again. It ran great when he test-drove it, but now that he has it home, it would not run. After a couple of hours and numerous attempts of trying to get it started, Howard decided he would actually climb in the car and try starting it himself. He found that the gas gauge was reading empty and the car was actually just out of gas! It still needs a few things fixed but it runs well now!
- Robert gave out National Park patches to those who attended the National Tour. The patches are for the recipients patch collection only. Clyde really wanted to wear his patch on his "club uniform" so he said he would change the 'a' in park to an 'o' so it would read National Pork Service. He claimed he could be the Bacon Ranger. David's response was that Clyde was just 'hamming' it up.

Bylaw Change

Robert had a recommendation that as a thank you to the board members, as well as an enticement for new board members, that the club membership fees be waived for the year they are in office. Nicholas motioned it and Amber seconded it. The club unanimously voted in favor of the change.





Elections:

Elections were held; we had a few nominations and a couple self-nominations. Diane was unanimously elected to stay on as treasurer since she has done an excellent job. Greg was also unanimously voted in as president. The following is a list of the nominations and positions. Election results will be announced at the club Christmas party.

- President – Greg
- Vice President – Howard, Brad
- Secretary – Robert, Amber, Greg
- Treasurer – Diane
- Activities – Howard, Reid, Bill & Colette, Pat can help with 2 activities

Past Activities

Recap November – 9th – Murder Mystery /Mocktail Party – A great time was had by all! We tested out the acting abilities of a few of our club members. Diane had to change her script to keep it 'clean' while in the church. Good food and drinks were had by all. We cleaned up so well that nobody even knew we had been there.

Future Activities

December – 7th Christmas Party - Golden Corral, Orem 6:00 p.m.. We will have a showing of our club movie *The Used Car*. We will also announce election results and present prizes and awards.

Ideas for next years 'big' tour? Brainstorm ideas and submit them at beginning of the year.

- Big Rock Candy Mountain, stay over night in the railroad hotel.
- Trip back to southern Utah to visit Capital Reef.
- Talk with Beehive's and Salty's to do a regional tour.
- Trip to Deer Lodge Montana, visit old jail. three to four day trip.
- Dinosaur National Monument, Flaming Gorge Dam.
- Trip around West Mountain again.

Tech Talk:

No tech talk due to elections. Robert and Greg showed some video from the national tour.

Reid & Elaine brought ice cream for our refreshments this month. Thank You!



The Hit — According to Peninno

BY GREG MACK

My name is Lorenzo Peninno. I ain't by no means new to the gang, but many of you do not know me by name, you just know me as 'The Driver.' When the crew needs to get somewhere, I am the man that gets them there. When The Don (Clyde) wants to hit the town, I am his goto guy. And when we need a speedy getaway from those 'good times', if you know what I mean, I can't be beat at my trade.

Anyway, let me tell you 'bout last Saturday night. Me and the crew was just kickin' back at our favorite joint, Big Louie's, like we do every Saturday night. Runnin' crime in the city is hard work and we just gotta unwind! Regina (Diane) was working her magic at the bar with the drinks, actually it was her bar-back Nevan, but we didn't want her to know that we knew she was slackin' off. Claudia (Elaine) was getting tight with The Don as she is his main squeeze. The rest of us was having a good time throwing back a few drinks and grabbin' a bite to eat. Out of the blue ole' Chuckles (Howard) starts chokin' on his chow or somethin', grabs his throat and croaks over right then and there! We thought he would snap out of it, but he was dead! Dead as a doornail!

We started poking around and The Don found that Chuckles' drink had an odd smell. It was laced with somethin'. Next thing you know accusations were bein' thrown around and fingers were pointed. I knew I had nothin to do with this and just wanted to roll, but Chuckles was close to The Don and if we didn't figure this out, The Don would be ticked and we'd all pay the price.

The first accusations went to Gino (Nicholas) as he is the best hitman in town and the most capable. He swore however that he would never take out one of his own, so it couldn't be him!

We looked at "Lefty" too (Pat), as the bodyguard, he is supposed to protect The Don and the crew too, but you can never be too sure. Some time back Chuckles botched a job and "Lefty" ended up with a broken finger, we was sure this was revenge for messin' with "Lefty's" shootin' finger. With his Tommy Gun in hand he looked at all of us with his cold demeanor and assured us that this was nothin' worth killing over, as his finger eventually got better.





“Lefty” pointed out that earlier in the evening I had an argument with Chuckles and indeed I did. We was just talkin’ car stuff though, and now everyone says it was me who knocked him off since we had the disagreement. I will admit we were not on the same page. He wanted to keep tooling around in his dumpy Model A, but I wanted to get a new Cadillac for the gang, but he would not have it. Yeah, we didn’t agree, but I sure ain’t gonna kill a guy over that!



“Dirty Vinnie” (Reid) was next, he is a ladies man and knew Chuckles well. He recently lost some money to Chuckles so we thought maybe he dropped him for that. But, he was adamant that he would not kill him over the \$150 he lost. He pointed out that Chuckles frequently got too friendly with the ladies and he’d put money on the killer bein’ one of the girls!



The attention was turned to Catalina (RaNae) and the subject of her brother’s death came up. His demise was due to Chuckles botching a bank heist. Catalina is ruthless and is known to hold a grudge and did not seem a bit upset that someone finally offed Chuckles. It would come as no surprise to many if she did it. She claimed that two years was a long time, if she was going to kill Chuckles, she wouldn’t have waited so long. She may have threatened hundreds of people, but she has only killed a few dozen and Chuckles supposedly wasn’t one of them.



Somewhere in the midst of all the confusion and allegations the Don found a bottle of cyanide! One that looked oddly familiar, like the ones that Gino kept in his car! We all turned back to Gino! He again denied it claiming he would not use his own trademark on an inside job. He too followed “Dirty Vinnie’s” lead that one of the girls did it as they had access to Gino’s car and must have taken one of the bottles of cyanide.



Roxie (Venz Uata) was hung out to dry next as someone had overheard Chuckles calling her a ‘two bit tramp’! Everyone knows that Roxie is short tempered and is not one to tolerate even minor insults so she would not have held back on teaching Chuckles a lesson! Her retort was that she does not kill everybody that mouths off to her. She quickly pointed the blame back on Gino since he frequently uses cyanide. She also threw Regina under the bus as Regina had access to the drinks.





Finally it got to Regina, she obviously had access to the drinks and why else she could have Nevan serve the drinks tonight unless she was trying to cover the fact that she laced the drink! Of course she denied it. She claimed she had no reason to kill anybody, plus the bottle of cyanide was found on the other side of the bar. The Don kept her around because she was professional and discreet and made wicked drinks like Henries Ladies, Blue Oval and her house specialty The Blown Head Gasket. All she had to do to keep The Don happy was serve drinks, why would she mess it all up by killing Chuckles? It was not her!



After a lot of backstabbing and accusations followed by a lot of denials, everyone in the gang, and all the poor chaps at the joint, had a chance to put in their final word. Two club patrons managed to nail down the killer, it was Roxie! She fit the bill, short tempered so anythin' could have set her off. She was beautiful which made it hard for Chuckles and his wandering hands and eyes. She also had access to Gino's car the night before where she got the cyanide. Roxie tried to deny it, but eventually confessed. Chuckles had set her off when he put the moves on her and she shut him down. The words that came out of his mouth after that was enough to put Roxie over the edge so she ended him! She did not regret it, and would do it again in a heartbeat. "Seems he won't have much trouble keeping his hands to himself now!" were her final words of the night.



So that was how me and the gang spent our Saturday. Ordinarily I would give everyone a hard time who did not hang with us at the joint and tell them that they missed a good time. However, I do not see how getting accused of murder sounds like a good time! Nor was it fun to have those I trusted accuse me of such a crime! I will say however that the drinks were refreshing and the food was good! Hopefully we can all see each other on better terms on the next job.




WANTED



Don Carrasino
Mob Boss

WANTED




Antonio "Lefty" Bonocello
The Don's Bodyguard

WANTED



Lorenzo Pennino
The Driver

WANTED



Claudia Navarra
Don's Girl

WANTED



Regina Guiseppe
The Bartender

WANTED



Gino Cabella
The Hitman

WANTED



Roxie "Stiletto" Russo
The Thug

WANTED



Catalina "Crazy Cat" Macciano
The Shooter

WANTED

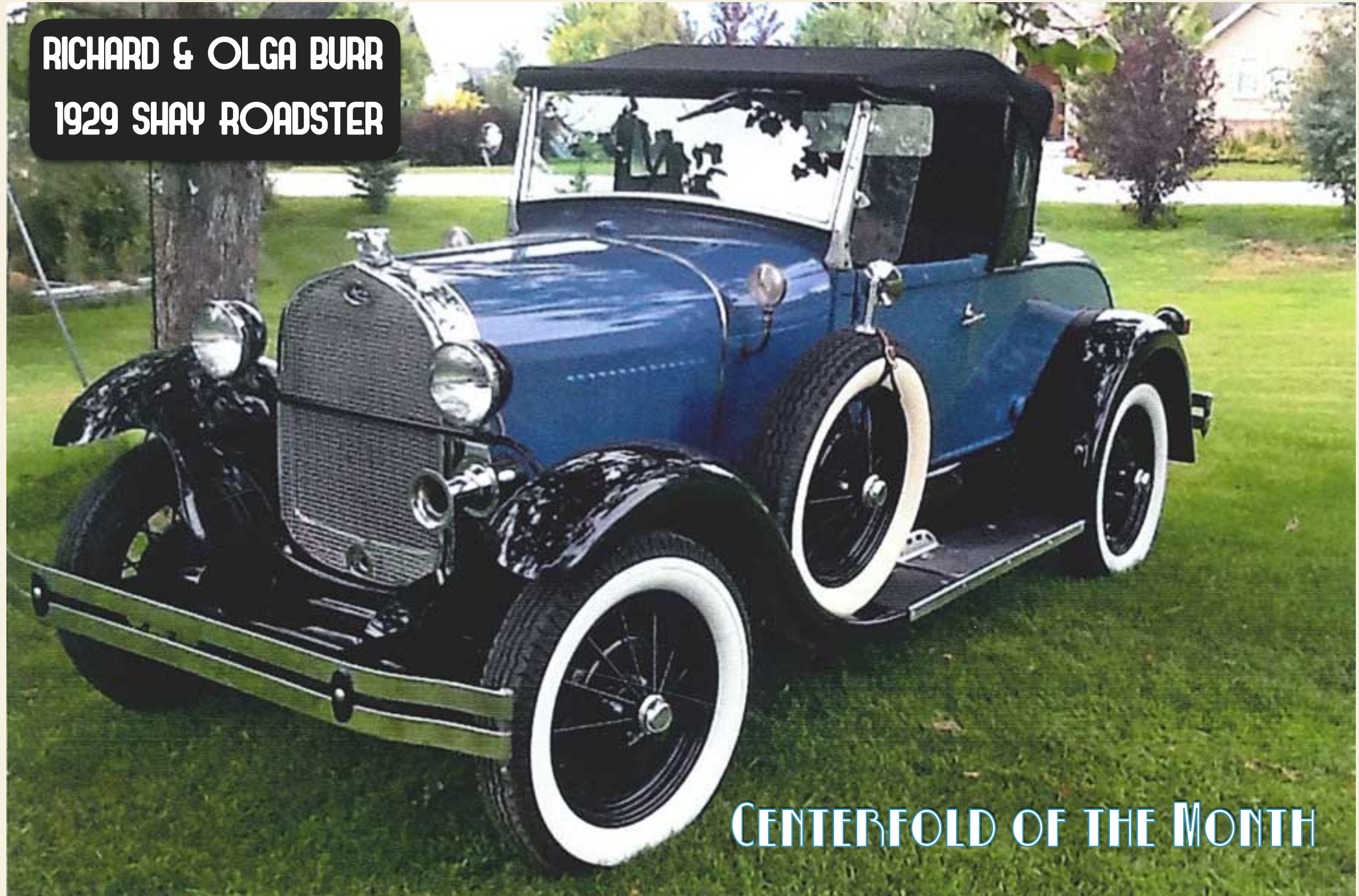


"Dirty" Vinnie Marino
The Conman

Mug shots courtesy of Howard Eckstein



**RICHARD & OLGA BURR
1929 SHAY ROADSTER**



CENTERFOLD OF THE MONTH

By Willie Priaulx
of the
Central Ohio MAC

6V & 12V Alternator Repair

SOURCING REPAIR PARTS CAN SAVE BIG \$\$\$

We recently went on our first MAFCA National Tour, The Canyonlands Tour, Oct 6-10, 2019. Three hundred fifty+ Model A's, three national parks, several state parks, 500 miles touring of, beautiful scenery, great camaraderie... ok, we had a blast, but let's get to the point...

My car broke down on the last day of the tour, driving a curvy mountain pass up to Bryce Canyon National Park. Under the hood I found burned-out points and a blown fuse. Adjusting the points gap, and using my only spare fuse, got me about 500 feet. So, I parked it in a safe place to wait for the trailer. At the farewell banquet the boys were all trying to diagnose the problem. We came up empty, so I said I'd report my findings after I got home and found the problem.

Well here it is... a bad voltage regulator in the alternator. It was running hot, pushing 18.5 volts and 50+ amps. That heated the arm on the points until they bent and closed the gap, at that point it blew the 30 amp fuse.

I went online and found a repair kit for \$30; voltage regulator, brush holder, and diode trio, with easy to follow instructions. That solved my problem. During my research I also learned more about alternators than I ever needed to know, along with sourcing parts at really good prices. Some of this may be worth sharing with the club.

The alternator we all use is a Delco Remy series 10si, single wire (self exciting) alternator. This "GM style" alternator goes by many part numbers and names, but they are all the same. A good look-up number is 7127-SE. The 12-volt option is a 63 amp alternator. A 6-volt version gives you half, 31 amps.

Delco 10Si Alternator, Part # 7127-SE

This is the same (12-volt, negative ground) alternator that Nu-Rex and Snyder's sell for \$220 (\$191 + shipping & tax). At that price there is plenty of room to save some real money, if you can find part numbers and source the parts (keep reading, I'll name names). I fixed my bad alternator and bought a new one for a spare at half that price. If you need the 6-volt, positive ground option, add \$40.

The only difference for the Model A from a stock Delco 10si is:

- Wide 5/8" pulley (3/8" standard)
- Mounting Bracket (see improved mounting bracket below)
- Painted Black, (Silver standard)
- 12-volt negative ground only (See 6-volt conversion kit below)

I found the alternator at DB Electrical, brand new, not rebuilt, for \$74 with free shipping. I painted it black and it's now my spare.

<https://www.dbelectrical.com/>

Delco 10si, **#7127-3-Widebelt**, \$74.05 with wide 5/8" pulley.

I found the repair kits and conversion kits at AlternatorParts.com. <https://store.alternatorparts.com/>

Now for my big find... you need 6-volt, positive ground? The same place that sells the repair kit for \$30 has a 6-volt, positive ground conversion kit for \$40 with easy to follow step-by-step instructions. They even have a slick YouTube video.



The repair kits come with a voltage regulator, brush holder, and diode trio.

The conversion kit has the same, plus a bridge rectifier and appropriate grounding/insulating parts.

The voltage regulator makes it 6 or 12-volt. The bridge rectifier makes it positive or negative ground.

• 6V Voltage Regulator repair kit #D110SiSE6VRK	\$29.95
• 12V Voltage Regulator repair kit #SE590	\$29.95
• 6 Volt, Positive ground conversion kit # D110SiSE6VCKP	\$39.95



They also sell all the bearings, etc. for a complete rebuild if needed.

All of this is "novice easy." I had never opened an alternator before and had no problems.

Bert's Model A Store sells the best designed alternator bracket on the market, and it's \$10 cheaper than the competition. This one has both the rigid "welded H" bottom bracket and an upper support arm that's far superior to that skimpy push T-bar thing on the bottom.



<https://modelastore.com/> Part # A-10131 Alternator Bracket and Support Set - \$30.00

This solved my problem. I look forward to miles of trouble free driving, and I have a spare alternator in case this issue raises its ugly head in the future.

Hopefully we'll meet again at another MAFCA national event, until then, enjoy the drive, and keep the rubber side down.



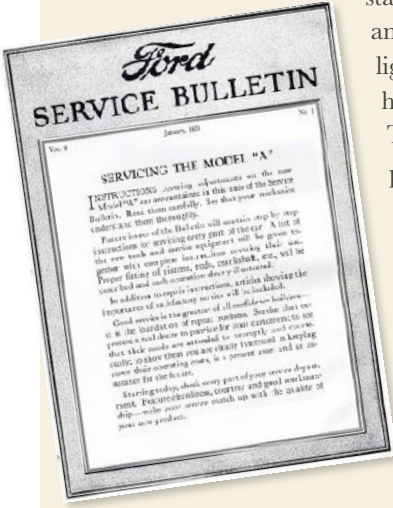
Willie and Katie Priaux at Zion National Park



Winter Electrical Problems

FROM THE RUMBLESEAT REVIEW, WICHITA A'S

“Back in the day” when Model A's were used as regular daily transportation, electrical problems were more frequent during cold weather. This was due to decreased battery efficiency at low temperatures, more load on starters cranking cold engines, and more hours driving with lights during shorter daylight hours. “Winter Electrical Troubles” were addressed on pages 384 and 503 in the Ford Service Bulletins. These bulletins were issued monthly to dealers to address changes in parts, service techniques, and frequent problems to be dealt with in service. They are available in reprint and all Model A owners should have a copy.



The winter troubles generally were hard starting, dead batteries, and burned-out bulbs. The problems we experience today with occasional driving in winter come more from long periods of storage, and sometimes don't appear until we start driving in the spring. The suggestions in the service bulletins were intended for cars using the original electrical system of course, but many would apply also to cars using alternators and 12-volt systems. The following is a summary of things to check, from the service bulletins and personal experience.

Corrosion or looseness in electrical connections increases resistance and causes the generator or alternator to produce higher voltage to overcome that resistance, and that can burn out light bulbs. That resistance also reduces voltage output from the battery to the starter and ignition. And, for some reason it seems that corrosion occurs more in a car that is unused for long periods.

To prevent this problem it is a good idea to annually clean the battery cable connections and check the ground strap connection to the frame by loosening and re-tightening the bolt. A bad connection here can mimic a dead battery. Also remove the terminal box cover on the firewall, then loosen and re-tighten the nuts on the terminal posts. Do the same to the two wire connection on the bottom of the coil. If you are ambitious, remove the instrumental panel and check the connections on the ammeter and ignition switch.



If you are using the original generator system, also be sure to set the charging rate to the type of driving you will be doing. Refer to the service bulletins for that procedure. A good test: If you have a battery charger that indicates percent charge, connect it once in a while to see what the charge level is in the battery. If it is above 90, your charging rate is ok. If it is 100, lower the rate slightly to prevent overcharging.

That doesn't address the winter storage problem with modern fuels, but as the old saying goes, “most carburetor problems are in the ignition system.”





Brake Lining Cleaning

BY LYNN SONDENAA

I was asked by a person if one could use a wire brush on an angle grinder or a roloc tool attachment to remove the glazing and dirt from brake linings on the Model A. They were referring to the woven linings.

The answer is no! These would be dangerous and could cause serious damage to the linings. Those tools are much too aggressive to be used on the woven linings. I have found that using a soft bristle brass wire brush by hand works very well. Clean up and down then side to side, and then tap the shoe against something hard to remove the dirt. If you choose to use compressed air, do it outside with low pressure (10 psi) wearing eye protection and a respirator.

NAPA Auto Parts sells a tire cleaning brush that works extremely well for cleaning the linings. (Fig. 1)

Balkamp #760-1407

Brass bristle brush

Tire cleaner



Riding High: 1928 Ford vs. Chevrolet

BY ARCH BROWN, SPECIAL INTEREST AUTOS #102, DECEMBER 1987



Nineteen twenty eight was a pivotal year in many ways. In politics Herbert Hoover was running for president on the promise of “Two chickens in every pot and a car in every garage.” His optimism was shared by nearly everyone. “Silent Cal” Coolidge, who could easily have been elected to another term, had dismissed the idea with a typically taciturn “I do not choose to run.” Some folks speculated later on that he had seen the Depression coming. Maybe so; he was a shrewd old Yankee. But a more likely explanation is that Coolidge — who had never been comfortable in the Washington milieu — simply wanted to go home.

The Democrats nominated New York Governor Alfred E. Smith. Dubbed “The Happy Warrior” by Franklin Roosevelt, who nominated him, Smith campaigned on a pledge to repeal Prohibition. But “Bring Back Booze”

wasn't a particularly classy slogan; and in any case it was an idea whose time had not yet come. Smith got clobbered on election day. Some said his religion was his undoing, but in the face of unprecedented prosperity, chances are no Democrat could have won that year.

The movies had found their voice at last, though the quality of the sound may have left something to be desired. But although “talkies” were all the rage, one of the most significant (and popular) shows of the year was a silent animated cartoon, the work of 27-year-old Walt Disney. Titled “Plane Crazy,” the film introduced a new “star:” Mickey Mouse.

The Hollywood musical extravaganza had not yet come into its own, but Broadway was bulging with smash hits.





And the songwriters were having a great year, turning out the likes of “Marie” (Irving Berlin), “Lover Come Back to Me” (Sigmund Romberg) and “Let’s Do It” (Cole Porter).

In other events, Amelia Earhart became the first woman to fly across the Atlantic. Secretary of State Frank Kellogg received the Nobel Prize for his part in developing a multi-national pact that was supposed to “outlaw war as a means of settling international difference” — a noble idea, totally without means of enforcement. Walter Damrosch conducted the New York Philharmonic in the premier performance of George Gershwin’s lovely tone poem, “An American in Paris.” And the Pulitzer Prize for drama went to Eugene O’Neill for the highly popular “Strange Interlude.”

The economy, meanwhile, was booming as never before. Wall Street was simply going crazy, with stock prices in an upward spiral that seemed fated to go on indefinitely. The automobile business, like most industries, was racking up new records in terms of both volume and profits. Nearly 3.5 million new cars were registered in the United States that year, a 19 percent increase over the previous season. Competition — which had already forced many of the smaller producers to the wall, with others to follow — had resulted in the rapid improvements in both styling and engineering. Besides being much better looking than most of their predecessors, these cars were more comfortable, more dependable, and faster than ever before. They stopped quicker, too. Thanks to the nearly universal adoption of four-wheel brakes.

The industry’s best seller that season was Chevrolet, which had moved into the number one spot for the first time just the year before. That had come about with an assist from Henry Ford, who had shut down his plants for seven months in preparation for the introduction of his first new car in 19 years: The Model A. In all honesty, Chevrolet had retained the top position for a second year only because Ford had not yet managed to bring his

factories back to full production. That goal would be reached in 1929, and Ford would again take the lead — if only temporarily.

The two leaders, Chevrolet and Ford, make an interesting comparison, for the 1928 Chevy represents the final version of a four-cylinder automobile whose production had commenced in 1915, while the Model A heralded a long-overdue new generation of Fords.

To recap just a portion of Chevrolet’s history: When William S. Knudsen took over, in 1921, as vice president and production manager for the division, he found matters to be in serious disarray. In just two years the Chevy had slipped from second place to fifth in the sales race. And incredibly, a team of independent auditors had actually recommended to General Motors that the division be liquidated! Dealers were understandably dispirited, and altogether the outlook was bleak.

Knudsen called his people together and promised them in his Danish accent that the day would come when Chevrolet would match Ford’s production “vun for vun.” Then he rolled up his sleeves, figuratively speaking, and went to work.

First off, the product line was trimmed. Chevrolet had been building two series of cars. The larger FB model, powered by a 224-c.i.d., 37-horsepower engine, competed with the Dodge and the four-cylinder Oldsmobile. It sold poorly; the backbone of Chevy’s business was the smaller Series 490. This one, which was \$525 (which is to say 39 percent) cheaper than the FB, came with a 171-c.i.d., 26-horsepower overhead-valve four-banger, and featured a wheelbase of 102 inches.

By 1923 the FB was gone, and the 490 had metamorphosed into a restyled car called the Superior. And even before that model’s debut, Chevrolet had



elbowed its way past Buick, Dodge and Studebaker to recapture second place in the industry.

In truth, the Superior wasn't actually all that superior. At least, not yet. The engine, which dated back to 1915, was no tower of strength. Worse, the rear end had an annoying hum, ring and pinion gears were fragile, axles snapped with predictable regularity, and the problems were exacerbated by a jumpy, leather-faced cone clutch. So the Chevrolet that Bill Knudsen found upon his arrival was by no means as tough as the little car produced by his former employer, Henry Ford.

Steps were soon taken to remedy the situation, however. By 1925 the rear end assembly had been beefed up considerably, and a single dry plate clutch had replaced the troublesome cone. A beefier crankshaft featured 20 percent more bearing surface. Rocker arms were enclosed for the first time and automatically lubricated by oil-soaked pads. And a much sturdier frame undergirded it all.

A polished aluminum radiator added a stylish touch, and disc wheels, fitted with balloon tires were furnished with the closed body styles. Calendar year production came to 444,671 cars, an increased of nearly 70 percent over the previous year. Meanwhile Ford sales, while still well in the lead, were commencing to falter.



Ford slipped badly in 1926, while Chevrolet scored another impressive gain — 32 percent this time. In just three years Ford had lost an astounding 24.7 percent of its 1923 market, and the downward trend was clearly gaining momentum. At the same time Chevrolet, which — among other advantages — boasted the flexibility and convenience of a three-speed selective gearbox in lieu of Ford's rickety two-speed planetary, was plainly on a roll. Out in Dearborn the pressure on Henry Ford grew. A six-page memorandum from Ernest Kantzler, Edsel Ford's brother-in-law and a Ford attorney, delicately but firmly suggested to the old man that a new model was desperately needed if the company were to retain its position of leadership. The memo cost Kantzler his job, but in the end Henry Ford had no

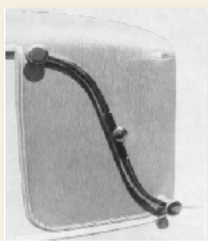
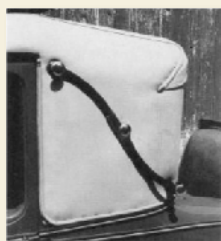




alternative but to heed its advice. Word got under way on the development of a replacement. Production of the venerable Model T ended in May 1927, more than six months prior to the public introduction of its successor.

What an opportunity for Chevrolet! And Bill Knudsen — president and general manager of the division since 1924 — took full advantage of it. His factories turned out more Chevys in 1927 than they had produced during the previous four years put together! For the first time Chevrolet was in first place, and by a wide margin. Knudsen had made good on his promise, and then some!

By this time the Chevrolet had become quite a handsome little automobile. The Sport Cabriolet — the first Chevy with a rumble seat — and the four-door Imperial Landau (see SIA #55) were especially stylish. But the chassis and driveline hadn't changed much. Two-wheel brakes were still employed, and the engine retained its modest 26-horsepower rating. Reports coming out of Dearborn had



made it clear that changes were in order if the Chevrolet were to remain competitive,

once the new Ford appeared.

Knudsen and his staff were not caught napping. Fresh styling was being prepared by Harley Earl's Art and Colour staff. Better yet, a new six-cylinder engine was under development. But public interest in the forthcoming new Ford was running so high that it was obvious the 1928 Chevrolet would be upstaged, whatever form it took. It is not clear exactly when the decision was made to hold back the new engine until 1929, but the sharp-eyed reader will note that the 1928 model's four inches of additional

wheelbase — 107 rather than 103 inches — took the form of an impressively long hood. A shroud was fitted between the radiator and the engine in order to occupy space that had clearly been laid out with the six in mind.

There were other improvements for 1928, the most welcome being the arrival, finally, of four-wheel brakes. Internal expanding shoes were fitted to the front drums, while the rears retained the familiar external contracting bands. (The internal/external combination may seem peculiar, but it was employed at the time by a number of leading manufacturers including Oldsmobile, Nash, Willys-Overland and even Cadillac.) And the modifications to the engine, including a new head with larger valves, Invar strut aluminum alloy pistons, an improved carburetor, a two-port exhaust manifold and a boost to the compression ratio, increased the horsepower to 35.

Continued next month



Touch of elegance is lent by landau bars on both the Ford and the Chevy. Chevrolet has the definite edge in truck space in this instance, but the Ford has more passenger capacity.





Can you find
10 Differences?

Photographer
Amber Morrell

Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

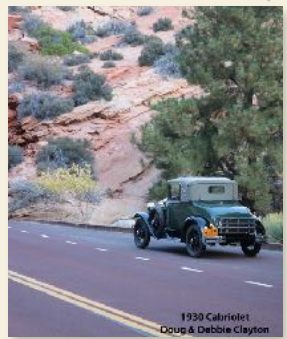




MAFCA News

DOUG CLAYTON — PRESIDENT

The Canyonlands Tour, what an amazing trip! I admit that driving around in a Model A is wonderful way to spend a few days. However, when you combine the fun of touring with some of the most scenic National Parks in the whole country, the excitement becomes almost unbearable. 350+ registrants made it to Kanab Utah in early October to share and enjoy the majestic vistas as well as each other's company. Even though we had anticipated this event for over four years, reality exceeded all our expectations. The weather cooperated, the Model A's cooperated (only a couple of breakdowns) and even the traffic cooperated. Congratulations to the Steering Committee for a job well done!



The next big event for MAFCA will be the **National Awards Banquet** in Claremont California, December 2-5. With registrations now approaching 250, this promises to be another terrific event. For those members who have never attended a National Awards Banquet, you are missing a most enjoyable time with seminars, local tours and a very relaxed atmosphere. Sign up while you still can.

Last week, we received the sad news that MAFCA has lost another one of our great contributors (and a close friend), Tim Johnstone. Back in 1986, then President Bob Swigert appointed Tim Johnstone, John Hargrave and me to the Judging Standards Committee which was, at the time involved, with printing a revision to the Judging Standards (now the Restoration Guidelines). Tim was already known for his in-depth research and restoration on Model A Station Wagons. John Hargrave went on to serve as MAFCA President in 1992, while Tim and I continued to work on every revision of the Guidelines since then. Tim also was the head of the Woody Wagons Special Interest Group, providing detailed help to countless restorers over the years. He served as Chief Judge at the 1994 Joint Convention in Tacoma, the 2008 Convention in Dallas and was appointed to serve as Chief Judge for the upcoming Kerrville meet next year. He was made a Life Member in 2004 for his tireless efforts. We will all miss him.

Now that we are back home, I am getting back to my "5-S" efforts to straighten up the garage. This consists of the five basic steps – sort, straighten, shine (or sweep), standardize, and sustain. Well, I am still sorting, but I have done some straightening and cleaning as well. At the start of the project, I envisioned following the five steps in order, and finishing up in a month or two. Now reality has set in! Although the garage looks much better, I am starting to measure my success in feet. That is, how many feet of useful garage space can I clear and clean up in a day or weekend? Wish me luck, a little warm weather and I will be out test driving one of the Model A's!

Picture Puzzle Answers

1. Greg is wearing a hat
2. Nielson's car is missing a fog light
3. Fence post missing
4. Thompson's special coupe is missing its license plate
5. Hansen's car has lost the devil gas cap
6. There is only one headlight on Todd's car
7. Extra foliage to the by the church door
8. Middle window of church missing
9. No hubcap on spare tire of Nielson's coupe
10. The MAFCA event plate is missing on Atkinson's roadster

Photographer Amber Morrell





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