



**UTAH VALLEY**

*- Model A Club -*

# MOTOMETER

Vol. 7 No.3

2018 MAFCA Newsletter of the Year

March 2019

**IN THIS EDITION:**  
**STOP STEERING WHEEL FROM TURNING ON LIGHTS**

Era Fashionable Boots

FORD'S  
HOOSIER  
MASCOT PT 2

CRANDLL  
PRINT MUSEUM  
TOUR



Crandall Print Museum  
photographer Clyde Munson



## 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 Allison Mack Howard Eckstein	gregmack02@yahoo.com windjamer9945@yahoo.com h_eckstein@hotmail.com
Newsletter	Robert Mack	mack4759@yahoo.com





# President's Message

CLYDE MUNSON

I get a strange feeling whenever I hear that someone is selling their Model A. It is something akin to a lump in the throat or knot in the stomach, and it is very strange. It may come from irrational fear that I have of being in a position where I would have to sell mine. It may come from the fact that I have heard so many stories of people selling their classic car only to be filled with regret later. There is also the concern that a beautiful car will end up as a pile of parts due to an aborted attempt at creating a hot rod. I'm not exactly sure what the cause is, I just know that I have an unsettled feeling when ever this comes up.

There are many stories of positive outcomes from a sold Model A. Roger and Gina recently purchased their car and have loved it and had a ton of fun with it. It definitely is in good hands. I have also been blessed by someone selling their Model A to me. In fact everyone in the club has been the recipient of a car that was previously owned by someone else.(As far as I know no one in the club purchased their car new from the dealer's lot.)

So, why the concerning feeling when I know that a car has been put up for sale. It may be due to the fact that to me my Model A is more than a possession, more than a car. My car is part of my

family, on the scale from child to pet it sits firmly in the middle and I love my dogs, a bunch. It may be the sale of a Model A is like watching a child leave home. You hope for the best, hope the child is loved and safe.

I guess the feeling will never leave me. I will hope for the best when someone else sells their A, after all they are not selling my Model A, mine isn't for sale (ever).



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## 2019 Calendar of Events

### March

- 21st — Club Meeting, 7:00 p.m. Larry H Miller
- 30th — Eric Dowdle Studio Tour, 10:00 a.m.; 1280 W. 200 S., Lindon; lunch afterward

### April

- 18th — Club Meeting, 7:00 p.m.; Larry H Miller
- 27th — Olmsted Power Plant, 10:00 a.m.; mouth of Provo Canyon

### May

- 16th — Club Meeting, 7:00 p.m.; Larry H Miller
- TBA — Gimmick Rally
- 25th — Spring City Days
- 27th - 30th — 2019 NCRG Roundup, Santa Rosa, California, hosted by the Sonoma A's.

### June

- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa
- 20th — Club Meeting, 7:00 p.m.; Larry H Miller

### July

- 20th — Mapleton Pioneer Day Parade

### September

- International Model A Day, Iron Chef Cook-off

### October

- 6th -10th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. Registration materials are available on the MAFCA website



### November

- Radio Show/Mocktail Party

### December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California

## Automotive History in the Making March

- 2nd 1966 Ford celebrates the production of 1,000,000 Mustangs
- 5th 1929 David Buick dies penniless at 74 years of age
- 8th 1950 The VW bus goes into production
- 9th 1985 1st Adopt A Highway sign is posted
- 14th 1922 John Mack, founder of Mack trucks dies in car crash
- 15th 1968 Construction of America's highest tunnel, the Eisenhower Tunnel started
- 18th 1933 Studebaker goes bankrupt
- 26th 2009 Ford sells Jaguar and Land Rover to India's Tata
- 27th 1927 Henry Segrave becomes the first person to exceed 200 mph in a car (Sunbeam)

## MARCH

- 10th Karl Furr
- 24th Syd Crockett
- 29th Tim Crockett
- 30th Chris Tucker
- 31st Nicholas Mack



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

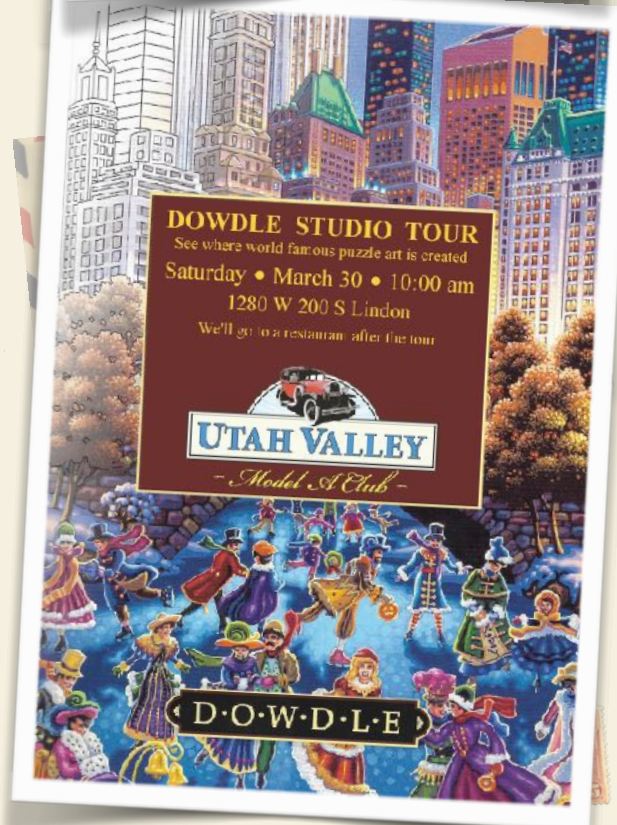
It is with great sadness that we announce the loss of another club member. **Allison Mack** passed away on February 17th at the age of 62. She is the sister of Robert & Becky Mack and Greg and Nicholas Mack's aunt.

**Brian Lindenlaub** sent us this e-mail: "I thought I'd let you know we left for the Philippines on February 4th and 15 hours later we arrived on February 6th. I'm still a little confused about how that works, but here we are. Sharon is helping in the office, and I am helping buy supplies and distributing them to the young missionaries. Before I left I intended to take pictures of the old vehicles I saw and share them with you. In the two weeks we've been here, the oldest car I've seen is the mildly customized Toyota from the 1970s or 80s shown in the attached picture."

**Roger Davis** has installed a new distributor on his car. He had a little trouble with the static timing, but got it squared away. He thinks the engine has a knock. He was told to ditch the Air Maze, get the idle to smooth out and then start listening for a knock. Right now it runs like a Maytag instead of a Singer.

**Dave and Amber Morrell** have completely rewired their Model A and installed turn signals. By mistake, they ordered the 4-wire turn signal switch which can't be used with the stock brake lights. Instead of shipping it back, it was converted to a 7-wire unit. Now they can use the original brake lights. They removed a bunch of extraneous wires and stand-alone turn signal lights that may have come from a motorcycle. Except for a bad ground at the driver's side tail lamp, the system worked perfectly. A ground was established and the weirdness of the lights went away. The next thing will be to swap out the sealed beams with original headlight reflectors and sockets.

Last we heard, **Mike Carlton** installed a new alternator on his dad's car. It is one of those Powergen units that looks like a Model A generator. We haven't seen it yet, so Mike, you've got to drive it to the next event so we can all get our heads under your hood!



**Tony Jacobs** has been helping **Ken Johns** with his '29 pick up. The body and paint is done and the fenders attached. A broken venturi was replaced in the carburetor. Some of the body parts haven't been lining up with the bolt holes too well, so Tony and Ken have been doing some tugging and pulling.



# February Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

## Attendance:

Diane Brimley, Vern Cope, Gemma and Howard Eckstein, Pat Hansen, Tony Jacobs, Greg and Nicholas Mack, Amber and David Morrell, Clyde Munson, Karl Pope, Bill and Colette Thompson.

## Club Business:

### News

- Allison Mack has passed away from either a brain tumor or an infection in the brain. This was sudden and unexpected. She will be dearly missed!
- Joe Fazzio is still recovering from knee surgery. The previous doctor botched the surgery so it had to be redone.

### Correspondence

- Pasadena High School Model A Club is selling raffle tickets for \$100 to win a 1929 Roadster that they are restoring. Tickets are limited to 750.
- We received an email from Brian Lindenlaub – They are getting settled in and are adjusting to the area. They are also working on getting over their fears of heights on the high mountain roads. It really is a small world as Gemma knows their mission president and has pictures of them together when they were younger.
- Russell Baker from Classic Car Auction Group spoke with Clyde. They are looking for drivers for the upcoming auction in Salt Lake on March 30<sup>th</sup> at the Mountain America Expo Center. This would be a good opportunity to see some interesting cars. There are also three or four Model A's going up for auction as well.
- Clyde informed us that there are some new radial tires being offered for the Model A. They are made in Europe and should provide a better ride and longer lasting tread wear. This might be something to look into if you are in the market for tires.

### Dues

- Pay your dues please! If you want your information printed in this year's roster you will need to have dues paid before May.

### Splash Apron Magnets

- Both Bill and Robert's magnets were passed around for comparison. Many liked Bill's magnet better, but want to add rounded corners as it gives a cleaner look. Greg tested the magnets on the Model A, the size works great for the 30-31 but not as good for the 28-29. We may need to have the 28-29 printed a little smaller as the aprons are not as tall as they are on the later years. A couple of orders have already been placed by members, the cost is \$25 for the pair.

**Club Patches**

- Clyde is still working on the patches. He obtained some from the Salty A's and will follow up on their supplier. The patches do not look like the traditional embroidered patch, but the detail is far superior. He will update us on pricing and such at a later date.

**Crandall Printing Museum Recap**

- The trip to the printing museum was fun and educational! The docent was very informative and did an excellent job. We learned a lot about printing in its beginning and through many of its advancements. We also saw the process for creating a letter for use on the Gutenberg press. Some members were even able to blot the ink and pull the press. Additionally we learned the origins of some sayings, "mind your p's and q's" being one of them. It was a great visit! Anyone who did not attend should consider doing so on their own as it is a great place to visit.

**Activities:****March**

- 30<sup>th</sup> – Eric Dowdle Art Studio – Right now we have the 30<sup>th</sup> booked to go and visit the studio. When we visit the studio we will get to see some artwork as well as art that is in progress. The artists will not be there, but that will relieve some pressure on us as to not disturb them as they work.

**April**

- 27<sup>th</sup> – Olmstead Power Plant – The plant is located at the mouth of Provo Canyon and has been there since the late 1800's. They stopped allowing tours a couple years ago, but are now allowing tours again. We have the opportunity to take a 2 hour tour of the facility, but we must submit a list of names for those attending at least two weeks in advance due to federal security reasons. Photographs can be taken in the historic structures but not in the new part of the facility. Let a board member know if you want to go so that they can submit your name. Only those who have their names on the list will be allowed to enter the power plant.

**May**

- Howard is writing a Historic Gimmick Rally based in the Orem area. This one should be a bit easier to follow. He will be doing two different routes so that we cannot follow each other. The rally will pass by the site of an old prison camp, the area where a woolly mammoth was discovered, and pass by an old service garage. There used to be a railway that passed through Orem, the city was



named after the owner of this railway. One of the original train stations is still there, but has been repurposed. Orem City Mayor would like to join the tour with us.

**June**

- Orem Centennial Parade – this will NOT be our official activity for the month. Orem City is looking for cars that are older than 1919 to escort their dignitaries in the parade. If you have a vehicle or know of someone who has one, please let Howard know.

**July** – Mapleton Parade Saturday 20<sup>th</sup>

**August** – Eureka Parade?

**September** – IMAD, Iron Chef

**October** – 6<sup>th</sup>-10<sup>th</sup> National Tour

**November** – Radio Show/Mocktail Party

**December** – Christmas Party

**Tech Talk:**

Tony presented on water pumps and passed around a couple of housings to show us the worn parts. He warned us to not run the fan belt too tight as it will wear down the shaft faster. The new leak-less pumps usually come with a roller bearing which will help with wear if you are using an alternator and have to run the belt tighter. If your pump has excess play in the shaft you can use a special washer to help take up the end play and keep it from moving too much.

If your pump is worn out and you have a good usable pump housing, you can buy a new shaft, bearing and seal set for \$50 to rebuild the pump yourself. A message of caution from David and Greg is to not go crazy with the pump grease as this will end up in your radiator and possibly plug it up. It could also insulate it so it will not cool efficiently. Apply grease sparingly! A suggestion from Roger was to use the water pump bolts that look like studs so that you can remove the pump without having to remove the radiator.

March – Remove stuck screw or bolt

April – Harley restoration evaluation of his roadster pickup

May –

June – Clyde – Lincoln Highway

July – Robert – Era advertisements

August – Howard – Restorers class evaluation

Richard Tucker – Hit & miss engines, Sterling Engine?

We concluded our meeting with treats provided by Vern Cope. Thanks Vern!





# Stop the Steering Wheel From Turning On the Light Switch

By  
Les Andrews

It can be annoying when the headlights come on every time you turn the steering wheel. This is usually caused by the bottom side of the horn button/switch, catching on the steering wheel nut. This can be fixed by removing the horn rod and slipping a thin steel washer over the rod, up against the back side of the horn button/switch. This will provide a smooth surface between the steering wheel nut and the irregular rough back side of the horn button/switch.

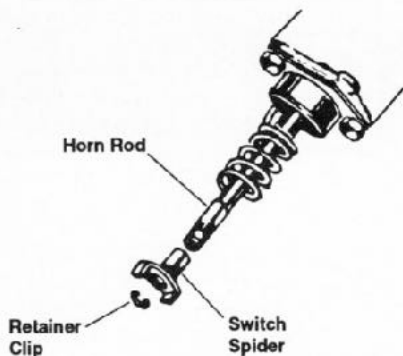
### NOTE

The head room in the coupe and pickup may not be sufficient to allow removal of the horn rod. The steering column may need to be removed to allow removal of the horn rod.

### NOTE

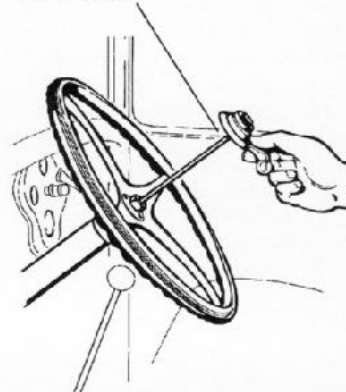
When the horn rod is removed, oil may run out the horn rod hole at the end of the column. Allow the oil to drain before continuing.

1. Release the bail wire from the light switch (push bail wire down) at the end of the steering column. Pull the light switch bulb from the end of the steering column.
2. Push up slightly on the switch spider to remove the retaining clip, spider, and spring from the end of the horn rod.



3. Pull the horn rod from the center of the steering wheel.

Install Thin Steel Washer



4. Place a thin steel washer (3/8 I.D. X 13/16 O.D. X 1/32" Thick) over the horn rod and push it up against the bottom of the horn button housing.
5. Reinsert the horn rod back into the steering column. Attach the spring, spider, and retainer clip on the end of the horn rod. Reattach light switch with the bail wire. Replace any lost steering gear oil.

... it's as easy as that !



# Crandall Printing Museum Tour

BY HOWARD ECKSTEIN



On February 9<sup>th</sup>, we visited the Crandall Printing Museum in downtown Provo. This museum has operational equipment from Gutenberg's time up to the mid 20<sup>th</sup> century. It is on par with some of the best institutions of its type. (No pun intended.) Here, the printing processes are demonstrated whereas other printing museums contain only static exhibits.

Our docent was very knowledgeable and engaging. He took us through the history of Gutenberg's invention of moveable type. Individual characters were filed from steel stock and then heat treated. This made a punch that was hard enough to create an impression in a block of copper. The copper was then inserted in a mold into the back of which was poured hot printing metal; an alloy of lead, tin and antimony. The type piece was inspected, the sprue broken off and adjusted to length for what is called type-height.



The individual pieces of type were brought together into a composing stick; a device that holds the line of type in the left hand while the right hand picks the type pieces from the several compartments of the job case. The case is like a shallow drawer with boxes made from dividers wherein each letter was assigned a box. The case was divided in two where all the capital letters were at the top of the case and the small letters in the lower section where they were in a more ergonomically friendly location. This arrangement gave rise to the practice today of calling capital letters *upper case* and the small letters *lower case*.



Once set, the lines of type were justified using small spaces between the letters so that each line of type was the same length. This was accomplished by dividing the square block upon which the capital *M* would be cast into pieces that were 1/5, 1/4, 1/3 and 1/2 an *M*. Thus the *em quad* is a block with no letter in it that is as wide as it is tall. Half an *em quad* is called an *en quad* (for the letter *N*). The normal distance between words is a *3 em space* which is 1/3 an *em quad*. An *en quad* is used to separate sentences. This may sound arcane, but it is the foundation of good typography today. When using the typewriter or the word processor, the *3 em space* is built into the machine. When typing, you should add two spaces between sentences for easier reading.





This method of using moveable type continues today. There are specialty shops that do high-end short run work with what is called hot type. Cold type refers to modern computer generated copy.

Club members were able to ink and pull an impression from type locked up in a chase on the Gutenberg press. From there, the tour advanced to the 18<sup>th</sup> century shop that was from the Ben Franklin era. Of all the things Franklin accomplished in his lifetime, he wanted to be remembered as a printer. The aphorisms we've become acquainted with from *Poor Richard's Almanac* were written by Ben Franklin under the pseudonym of *Richard Saunders*.

Our next stop was in the 19<sup>th</sup> century shop of E. B. Grandin with a small Acorn press and bindery. Grandin printed the original 5000 copies of the *Book of Mormon*. In this area a period bindery was on display.

In the same room stood a Linotype machine which was developed at the end of the 19<sup>th</sup> century and was the technological breakthrough that launched high-speed printing. This machine used bronze molds called mats which were held in a magazine. When the keyboard was operated, mats dropped onto a little conveyor to an assembly area in the machine. The mats were held in a line and moved in front of a mouthpiece through which hot metal was injected to form a single line of type. A good operator could set 10 lines of type per minute. This machine is a marvel of cams and levers. To watch one in operation is hypnotizing.

The last room contained a small letterpress that was once operated by Thomas S. Monson. Also in the room was an offset duplicator which is part of the lithographic process that came online during the mid-to-late 1940s. Offset printing is still used today for long run jobs.

This tour was a trip down memory lane for me. I taught high school print shop back in the 1970s where we had linotype machines and job cases full of type for the students to use. Letterpress and offset machines were also part of our equipment. I worked in many print shops in the Los Angeles area during my career. I hand-set type for some of these companies and operated process cameras and lithographic equipment for them. I did pre-press preparation for 4-color offset printing and operated a variety of printing presses. I miss the days of real printing. Now everything is done by computer. Today anyone can be a typesetter and sit at a keyboard to create copy such as this. Time was that typography was an art and beautiful printing was produced by craftsmen.



CENTERFOLD OF THE MONTH  
1929



TONY AND JAN JACOBS  
35-A STANDARD PHAETON

## Ford's Hoosier Mascot pt 2

BY ART MILLER

Reprint from  
 Mar/Apr 1960 Restorer  
 courtesy of MAFCA

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**FORD'S HOOSIER MASCOT, Continued**

motometer, with an arrangement of interlocking teeth between the top half and bottom half that allowed for proper alignment of the motometer with the centerline of the car. Originally, the cap was designed for Chalmers and Buick but was later modified for other automobiles.

(Incidentally, the company is interested in locating one of these old Heims caps and would appreciate hearing from any reader who has or knows the whereabouts of one.)

But in all their previous experience, and in all their experience since, the Stant Company never went through an ordeal quite like the one they encountered with the Ford Flying Quail. Old timers in the company still talk about the project with the same aura of comraderie as soldiers reminiscing about campaign battles.

Mr. Glen A. Johnson, now a Stant Sales Engineer but at that time a new employee only two years out of school, remembers vividly the "battle of the birds."

With only Henry Ford's idea to use a quail and Irving Bacon's clay model as a start, the Stant people set about their task of finalizing the design. Their first step was to acquire a

covey of real live quail from the Indiana State Conservation Department for study. The wild birds were kept in specially constructed cages having two padded sides and cord netting screen over the other two sides and the top.

The cages were then set up smack in the middle of the engineering department. Drawing tables and desks were moved back out of the way to make room for a staff of photographers, artists, draftsmen, and engineers assigned to learn all they could about the physical makeup of the Indiana Bob White.

For three hectic days the engineering department resembled something out of a Mack Sennett comedy. Photographers shoved cameras around, artists shoved easels around, draftsmen shoved drawing boards around, and engineers shoved everybody around--all trying to get the frantically flapping, screeching quail to pose.

It was nip and tuck for awhile whether the frightened birds would survive the ordeal before they annihilated themselves against the sides of the cage, the netting, and each other.

Mr. Johnson remembers the engineering department as having all the atmosphere, including smell and sound effects, of an aviary invaded by cats.





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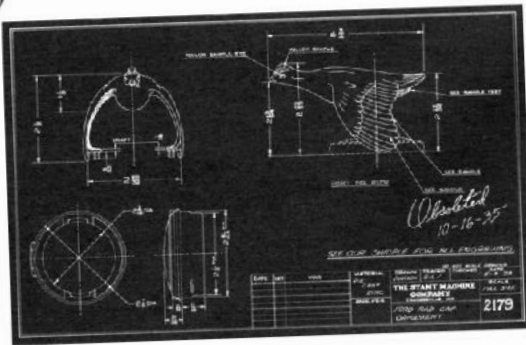
In spite of the turmoil, the job somehow got done. During their three-day stay at Stant, before they were returned to their natural habitat, the quail were photographed and sketched in hundreds of poses. Photographers supplied artists with still studies (as "still" as possible, that is) for more careful examination of detail, then the artists supplied engineers with renderings of the most attractive poses. The engineers then selected those that could be reproduced by die-casting and finally, colored illustrations of the best of these were submitted to Ford for his selection and final approval.

Of all the parts required to make a Model A (more than 5,000) Henry Ford seemed to take more direct, personal interest in the accessory radiator cap than any other single piece. Stant representatives wore a path between Connersville and Dearborn trying to satisfy the whims of the Boss. Every step of the project from the first design drawing to the first article of production required his personal approval, and he was not always an easy man to please.

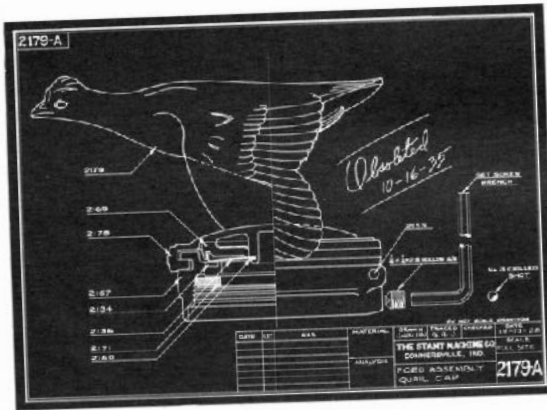
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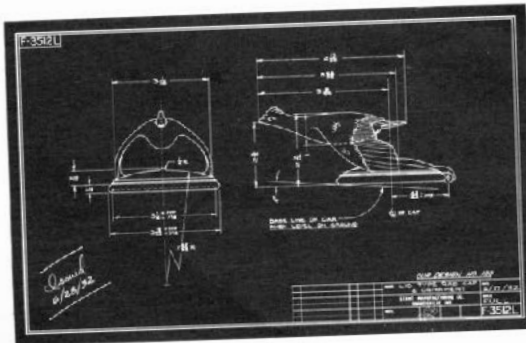
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ABOVE: One of the early blueprints, dated May 8, 1928, during stages of finalizing the design. BELOW: Production had been underway several months when this print of the final design was drawn (Oct. 13, '28), probably in preparation for filing the patent a month later (opposite page).



BELOW: Here's a rare one--the flying quail in a longer, lower, more streamlined pose mounted on a lid type cap for V8's; dated June 17, 1932.



FORD'S HOOSIER MASCOT, Continued

Ford eventually selected the pose we all recognize today as the Flying Quail; which very closely resembles the one Mr. Bacon originally suggested. Stant engineers then set about constructing a master model. First, a model with all the detail of the fine plumage was built up out of clay, dusted with aluminum powder for realism, and submitted to Ford for comment. At his suggestion most of the detail was smoothed out and unnecessary lines eliminated in order to ease the plating and polishing operations.

A plaster mold was then made from the clay model and a hard wax model was cast. The wax model was smoothed even more and a few slight changes made to sharpen the remaining details and provide the correct contour to enable the finished article to be "drawn" from the die on a mass production scale. This wax model was then used to cast the brass master model, which was carefully finished by hand to exact dimensions, polished to eliminate tool marks, nickel plated, and carried to Ford for approval.

The master model was approved without alterations. The steel production die was then made and the Stant Company inaugurated a run of flying quails that extended beyond production of the Model A by several years and totaled a staggering several hundred thousand units.

The Ford mascot (Part No. A-18385), the accessory most desired by those who restore Model A Fords today--paying as much as thirty, forty, or fifty dollars, sometimes even more for one of exceptional condition--originally retailed through Ford dealers for \$3 each. The dealer's cost was \$2.50 for the 1930-31 version and only \$1.75 for the 1928-29 version.

Stant's patent-- Number 1809186, filed on November 28, 1928, and granted June 9, 1931-- covers only the locking and sealing devices of the cap and makes no mention of the flying quail ornament, except for one brief sentence: "This hole is adapted to receive any piece of ornamental work, or any suitable piece of material." And of course the patent carries the usual provision for any "modifications within the claims and scope of the invention;" meaning it could be altered enough to permit the mounting of, say, a flying quail or motometer. The patent credits Kyle E. Stant as the inventor and assignor of all rights to the company. The patent was never renewed and copying is legally permissible.



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Patented June 9, 1931

1,809,186

UNITED STATES PATENT OFFICE

KYLE E. STANT, OF CONNERSVILLE, INDIANA, ASSIGNOR TO THE STANT MACHINE COMPANY, OF CONNERSVILLE, INDIANA, A CORPORATION OF INDIANA

RADIATOR CAP

Application filed November 28, 1928. Serial No. 322,493.

This invention relates to radiator caps. It is the object of this invention to provide an easily locked radiator cap, that will... upper surface of the filler spout ring or collar is a gasket 3. This gasket is composed of some fibrous material and is adapted, in cooperation with the dia...

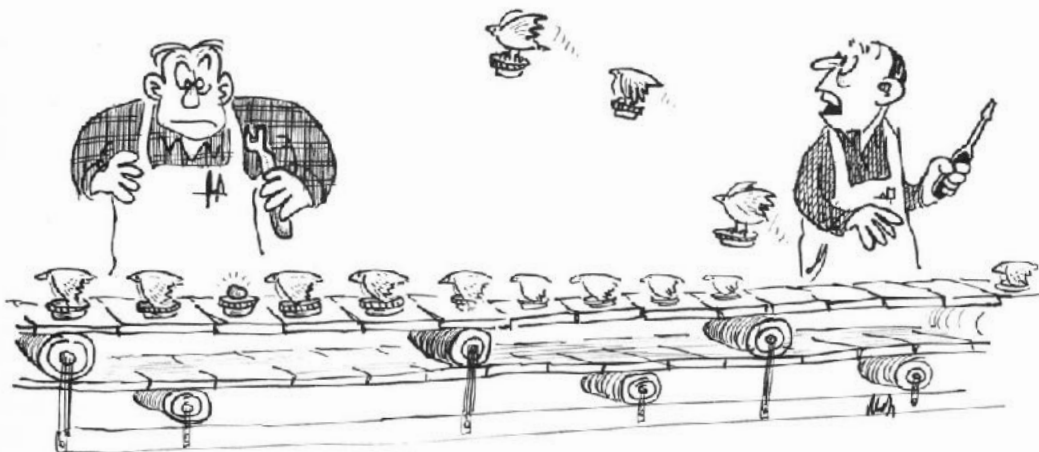
There are now a few copies of both the cap and ornament on the market, and most restorers are happy to settle for a good duplication rather than vainly chase an elusive original.

Ford's Hoosier Mascot, like its real life counterpart, has an almost uncanny ability to remain hidden and is difficult to flush out of its hiding place. There are a surprising number of quail caps still unaccounted for, and the rate of discovery seems to diminish with time.

Theorizing a bit; it is generally accepted knowledge that car owners, and even emotionless salvage dealers, retain a strange fondness for unique radiator ornaments. This would lead

one to believe that more radiator caps escaped the scrap pile than did automobiles. Also, it would not be unreasonable to assume that not quite all the Flying Quail caps manufactured were ever sold to the public or even entirely distributed to retailers.

Thus, since it is roughly estimated that there are still a half-million Model A Fords on the road, and probably less than 5 percent carry genuine Flying Quail caps, and since it is known that more than a quarter-million Flying Quail caps were built, a logical conclusion might be that today's restorers have yet to uncover all those precious birds that must still be roosting in secluded sanctuaries.

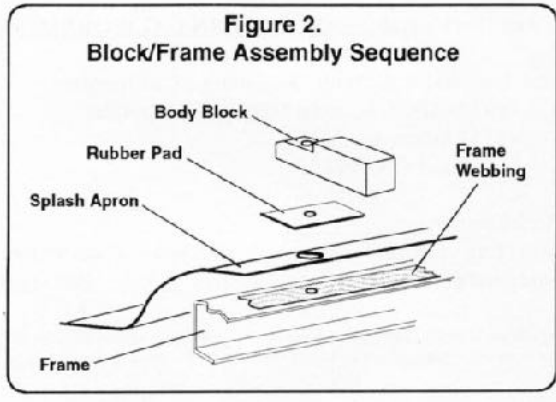
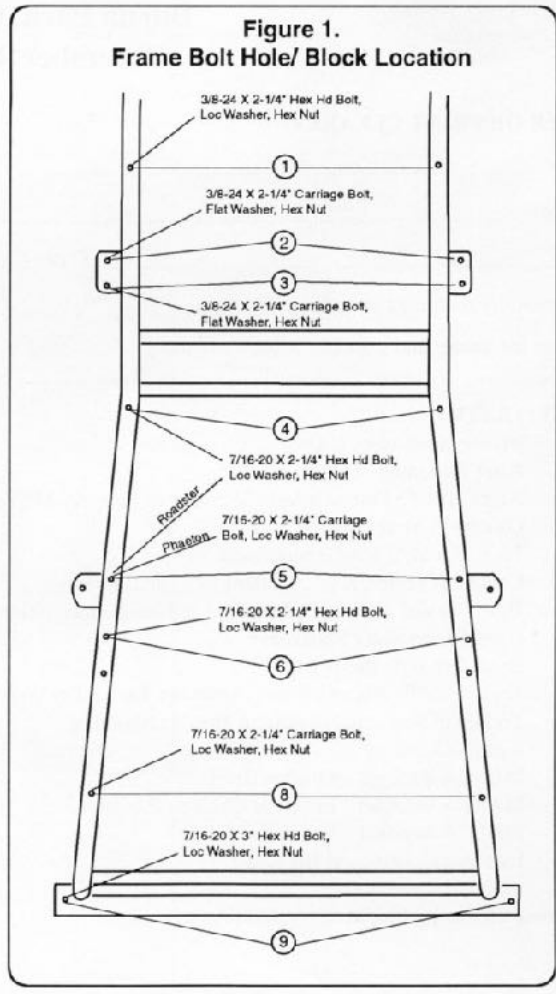




# Locating and Installing Body Blocks

BY LES ANDREWS

Wood body blocks were used to support the body on the frame, providing a non-squeak support and a means to shim various points of the body for door and hood alignment. The blocks were made of a hard wood (oak or alder). Not all body styles used body blocks. All Fordor Sedans, Victorias, Cabriolets, Deliveries, Town Sedans, and Station Wagons utilized wood subframes, and therefore did not require the use of body blocks. Body blocks were specially cut for each position, and were placed in the body U-channel cross members. The front body block (under the cowl) and the rear body block (on the rear cross member ears) are placed parallel with the frame. All other body blocks are positioned in the U-channel cross members and lie perpendicular to the frame. Rubber pads are placed under each body block and serve as a shim for body alignment with doors and the hood. Various thickness pads will need to be added or removed to obtain correct hood and door alignment. The body blocks are most conveniently replaced when the body has been removed for restoration. Although, the blocks can be replaced by removing all body bolts and raising the body approximately 4" above the frame and placing 2 X 4's across the frame to support the body while changing the blocks. All body blocks should be treated with a wood preservative and then painted flat black before installing. As seen in the following diagrams, Block #2 has two holes drilled for mounting (Frame Hole 4). The blocks were made so that the same block would fit on either side of the frame. Therefore, two holes were drilled in block #2 to allow the same block to be used on both sides. Figure 1 shows frame bolt hole locations for the body blocks. Figure 2 shows the correct sequence of frame webbing, splash apron, rubber (shim) pads, and body block placement on the frame. Figure 3 identifies each body block position and correct orientation. Body block sets can be purchased from most parts suppliers.





# The Kid's Corner

FROM GARTH SHREDING

## Can You Find All Ten Things That Are Different?



*This is a tough one. You may have to enlarge it to see a couple of them*

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Photo taken on MAFCA's 2014 National Tour. Thanks Tex for the memories



# The Ladies Fashion Journal

## FASHIONABLE BOOTS



In some parts of the country, the snow is flying and the trusty galoshes may not be enough to protect your feet from the winter weather. Thankfully, in the Model A era, there were multiple, fashionable, boot styles from which to choose, some of which are shown here.

### High Cut Boot

This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt\* leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2 ½ to 8 in a wide width. The sale price is \$4.79.

*National Bellas Hess,  
Winter, 1931-32*



\*The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt, the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

### Rugged Outdoor Boot

Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher-cut\*\* boots, with a damp-proof fiber sole. Available in brown or black, sized 2-1/2 to 8, for only \$1.69

*National Bellas Hess,  
Winter, 1931-32*



\*\*The Blucher-cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.



### Cuffed Bootee

“Here it is - the dashing cleverly designed Black Patent Leather Cuff Bootee that has swept the country by storm. It has been adopted as one of the favorite styles by the fashionably dressed women in the large cities. The front strap, with contrasting light shade of kid leather, folds over, creating a very smart effect. Covered Cuban heel. An ideal model for fall and winter because of its style, comfort and ankle protection.” Sizes 2 ½ to 8, medium widths. \$3.98

*Charles Williams Stores, F/W 1928-29*



### Whoopie Booties

The modern woman won't want to miss the style success of the season...the new Whoopie Booties! Choose from red trim on black patent leather or gun metal patent trim on red leather, with 1 ¼ inch covered military heels. “Fancy cutouts show off beautiful hosiery to nice advantage. Vanity last with rounded toes, modern as youth itself.” Sizes 2 ½ to 8. \$4.98

*Sears, F/W 1929*





# Classified Ads

**Mark Layton** has two engines, a transmission, wheels, rear end, and new parts from Mac's 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 collected 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.

**Joan Bird**, from Delta is selling her husband's 1930 Tudor with a Model B engine and hydraulic brakes. It has a two-barrel down draft manifold, Mallory distributor. She is asking \$12-13,000 and can be reached at: (435) 864-2145.



**Tony Jacobs** has lost his mind! He is selling his gorgeous Rose Beige phaeton. All the details can be found on the Facebook Marketplace, or call Tony directly at: (801) 796-0396.





Model A Ford Club of America

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## News from the Board

### CANYONLANDS NATIONAL TOUR

#### Saturday, Oct. 5:

Early Registration 2:30pm -5:30pm

#### Sunday, October 6:

Arrive in the city of Kanab and get settled in your home away from home.

- Enjoy a Welcome Dinner (6pm) at Jacob Hamblin City Park. (This is included in your Registration Fee.)
- Registration 10:00am -4:30pm

#### Monday, October 7:

Enjoy a drive to one of the National Parks in your Model A:

- The North Rim of Grand Canyon National Park (200 miles round trip)
- Bryce Canyon National Park (150 mile round trip)
- Zion National Park (80 mile round trip)

#### Tuesday, October 8:

Enjoy a drive to one of the National Parks in your Model A:

- The North Rim of Grand Canyon National Park
- Bryce Canyon National Park
- Zion National Park

#### Wednesday, October 9:

Enjoy the sights in and around the city of Kanab:

- Grand Staircase-Escalante National Monument
- Little Hollywood Land: Museum, Trading Post
- Kanab Heritage House
- Red Pueblo Museum and Heritage Park
- Moqui Cave
- Dinosaur tracks

#### Thursday, October 10:

Enjoy a drive to one of the National Parks in your Model A:

- The North Rim of Grand Canyon National Park
- Bryce Canyon National Park
- Zion National Park

Say goodbye to old and new friends at the Farewell Banquet

#### Puzzle Solutions

1. Emergency light of cab missing.
2. Fence post is missing in center of picture
3. Telephone pole is missing
4. Flag toppers missing
5. License plate number changed
6. One of the yellow lines is missing
7. Left front hubcap missing
8. Bush in upper middle changed
9. The word "FAST" is missina.



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