



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.5

2018 MAFCA Newsletter of the Year

May 2019



Olmsted Power Plant Tour

IN THIS EDITION:
SPOTLIGHT — THE MORRELLS
Olmsted Power Plant Tour

SAYING
GOODBYE TO
JAN JACOBS

UNDERSTANDING
THE
AMMETER





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
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Sec/Historian	Greg Mack	gregmack02@yahoo.com
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Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com

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Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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Newsletter	Robert Mack	mack4759@yahoo.com

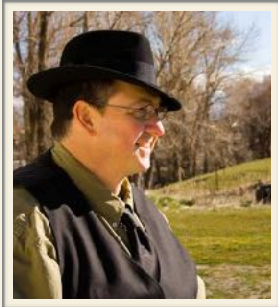


Read the full story on page 20 photographer, Amber Morrell



President's Message

CLYDE MUNSON



I had planned to write about something completely different this month but on Sunday night as I lay on a gurney in the ER wondering if I was having a life-altering issue or just a minor inconvenience, I thought about the short ride I had taken the day before in my

Model A. Those rides are my therapy. So, I seldom pass up a chance to hop in and go and for half a second I wondered, "what if that was the last ride?" I thought about our friends in the club that have left us in just this past year. I thought about that special experience that brought them the joy that was the last one.

My ailment isn't that dire, but someday it might be. As I was there in more than a little bit of pain, I was thankful for that ride and even more thankful for my wife sitting beside me reading me a story she wrote that was helping to distract both of us from the discomfort of where we were.

It's those moments that are precious and yet we often don't appreciate them in the way we should. We never know what experience will be the last one. When I was in college I would spend many hours at Red Cliffs by St. George rappelling off of the sandstone rock. I probably will never do that again, but the last time I did I had no

clue it would be the last. Life is funny that way. There is a quote from a book called *The Sheltering Sky* by Paul Bowels that says this much better than I can.

"Because we don't know when we will die, we get to think of life as an inexhaustible well. Yet everything happens only a certain number of times, and a very small number really. How many times will you remember a certain afternoon of your childhood, an afternoon that is so deeply a part of your being that you can't even conceive of your life without it? Perhaps four, five times more, perhaps not even that. How many more times will you watch the full moon rise? Perhaps 20. And yet it all seems limitless."

This past summer my dad went with me to the National Convention in Reno. He is now 80 years old. Dad probably has several years left (his uncle is 100 now and my grandmother lived to be 96), so he has some good genes on his side. "Is this the last time we will have a chance to do something like this?" was very much on my mind. You never know. What I do know is that I am very thankful that he came with me, and we made some more fun memories.

So, take that ride, come to a club activity, go get some ice cream, tie a rope around your waist and jump off a cliff, give your kids a hug, listen to a loved one read you a story and enjoy each moment. You never know how many more you have and each one should be special.

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The formatting of the newsletter has changed this month to accommodate Howard's tech article in its entirety.

2019 Calendar of Events

May

- 11th — Historic Rally, Orem
- 16th — Club Meeting, 7:00 p.m., Larry H Miller
- 25th — Spring City Days
- 27th - 30th — 2019 NCRG Roundup, Santa Rosa, California, hosted by the Sonoma A's.

June

- 8th — Utah Lake Tour, Shopko, Spanish Fork
- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa
- 20th — Club Meeting, 7:00 p.m., Larry H Miller

July

- 4th — Freedom Festival Parade, Provo
- 18th — Club Meeting, 7:00 p.m., Larry H Miller
- 20th — Mapleton Pioneer Day Parade

August

- 15th — Club Meeting, 7:00 p.m., Larry H Miller
- TBA — Tintic Silver Festival Parade, Eureka

September

- 19th — Club Meeting, 7:00 p.m., Larry H Miller
- 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
- 17th — Club Meeting, 7:00 p.m., Larry H Miller

November

- 17th — Radio Show/ Mocktail Party
- 21st — Club Meeting, 7:00 p.m., Larry H Miller

December

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

Automotive History in the Making

May

- 1st 1926 Ford 1st to offer \$5 per 8 hr.day (from \$2.34 per 9 hr. day, double that of other auto manufacturers)
- 2nd 1918 GM buys Chevrolet, at this time they also owned Buick, Olds, Cadillac & Oakland
- 10th 1869 First transcontinental railroad complete at Promontory Point, 150 anniversary this year
- 11th 1947 BF Goodrich develops the tubeless tire
- 21st 1901 Connecticut enacts the first speed limit law, 12 mph in city, 15 mph in country
- 23th 1934 Bonnie and Clyde shot to death in a stolen 1934 Ford V8
- 26th 1927 End of Model T Ford production

courtesy of "MyQuarterMile.com"





April Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Club Business:

News

- Jan Jacobs passed away, this month. Her viewing was on Wednesday 17th. She will be buried in Bishop, California. A memorial service will be held on April 27th at 2:00 p.m., after the club activity.
- Roger is working on his carburetor. After polishing it up, he found out that the GAV valve was stripped out. Thanks to Joe, Roger is now starting over with a new carb body.
- Tim Isaksen is making progress on his car. He put in a new two tooth steering column, a new tie rod and is currently working on king pins.
- Bill is now running LED lights on his Special Coupe. They only draw 1.2 amps on high beam. They will work on 6, 8 or 12 volt positive or negative ground. They are very bright, but have a brilliant white color, not a warm white. They run about \$30 a piece.

Club Library

- We have a small library that is slowly growing. Those interested can check out books as well as *The Restorer* magazines. Members can also check out past club newsletters and “yearbooks.”

Splash Apron Magnets

- Quite a few orders have been placed for magnets. They should be ready by next club meeting. More order forms were passed around, and new orders have been placed.

Club Patches

- Patches from Salty's are woven patches not embroidered. Clyde is still looking into it and will update as new information comes along. Salty's got patches from the Beehive A's, but the Beehive A's cannot remember where they got them from.

Awards

- Richard Judd earned his 500 mile award.

Activities:

March

Recap Dowdle Tour

- We had good attendance! The tour went well and was more fun than was expected considering the artists were not on site that day. We learned how the artwork was created from concept to a finished masterpiece. We also got a preview of a couple works in progress that had not been released to the public yet. Also, note that you can get a discount when purchasing puzzles at their facility!

April

- 27th – Olmsted Power Plant – The plant is located at the mouth of Provo Canyon. 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. Names must be submitted by April 6th to ensure a spot. We will meet at



Harmon's at 9:31 a.m. and drive over at 9:45. It is best that we arrive as a group. Gates will open at 10:00 and close at 10:05. So do not be late.

May

- 10th - 12th 150th Anniversary of the Golden Spike
- 11th – Historic Tour – Howard is writing the Historic Tour non gimmick rally based in the Orem area. This one should be easier to follow. He will be doing two different routes so that we cannot follow each other. Orem City Mayor would like to join the tour with us. We will end at the Orem History Museum. It should take about an hour to an hour and a half. Bring your camera or a phone with a camera as you may need to take pictures proving you made it to the different clues.
- 18th – UVU Swap Meet
- 25th – Spring City Days – Macks may be going, will discuss a meet up time if anyone else is interested.

June

- 8th – Drive around West Mountain and the south part of Utah Lake. Maybe pack a lunch and stop at Lincoln Beach. Visit the Goshen Studio?
- 15th – 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. So far the city cannot find enough cars so Model A's are welcome! Parade is in the evening, starts around 7:00 p.m.

July

- 4th Provo Freedom Festival – No candy, no celebrities, we will be in a group again, Thursday
- 20th – Mapleton Parade, Saturday

August – Eureka Parade?

September – International Model A Day, Iron Chef, possible location, Genola then drive around the south end of Utah Lake to Lincoln Beach

October – 6th-10th National Tour, most Beehive A members that are attending will be trailering their cars. We have not heard from the Salty A's, so we will most likely just do our own thing.

November – Radio Show/Mocktail Party

December – Christmas Party

Tech Talk:

Richard Judd presented on the CUP – Central Utah Project – Bonneville Unit of Salt Lake innovative projects. The main purpose of the hydro power plants in this project are not to produce power, they were built for water control. Fifty percent of our power comes from the small collection of hydro power plants along the Colorado River spread throughout Utah, Colorado, Arizona and New Mexico.

Refreshments — Everyone enjoyed the Krispy Cream donuts Diane Brimley brought to the meeting!



Saying Good-bye to Jan Jacobs

BY MADELINE AND TONY JACOBS

Janice Castagno Jacobs was born in Bishop, California on April 22, 1936 to Leo and Madeline Castagno. She passed away peacefully on April 14, 2019, at her home in Lindon, Utah.



*Hydroelectric Plant 4
Bishop, California*

She loved the Owens Valley where she grew up at Plant 4, then moved into town and learned to love the Eastern Sierra Nevada Mountains.



Bishop Rodeo Queen, 1952

Janice received her education in Bishop and graduated from Bishop Union High School, class of 1954.

Janice skied on the BUHS ski team and competed with the Far West Ski Association. She performed with the Bishopettes and served as their President. Janice was the Rodeo Queen of the Bishop Labor Day Rodeo Association in 1952.

She attended Cosmetology School in Long Beach California, and then owned and operated



three beauty salons in Bishop and later three more in Provo, Utah

Janice married Tony Jacobs, in Bishop on June 20, 1954. They have shared an undying love for over 68 years. They lived an active life skiing, riding horses,

traveling and always contributing to the community. They were blessed with a daughter, Madeline Jacobs Reed (1958), and a son, Jeff Jacobs (1960). They moved to Utah in 1978. They have been blessed with 8 grandchildren and 17 great grandchildren.

Of all the accomplishments in her life, her family and life-long friends were absolutely the most important to her. She loved them all dearly.





Member Spotlight

THE MORRELL FAMILY



Dave, Molly (dog), Karen and Amber

Hello everyone, my name is Amber Morrell, I live in Spanish Fork and I recently bought a 1930 Model A Sedan. It, in fact, was the second one I purchased. The first one I bought just after I graduated high school in 1995. I bought it with the intention that it would be a project dad and I worked on together. Well, life and many other things got in the way and good intentions went by the wayside. The car sat in the garage or under the carport taking up space for the next 23 years.

During the last few years, I decided that maybe I needed to just get a running one and move on. Dad happened to find a great deal on Facebook's yard sales, so we went to check it out. We drove up to Morgan, Utah and met Craig Waite, the current owner of my possibly new Model A. It was love at first sight. He took us on a drive, and I watched him closely to learn how to drive it. When we got back to his house, I made it mine. Driving home with it on the trailer was very exciting! I knew I now was the proud owner of a Model A that I could now drive it to work and enjoy – because unlike the other one – it moved on its own power.



First Model A 1930 Fordor

Craig had the vehicle up for sale for a while and everyone that came and looked at it told him how they were going to “Hot Rod” it. He would promptly change the price to be more than they could afford. I told him I loved it just how it was (original is still my favorite). I wanted an everyday driver and this would be perfect. He was excited about my response, and he was very happy and very sad. Happy because he knew it would go to someone who would appreciate it just how it was, and sad because now he knew it was really going away.



Eldon Waite, previous owner

His father, Eldon Waite, had restored the vehicle in the 80's. After he had restored it they drove it on a four-day trip, one way, out to a Model A show in Kansas City, Missouri. They had a good time and made it all the way there, only having to fix the speedometer.

He had a lot of fond memories with his dad and that car. Eldon wanted it to stay in the family but Craig had four daughters that were not at all interested in it. So, he decided to sell it while he could still make sure it went to



a good home. It did, and I'm trying to look after it well with the help of my dad.

We have done a few fixes on it so far. Over two days we rewired it, with Howard, who we are grateful to for the help. He led us in the right direction. We even had Harley come over and help us out the first day. There are still a few things we are slowly going to update and eventually it will get a new paint job. But, for now it is perfect – not too pretty. I don't yet, dare to drive it to work everyday.

I have other hobbies I enjoy also. I love to read, scrapbook, and drive old tractors. I have a 1940 Massey Harris Super 101, my dad gave me for my 30th birthday. I used to do tractor pulls and be part of the Utah Antique Machinery Association. I did this for several years with my dad. I also love to travel and have been to several countries including, England, Ireland, Scotland, France, Italy, China, Guatemala, Peru and many, many states too. I went to Belize and did an archaeological dig with my mom. That was an awesome experience. My mom is my travel companion on most of my adventures. It's a good thing we like each other! I'm going to Germany next year to see the Oberammergau Passion Play. They only do it every ten years since the year 1634. Other than my hobbies, I spend my time at work at Utah Community Credit Union as a loan officer and member service representative. On Sundays, I get to wrestle the sweet and sometimes crazy nursery kids at church.

My dad, David, the one you see at the meetings with me, helps me out with all my toys and keeps me having a good time. He loves old cars himself and has owned several different ones including a 1956 Chevy Bel Air that he raced on Rocky Mountain Raceway back in the day when they had the Graffiti Drags once a year. He has also restored a 1965 Chevy C10 and is currently fixing up a 1970 C10 to use as his daily driver. He enjoys his motorcycle,s and has owned a 1936 Harley Davidson WL, 1959 Harley Davidson FLH Panhead and currently enjoys riding on his 1997 Harley Davidson Cruiser with my mom. He is also the one that got me involved in the tractor club. He has owned several different tractors including a 1936 John Deere Model A Spoke Wheel. He restored a 1947 Farmall Super A, 1950 John Deere M, and a 1958 John Deere 520, with a matching plow. Sadly, he now only has his



David's 1956 Bel Air



David with his 1965 C10 pickup



Karen & David on their Harley



Karen, David & Amber in front of their Tent at the Mt Man Rendezvous





John Deere farm tractor to do the work around the house. No more play ones for him.

My mom, Karen, puts up with our shenanigans and hobbies patiently. Sometimes she even lets us drag her along. She enjoys crafting, gardening, and making sure our family is well prepared for any situation or calamity that may come along. She is currently the Ward Preparedness Leader at church. She ran a craft fair in Spanish Fork for 25 years. It was called Best Friends Holiday Boutique. She stopped doing that a few years ago. She thought 25 was good number to end on. One of her other big enjoyments is the Fort Bridger Mountain Man Rendezvous. We have a trade spot, and we all go dressed up like pioneers and mountain men once a year, for a week, and sell our wares at the event. We have a great time and have been doing it for over 10 years now. We even get dad to dress up at least one day!

Both David and Karen work for Nebo School District, David as a custodian and Karen as a sweeper. We have all lived in Spanish Fork for our whole lives except for a couple years stint in Washington State with the Army (only one for me, I was born there) and a year for me in Orem. I have a sister named Amy who lives in Payson with her husband and son. We also all enjoy camping, four-wheeling, playing board and card games, and generally having a good time. As you can see we, all have too many hobbies and not enough time. But, isn't that what life is about - running around like a crazy person trying to do all the things you enjoy, being with the people you love, making new friends, and getting the most out of life you can?



Amber & her 1940 Massey Harris Super 101 at tractor-pull competition



Amber, Venice Italy

Amber on the Great Wall of China



Karen & Amber at Machu-Piichu



Amber at archeological dig in Belize





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

BY DOUG CLAYTON



Doug Clayton

The spring tour season has arrived! After countless stretches of rain (and in many places snow), we are finally seeing some blue skies and feeling the temperature change. The Cabriolet has already been prepped for the road and will be out and about for the next few days. Time to get those last minute maintenance tasks taken care of and perform a safety check before hitting the road!

Check the MAFCA calendar for local and Regional events close to your area. Personally, we are looking forward to the NCRG Roundup in Santa Rosa, May 27-30. Most years we love to drive one of our cars. This time we are going to do something a little different and plan to bring the rarest of Model A's for display only. Come and see what we bring. Another Regional event is the Texas Tour, which will be held June 13-15. These events are always huge.

MAFCA is searching for dedicated candidates to serve on the Board of Directors. Our club continues as a first-class organization because of the individuals who offer their time and expertise on the Board. Each Director is elected to a two-year term and serves in one of nine positions each year. Four meetings are held in odd number years and five are held in even number years. Contact [Mike Kelly](mailto:termikal@comcast.net) (termikal @ comcast.net) to learn about this opportunity. I have certainly enjoyed the almost four years of service to the Board.

I hope everyone has had a chance to look over the online edition of The Restorer. Now, I am one of those guys that loves to sit down and read (usually cover-to-cover) through the printed copy of the magazine when it arrives. However, when I want to quickly look up an article it is easier to search on-line for the source material. I have also heard that some members worry that the printed copy will be replaced entirely by the online edition. Nothing could be further from the truth. The economics dictate that the printed edition will always continue. Speaking of economics, our next Board meeting will be held May 4th and is all about this year's budget. If you plan to be near La Habra that weekend, drop by and see how much effort goes into managing the club's budget. With costs rising every year, it is a constant challenge to hold the line on membership fees.

Let us not forget to sign up for the Canyonlands Tour, October 6-10. Fortunately, there are still a few hotel rooms left in Kanab Utah for the big event. Registrations are still coming in, so don't lose out on the Greatest Tour on Earth!



**Tour Registrations
A Record Number
Are Pouring In**

Follow us to MAFCA's
Canyonlands National Tour

Tour Website

<https://modelafordclub.wixsite.com/2019canyonlandstour>

CENTERFOLD OF THE MONTH
1929



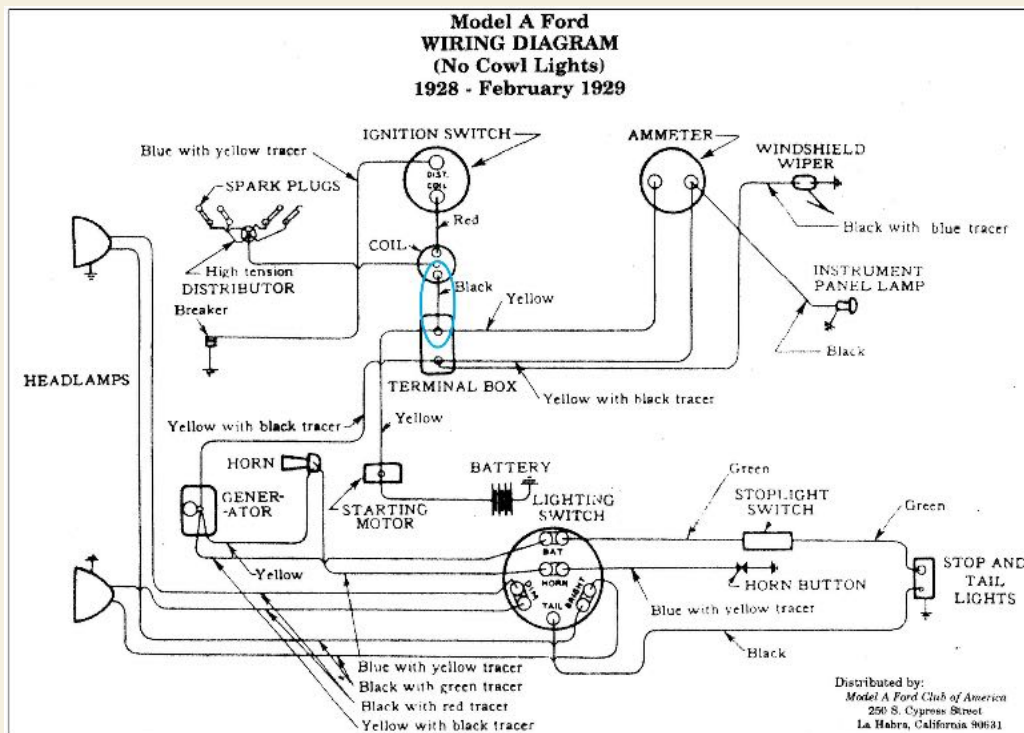
REID & ELAINE CARLSON
45-A COUPE

Understanding the Ammeter

BY HOWARD ECKSTEIN

How many times have you installed an ammeter and gotten it hooked up backwards? If you're like every other Model A owner, this has probably happened 50% of the time. You've followed the wiring diagram and still it registers *discharge* when the generator is working and *charge* when the lights are on with the car not running. How could you have installed it wrong?

The ammeter in the wiring diagram from the February 1929 Ford Service Bulletins is not identified as to whether the view is from the front or the back! See **Fig 1**.



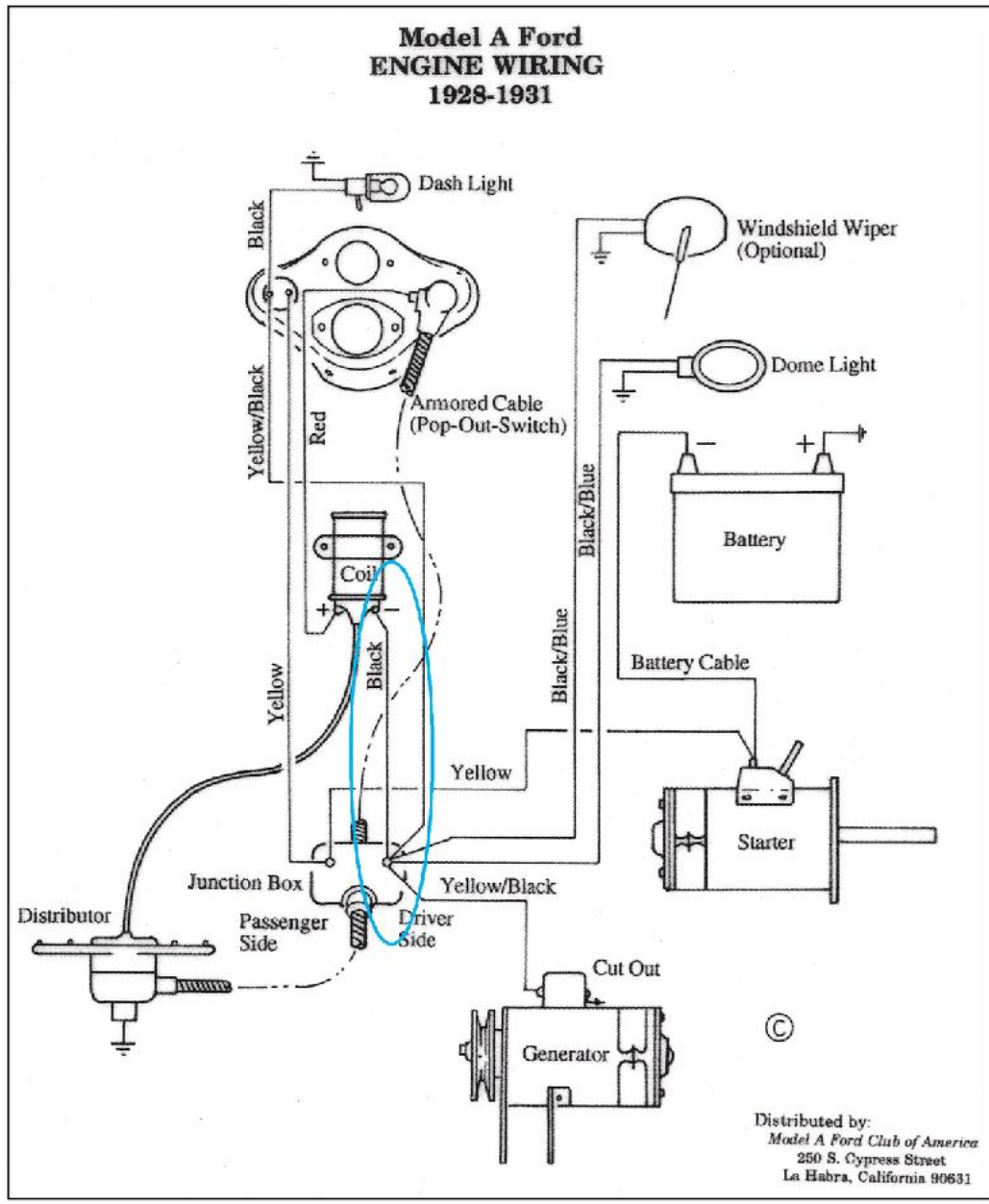
Nine months later, in the November 1929 Ford Service Bulletins, a change was made in the wiring of the ignition coil to allow ignition current to be registered as a discharge on the ammeter when the key is on.

This change involved moving the coil's little black wire from the solid yellow wire to the yellow/black wire in the junction box. Most of the wiring diagrams reproduced today are from the February 1929 version which shows the coil's black wire

connected to the solid yellow wire.

Even MAFCA's set of laminated shop drawings shows the early version on the overall schematic as seen in Fig 1; but on their Engine Wiring sheet, shows the later version with the black coil wire connected to the yellow/black wire. These different versions of the wiring diagram can lead to some confusion. See **Fig 2**.

When trying to figure out how to hook up the wires to your ammeter, it's helpful to understanding the principles of how the ammeter and battery work. To that end, we will begin looking at the ammeter. First, though, keep in mind that electrons have a negative charge and travel through the electrical system from negative to positive. Unfortunately this is



opposite to the labeling convention of most electric circuit diagrams where the idea is that the positive post of the battery sends out power and the negative post receives it.

How Does the Ammeter Work?

The purpose of the ammeter on the instrument panel is to inform the driver concerning the quantity and direction of current flow between the battery and the generator, horn, lights, electric wiper and (with the November 1929 change) the ignition system.

Current is measured in Amperes which is a quantity of about 6.242×10^{18} - that is 6,242,000,000,000,000 electrons passing a given point in one second.



The ammeter is a simple device that operates on a basic law of electromagnetism discovered by Hans Christian Orsted of Denmark in 1820.

While preparing for a lecture at the University of Copenhagen, he discovered by accident that the needle in a compass, which happened to be near a wire in the circuit he was using, moved to a position perpendicular to the wire when current was applied.

See **Fig 3**. You can view an interactive demonstration of Orsted's compass from the National

High Magnetic Laboratory at this website: <https://nationalmaglab.org/education/magnet-academy/watch-play/interactive/orsted-s-compass>

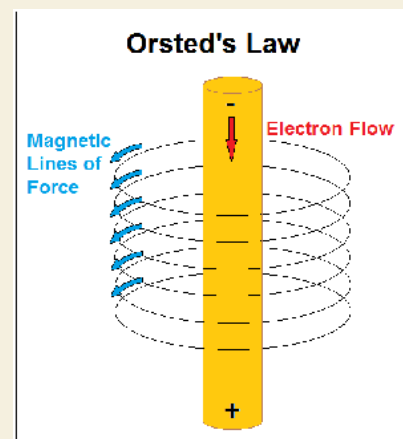
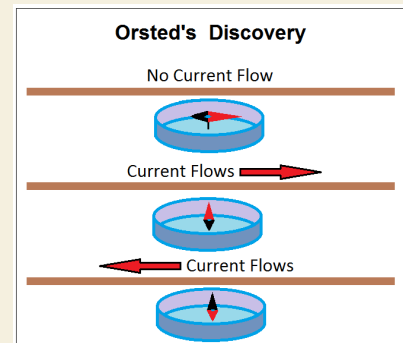
We now know this phenomenon as *Orsted's Law*. When current passes through a wire, a magnetic field is generated around that wire with circular lines of force which is what moves the magnetized compass needle. See **Fig 4**.

The shape of the magnetic field varies depending on the shape of the conductor, but the principle is the same. The greater the current flowing through the wire, the stronger the magnetic field; which in turn moves the needle a greater distance from its rest position.

Getting to Know Your Ammeter



The heart of the ammeter is the magnet and needle assembly as shown in **Fig 5**. The needle is glued to a circular magnet so that the North and South poles are on either side of the needle. **Fig 6** shows the needle's magnet attracted to a screwdriver.



To keep the magnet and needle centered in the ammeter cup, steel tabs are placed so that both sides of the magnet are equally attracted to them. See **Fig. 7**.

When energized with electrons passing through the ammeter, these tabs develop magnetic North and South poles on opposite sides depending on the direction of current flow. The whole conductor and steel tab assembly is insulated from the cup by a black plastic disc.

Opposite poles of two magnets will attract each other whereas the same poles of two magnets will repel. This is the principle that causes the movement of the ammeter's needle as its magnet is manipulated by the attraction and repulsion of the North and South fields of the electromagnetic lines of force surrounding the tabs on either side of it.

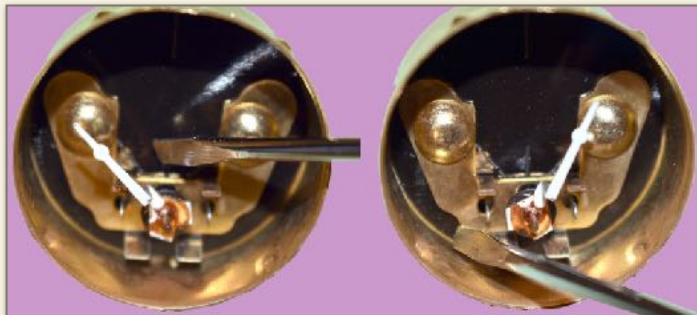
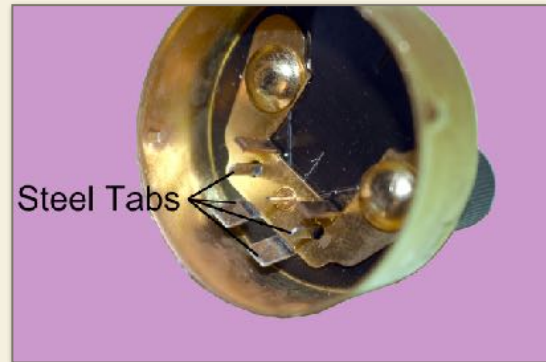


Fig 8 shows how the needle is deflected either direction by the tip of a magnetized screwdriver.

The Role of the Battery in your Model A

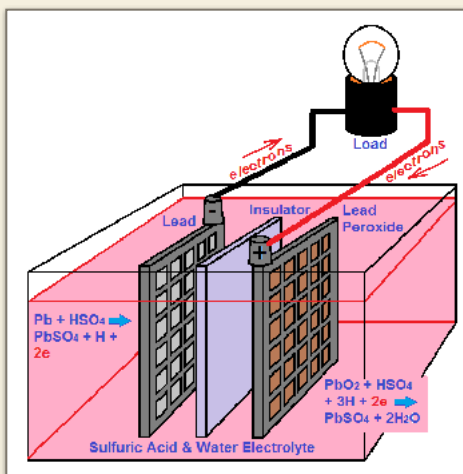
So far we've looked at the mechanics of how the ammeter works when current is flowing through it. Now we need a little refresher on how the battery fulfills its important role in the circuits of the car so that the ammeter has something to measure.

The battery is not a storage container for electricity. It is instead a chemical factory that produces electrons when a pathway is available for them to pass from the negative plates to the positive.

The negative plates are made of sponge lead. This gives greater surface area for interaction with the sulfuric acid electrolyte. The positive plates are made of lead peroxide.

During discharge the molecules of sulfuric acid are broken down into sulfur and water. The sulfur combines with the lead in the negative plates and oxygen in the water to create lead sulfate.

At the same time, the sulfuric acid in the electrolyte is surrounding the lead peroxide of the positive plates which during the reaction takes up sulfur and oxygen atoms to create lead sulfate.





Thus negative and positive plates are both coated with lead sulfate when the battery is fully discharged. The only way this chemical reaction can occur is for freed electrons to get from the negative lead plates to the positive lead peroxide plates. See the flow of electrons in **Fig 9**.

Since these plates are insulated from each other, the only pathway for the electrons to get across the barrier is to pass through the ammeter and circuits of your Model A. It's important to note that the chemical reaction won't happen if electrons can't get through the car's circuits. Here's the chemical reaction:

Pb = Lead

H₂SO₄ = Sulfuric Acid

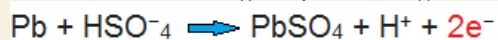
HSO₄ = Hydrogen Sulfate

PbO₂ = Lead Peroxide

PbSO₄ = Lead Sulfate

H = Hydrogen

The reaction on the *negative* plate during discharge:



The reaction on the *positive* plate during discharge:



Notice the red electrons in the reactions; the negative plates give up two electrons but can't do it unless the positive plates take them. As the reaction takes place, water is produced from the remains of the sulfuric acid by the positive plates. Hydrogen is released by the negative plates into the electrolyte and is also used by the positive plates to make water.

Everything returns back to their original states when electrons are forced into the negative plates by the generator which pulls those electrons off of the positive plates. During charging, the sulfur is kicked off of both plates and reconstitutes with the water back to sulfuric acid.

Without the battery's enormous capacity to release and absorb electrons when needed, the car's electrical system would burn itself up. The battery absorbs the excess amperage produced by the generator and supplies power when the demand exceeds the generator's ability to maintain electrical supply.

Don't try to run your engine without a battery or remove the battery terminal when the generator is charging; you can damage your generator or alternator.



The Circuits in your Model A

When it comes to your car's electrical circuits the axiom "What goes out must come back" applies. Every component of your car, ignition system, lights, horn, electric wiper and that neat little fan you picked up at a swap meet needs two conductors. One from the battery and one leading back to it. To save on the cost of wiring, the frame of the car is used as the return conductor and is called the *ground*.

Looking at the wiring diagram in Fig 2, we see that the yellow wire from the battery negative terminal at the starter finds its way through the junction box to the ammeter. After the ammeter, the yellow wire is given a black tracer to indicate electrons from the negative side of the battery on their way to operate the electrical components of the car.

This yellow/black wire is also attached to the generator cutout where excess amperage produced at a higher voltage than that of the battery runs backwards. This dumps electrons back onto the negative plates of the battery, reversing the discharge reaction, thus causing it to recharge.

The Original Question

We started out with the question of which posts of the ammeter to connect the yellow and yellow/black wires. According to Fig 2, the yellow wire should be attached to the discharge side and the yellow/black to the charge side. Be aware that some ammeters may work backwards due to manufacturing deviations. It is best to check its operation before reattaching the dash to the tank.

Some Model A owners are afraid of the electrical system in their cars and prefer that other people work on them. That's OK; but in reality there isn't much you can do to hurt your car's electrical system or yourself. The Model A is a great learning platform where you can gain confidence working with automotive electricity.

2019 MODEL A FORD CLUB OF AMERICA NATIONAL TOUR

The 2019 MAFCA National Tour will be a hub-style tour. Once in Kanab, Utah, you check into your hotel, unpack and settle in for a week of fun Model A'ing. We plan on having plenty for you to do, but it is all at your own place, so no need to worry about being rushed to a starting place, or hurry past something because the tour won't wait for you.

In addition to the tours to Bryce Canyon, Zion, and Grand Canyon (north rim), there are sites to see in Kanab itself, such as the movie museum. There are also unique shops, historic homes, and an animal sanctuary. The day travel will be easily doable in a Model A. Come and have a great time with us!





The Olmsted Power Plant Tour

BY BILL THOMPSON



On Saturday April 27, 2019 at 10:00 a.m. sharp we were given the privilege of touring a hydroelectric plant in the mouth of Provo Canyon, Utah. I say privilege because the plant is a federal facility, which since 9/11, requires a background check to enter. Pictures within the plant are strictly forbidden. We had to send our names in 2 weeks in advance to be checked.

As Howard Eckstein and Richard Judd drove around looking at possible sites to be included in a rally for May's activity, they stopped at the gate of the Olmsted Power Plant just as the manager of the plant was there. He suggested a tour be given. Through further communications, a date was set and advertised to the club members.

There were 11 Model A's in attendance and several modern cars as well. At 8:50 a.m., our beloved president, Clyde Munson, sounded the ahooga signal by mouth, and we all headed out for the power plant. The drive was only about a mile, so no one got lost or stuck in traffic to delay our 10:00 a.m. appointment.

We were admitted to the new power plant where we were given an overview and history of the construction of both the old and new plants. Much of the discussion was around water since this is a hydroelectric plant. We learned that there is a hierarchy of water rights and fish are at the top. A minimum of water must always be kept in the river to protect the fish and their habitat. Any water above that minimum amount is then apportioned to the various water users. The power plant right is a 'non-consumptive right', meaning that every drop of water taken out of the river must be put back after it passes through the plant. Other uses of the water are for irrigation and culinary use. The cost of the new plant was \$42 million. The old plant, one of the oldest hydroelectric power plants in the western United States, was built in 1904 and decommissioned in 2015 when work on the new plant was started. It was completed in September 2018 and is twice as efficient as the old plant. It has two turbines which can produce 11.5 mega watts of power, enough to power 3,000 homes each year. That is the same amount as the old plant using four turbines. It incorporates all the latest technology and can be operated remotely. Only one operator per day is allocated in the budget.

Following the session in the conference room, we toured in two groups, taking turns to see the new and old plants. The old plant has been converted into a museum with most of the original equipment still in place but has no pipes carrying water connected to it.

Following the tours, we were allowed to drive our Model A's around the loop of the five-acre campus of old homes and training facilities where pictures could freely be taken. It made for a very informative and enjoyable activity. Some members met for lunch and then attended the funeral service for Jan Jacobs, wife of Tony Jacobs, in Lindon, Utah.





Historic photo on cover courtesy of Orem City Library, history photo on following page, University of Utah. Event photographers, Bill Thompson, Howard Eckstein, Greg Mack, and Amber Morrell

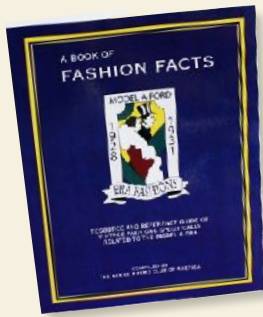
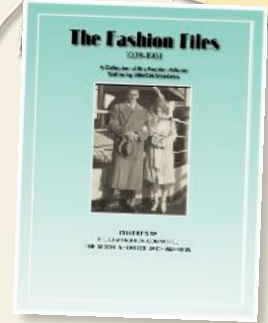


The Ladies Fashion Journal

MAFCA FASHION PUBLICATIONS



The Fashion Files — This full color book is a thoughtful collection of 118 articles on men's, women's, and children's fashions from the Model A Era. Originally written by MAFCA members and published in *The Restorer* magazine between 2000 and 2015. These articles cover a variety of topics in over 200 pages.



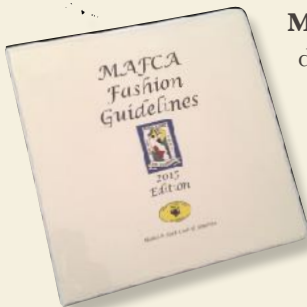
A Book of Fashion Facts — Released July 2006, it contains reprinted articles from *The Restorer* and other fashion facts of the era. More than 400 pages, this book has over 1,200 illustrations, covering EVERY facet of Model A Era fashion. This comprehensive book is a must for every serious Model A era fashion collector.

Even when you are comfortable sewing your own clothes, it's not easy finding patterns today that capture the look of the Model A Era. Look no further! This illustrated catalog details 320 era patterns that are available to purchase for you to make clothes for ladies, men and children. The MAFCA Era Fashion Committee has reviewed the patterns for authenticity and period correctness, and where possible, a date is provided to guide you in its use. The catalog provides information on how to order full-size patterns to make your own era reproduction garments. (Note: No full size patterns are included in this catalog.)



Stepping Out in Style — Menswear Fashion Catalogs. It is 58 pages scanned in high resolution in full color CD. Shipping and Handling charges will not be processed as the price includes the shipping. It is also available as a direct download at a discounted price. See MAFCA's on-line store for more details on how to obtain a copy.

Jewelry Of The Model A Era — 1928 - 1931, 124 slides of men's, women's, and children's jewelry.



MAFCA Fashion Guidelines — Many people find that dressing in clothes that are fashioned after those worn in the year their Model A was built, really adds to the overall experience. This guide to fashions of the Era was recently revised and expanded with extensive illustrations and newly discovered material for men, women, and children to help you put together authentic outfits. It now also includes information on reproductions and a glossary of fashion terms used in the 20's and 30's. Complete with soft cover binder, tabs and updates.



Classified Ads

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



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.



Wanted: Wayne Atkinson is looking for a good , crack-free Model A short block or complete engine needing rebuild. If you have one, or know of someone who does, please call Wayne at 641-390-0870, or Jan 801-360-0754.

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.



Stevan Davis is looking for a new home for his dad's coupe. It is a 1931 Deluxe Coupe. Stevan can be reached at: (801) 836-5678.



Wanted: Rick Black collects 1931 license plates from each state. He is looking for a 1931 Utah plate. He's going to put it on the wall, so it doesn't need to be immaculate - just readable and with no missing pieces (small bends and rust is fine.) You can reach Rick at: 541-499-1356.

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