



**UTAH VALLEY**

*- Model A Club -*

# MOTOMETER

Vol. 7 No. 9

2018 MAFCA Newsletter of the Year

September 2019

# Welcome



*Brad and Lynne Christopherson*

**IN THIS EDITION:**  
TINTIC SILVER JUBILEE  
FANS OF THE MODEL A

GLOVES  
THE LONG  
AND SHORT  
OF IT

LINDON  
CAR  
HOW





## 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



*Thompsons coming back from Eureka.*



# President's Message

CLYDE MUNSON

A few years ago, a Japanese art movie came out that had an interesting premise. I don't remember the name of the movie but I do remember parts of the plot. The concept it proposed was essentially after a person passed on they were offered an opportunity to look back on their life and then they had to select a moment to live in forever. I know for me it would be difficult to pick the perfect moment to spend eternity in.

I can recall a few moments in my life that stand out as nearly perfect. One was definitely around the time when Nevin was a little over a year old. It was springtime and he was in my in-laws front yard. A tree branch was bumped and some of the yellow blossoms from the tree came showering down on Nevin. He had a laugh of glee that can't be described. Of course the tree had to be shaken again, over and over, each time the laughs from my little boy filled the yard with joy. It was an almost perfect moment.

I recently experienced another near perfect moment on the drive down to the Eureka parade. The temperature

was exactly what could be described as blissfully comfortable. There was a slight smell of rain in the air. Henry was running perfectly. The song coming from my stereo was a gentle peaceful piano piece, and at that moment, I looked over to see the rays of sunlight shining through the clouds down onto Utah Lake. I took a deep breath and spent several lingering seconds taking it all in. It was a beautiful sight accentuated by all of the other aspects of that moment. It was nearly perfect. However, I was riding alone without Jenn so it would not be the moment I would choose to spend eternity in.



That may be the difficulty in choosing a moment to experience forever. We get to enjoy several that are almost perfect, but there is always some aspect (that is - omit) missing making perfection slightly out of reach.

I guess it is a good idea to take as many rides in your Model A with those you love as you can. It will increase your chances of experiencing a truly perfect moment.

## WHAT'S INSIDE

3 President's Message	9 It Happens to the Best of Us	20 Ladies Fashion Journal —
4 Calendar of Events	10 And Now You Know the	Long & Short of It pt 3
Birthdays	Rest of the Story...	22 Classified Ads
Automotive History	11 Fans of the Model A	23 MAFCA News
5 Heard it Through the	12 Centerfold — Mike Turley	24 "Now a Word from Our
Grapevine	19 Kid's Corner	Sponsors"
6 July Club Meeting		



# 2019 Calendar of Events

## September

- 7th — Diane’s engine installation, 10:00 a.m., Munson’s
- 19th — Club Meeting, 7:00 p.m., Larry H Miller
- 21st — International Model A Day, Iron Chef Cook-off, 10:00 Springville Museum of Art

## 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 is closed at this time.
- 17th — Club Meeting, 7:00 p.m., Larry H Miller

## November

- 16th — Radio Show/ Mocktail Party
- 21st — Club Meeting, 7:00 p.m., Larry H Miller

## December

- 5th - 8th — MAFCA National Awards Banquet, Claremont, California
- 7th Annual Christmas Dinner, TBA

I was riding with my friend. We came to a red light and he sped up and whipped right through it. I started freaking out, "Hey man, you're going to get us killed!" He replied, "Relax, my brother drives like this all the time."



We came to another red light and he blazed right through. "You're going to get arrested, or worse, get us killed!" "Relax, this is how my brother drives."

We came to a green light he stopped dead looking both ways. "Dude, it's green you can go." "Nah man, my brother might be coming the other way."

## Automotive History in the Making

### September

- 5th 1930 This first cross-country trip is unique because Charles Creighton & James Hartis, in a 1929 Model A drove it in reverse gear
- 8th 1899 The first auto parade was staged in New Port, Rhode Island with twelve decorated cars of various makes
- 10th 1897 George Smith of Great Britain has the distinction of being the first person arrested for drunk driving
- 13th 1899 Henry Bliss was the first auto fatality when he got off a street car in New York and was hit by Arthur Smith
- 5th 1909 George Selden, owner of the "Road Engine" patent, was sued by Henry Ford. Previous to the suit, all cars wore a badge and gave Selden, royalties for his "Road Engine" patent. It was later discovered George had no intention of building such an engine
- 21st 1945 Henry Ford II becomes president and CEO of Ford Motor Co. which was losing several million dollars a month; he turned the company around in just a few years
- 24th 1908 The first Model T drove off the assembly line

courtesy of "[MyQuarterMile.com](http://MyQuarterMile.com)"





# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

We have finally heard from **Brian** and **Sharon Lindenbaub** in the Philippines. They sent Howard and Gemma this letter, "BAMBOO BRIDGES. On Tuesday we took some supplies up to the missionaries in Bangued. Bangued is a city of about 50,000 people 150 km north of San Fernando where our office is.

One of the missionary houses was north of Bangued in a little settlement quite a way off the main road. To get there, we took the van up the highway to Bangued and then crossed the Abra river on a long bridge. After the bridge we took a sharp left down a dirt road to the rocky bank of the river.

After a short drive across the rocks on the bank we came to a stream. There were two options for crossing the stream: fording it (driving through the water), or crossing on a small bamboo bridge. The bridge was clearly intended for vehicles because it had bamboo "boards" spaced about where two tire tracks would be. After watching a truck ford the stream and seeing that the water was about 18" deep, I decided to try the bridge. Part way across I heard and felt one of the back wheels break through the bridge surface, so I gave the van some gas and quickly got across the rest of the bridge. In the rear view mirror I saw a bunch of people run toward the bridge, and they didn't look happy.

We proceeded on and after a few wrong turns we eventually found the elders' house and delivered the closets. I told them what happened, and they explained that the bridge is intended for trikes (motorcycles with sidecars), and the people that built the bridge charge a toll of 5 pesos to use it. The elders suggested I give them some money to repair the bridge, 100 pesos or so. I took a 100 peso bill out of my wallet so I would be ready to hand it to them.

When we went back, we successfully forded the stream but were met by a crowd of about 15 people who recognized the van and wanted us to stop. It was obvious that they were rather upset with us. I rolled down my window, and although they were speaking Ilocano or possibly Tagalog, it was clear that they wanted me to pay

for the damage that I caused to their bridge. I tried to tell them how sorry I was and repeatedly offered them the 100 pesos, but they wouldn't take it. They just kept yelling and gesturing angrily. I eventually understood that they wanted 800 pesos. I didn't want to pay that much when the elders said 100 should be adequate. But the people didn't want to let us leave until they got their money.

Finally a woman who spoke a little English helped me understand that we had broken 8 big bamboo timbers in the bridge, and each timber would cost the bridge owners 100 pesos to replace. With that explanation, the request for 800 pesos seemed justified, so with more apologies for breaking their bridge, I gave them 800 pesos. I think we left on relatively good terms, but if I go back there, 1) I'm not taking the van, and 2) I'm not driving across any more bamboo bridges.

By the way, according to Wikipedia the name of the city, Bangued", means "Roadblock". For some reason I'm not surprised."

Brian

If you would like to read more, they have their own blog at: <https://lindenlaubmission.weebly.com/>. By the way, Howard said that 50 Pesos equal one dollar.

ELDER & SISTER LINDENLAUB

THE CHURCH OF  
JESUS CHRIST  
OF LATTER-DAY SAINTS



## August Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

### Attendance:

Wayne & Jan Atkinson, Diane Brimley & granddaughter Alyssa, Brad Christopherson, Reid & Elaine Carlson, Roger Davis, Howard & Gemma Eckstein, Tim Isaksen, Tony Jacobs, Mark Layton, Greg, Nicholas & Robert Mack, Dave & Amber Morrell, Clyde Munson, Larry Taylor, Bill & Colette Thompson, and Richard Tucker

### Club Business:

#### Show and Tell

- Clyde brought the crankshaft pulley from Diane's engine. It had various chips, voids and holes where the belt rides. It also had a chunk missing where it mounted to the crankshaft. Needless to say, it was on the verge of exploding.
- Tim brought his carburetor. On the way home from the 4<sup>th</sup> of July parade it started to leak a lot. When he got home to check on it, he found that the casting around the main jet cracked and the threaded area broke off.
- Nicholas' transmission keeps slipping out of third gear; he brought his tower for inspection. The shifter ball had been built-up with brass and looked pretty good. The picture of Nicholas' transmission revealed tapered and worn gears, it looks like a rebuild will be necessary.
- Bill brought an old parts book, the cover was made from the top material of a Model A.

#### News/Updates

- Because the Mack's are selling their store, we will no longer receive some of the printing benefits from the past. The store has been donating postage and printing to those who don't have internet at home. Once the store sale is final, they will no longer be able to do that. Also, after the first of the year, we will not be able to print the newsletter. It will be e-mailed to members and, if desired, printed at home.
- Ernie sold his building that housed Chaos Asian Market. He is moving his store but does not yet have a new location.
- Diane's engine still hasn't arrived so the engine installation will be rescheduled.

#### Bent Rod Award

The candidates were, Tim for his carburetor, Nicholas for his transmission, and Wayne for his ramp episode. Wayne graciously accepted the award.

Wayne had a set of ramps that were intended for loading a lawn mower onto a trailer. In a pinch he used them to load his Model A. The ramps were underrated for the job and bent when he drove his car into the trailer. He decided to turn them over for loading the next time to straighten them out. This time, one of them collapsed which dropped the Model A off the trailer. It bent the side of the running board trim and chipped some paint. The damage was not too bad considering what could have happened; but Wayne's ego was severely bruised.



### Past Activities:

- Mapleton Parade – thirteen cars participated and we had a good time. Those that stuck around after the parade went to the Little Acorn at the mouth of Spanish Fork Canyon for lunch. There were only two veterans for us to escort at the parade so we are feeling as though our services are becoming unneeded. Next year we may do Lindon Days or American Fork parade instead.
- Lindon Car Show – We had 11 Model A's show up throughout the event, but not all at once. It is a nice show as there are no entry costs. Nobody in the club won anything for their car, but a couple members won some things from the raffle.
- Fish Lake Trip – Four Model A's made the tour as well as two modern cars driven by Richard Tucker & Allen Justeson. They stopped at the Mt Terrill Guard Station, nobody was there so they took a self guided tour. This facility can be rented for over nighters. The wildflowers were beautiful and there was hardly any traffic, making this a great tour!

### Future Activities

#### August

- 17<sup>th</sup> – Eureka Parade – Lineup at 9:00am at the high school, parade starts at 10:00am. Club members in the Northern part of the county will meet at 7:40am at Smiths Marketplace in Saratoga Springs. South county folks will meet at Shopko parking lot at 7:40am. Everyone will eventually meet up in Elberta by 8:30am before making the last leg up the mountain to Eureka. We will grab lunch after the parade and maybe visit the cemetery.
- 31<sup>st</sup> – Install Diane's engine – 10:00am at Munson's Ranch aka Clyde's garage, Diane will provide lunch. This will be hands on as we put the remaining parts onto the engine and get it installed in the car. **Editor's note: this has been changed to September 7th!**

#### September

- **Editor's note: 7th — Diane's engine installation at 10:00 a.m. at the Munson home in American Fork.**
- 21<sup>st</sup> – IMAD/Iron Chef – Hobble Creek Canyon. Meet at the Springville Museum of Art parking lot at 10:00am. We will go to the end of the pavement in Hobble Creek, then come back to the Mapleton City Park. There is debate on everyone using the same ingredients for their masterpieces.

**October**

- 6<sup>th</sup>-10<sup>th</sup> National Tour – Leave early Sunday morning to arrive for the afternoon welcoming party. We will most likely forgo any side trips on the way back, maybe we will go to Capital Reef on a club tour next year. Remember to send in registration as no registrations will be accepted after August 31. Also get your Golden Age Passes now, it will pay off by the time you pay the entry fees at all of the National Parks.
- Cedar City Livestock & Heritage Festival is from 24-27th. The parade is on the 26th.
- Progressive Dinner?
- Fire Safety?

**November**

- TBA — Radio Show/Mocktail Party, early in the month to prevent conflicts with the Thanksgiving holiday.

**December**

- TBA — Christmas Party

**Tech Talk:**

Howard gave a discussion about the Restorers Class evaluation. Fine Point Judging is all about originality, Restorers Class is about what a car might have looked like one in the late 1930's. There were 31 assembly plants in operation so there were variations in parts based on what supplier provided and what part was in stock at each different plant at a given point in time. These discrepancies will cause headaches for those trying to compete in fine point judging, but are overlooked in the Restorers Class.

Fine point judges 23 areas whereas Restorers Class evaluates only six areas. Fine points start with 500 and points are deducted. Restorers Class starts with zero and points are added on to equal up to 450. Example, fine point carburetor would have to have all the right casting marks and moldings for a given month. Whereas in the Restorers Class the Zenith age doesn't matter. You get points if it is a Zenith, points are awarded for correct paint, and condition. It can still get points if it is an era correct carb even if it is not a Zenith.

Safety items are overlooked and points are not deducted. This class is developed to help individuals discover their cars and learn areas that can use some improvement.

- Richard Tucker – Hit & miss engines, Sterling Engine





# It Happens to the Best of Us

BY ROBERT MACK

August 17, 2019 started out as a cool, cloudy day. A perfect day for a ride to Eureka, Utah for their Tintic Jubilee Parade. Howard Eckstein and Clyde Munson headed south to our staging area at the old-time Sinclair Station in Elberta. Collette and Bill Thompson, and Elaine and Reid Carlson had loaded their cars on trailers and met in Santaquin to start their Model A journey. Greg and Robert Mack were the last two to reach the Sinclair rendezvous point. From there we set off to climb the hills to reach Eureka. We arrived at the parade staging area just after 9:00 a.m. with plenty of time to dust off the cars and chat.

Elaine and Reid had the forethought to stop and buy some candy for the eager kids awaiting the coveted treats parade participants would throw at them. The Carlsons were the only ones with this foresight, and they offered bags of candy to the other four Model A's. We were all very appreciative of their generosity.

As we chatted with each other while awaiting the start of the parade, Clyde settled on the running board to talk to Howard. After a few minutes, laughter from club members could be heard after Clyde chastised Howard with the exclamation, "Howard, the candy is meant for the kids, not you!"

After a few minutes wait the school band led the parade procession in a very "Music Man" tradition. The Grand Marshall followed along with a few city dignitaries, then came our caravan of Model A's. At least four of the five cars started down the hill toward the parade's destination. Howard's car was stationary. It had no spark. He told everyone to go on and he would catch up. As he opened the hood, he realized he had left home without his toolbox. Armed with only a screwdriver, he disappeared under the hood in search of the problem. He popped the cap off the distributor, pulled the cam and checked for spark on the lower plate. With spark evident, Howard put everything back together, ready to look elsewhere for the problem. He decided to see if the car would start before continuing the diagnostics. Lo and behold, the car started.

With the last parade entries making their way down the parade route, Howard, undaunted, joined the parade with his half-eaten bag of candy. He had come this far, he wasn't about to quit now. He pulled onto the





parade route as the last car. Making his way down the parade route he treated the parade-goers with the last bit of candy.

As it goes with most parades, the terminus of the parade leads to complaints from the Model A drivers of a tired left leg; unique to the Eureka parade, they complained of a tired right leg however. Most of them had turned off their engines coasting to the bottom of the hill, using only their right leg to press on the brake.

Once together as a group, we headed to lunch so everyone could rest up for the down-hill trek back into Utah Valley. It was a fun day waving to parade-goers and admirers of our cars from decades ago, along with spending time and telling stories with friends.

We all learned from Howards experience. When it comes to fixing a problem in a Model A, if all you have is a screw driver, you need lot of luck.

## And Now You Know... the Rest of the Story

BY CLYDE MUNSON

Have you ever noticed how cemeteries seem to keep filling up? It is almost as if death draws death to itself. So it was with Howard's car



on the way home from Eureka. The normally consistently good running Model A decided to join some roadkill on the side of the road. Of course, as with any death, there were warning signs. Howard nearly missed the entire parade due to his car not starting as the rest of us took off down the street. Using only a screwdriver and lightning quick reflexes Howard dismantled and reassembled the distributor never discovering the problem, but temporarily correcting the matter just in time to be the last entry in the parade.

So, on the way home the issue once again came to the fore. Concern and the smell of decay overcame me as I pulled up behind Howard's non-running car and the carcass of an unidentifiable beast. My fear of joining the bleached bones of the unfortunate animal was quickly set aside as

Howard deftly swapped out his distributor for the preset spare he had carried with him. Once again we were on our way with nary another calamity. As with many experiences in a Model A, this one provided a great lesson: always carry a spare pre-timed distributor (and the tools to switch it) and stay away from cemeteries and roadkill.

*Background picture: Eureka Forth of July Parade; early 1900's*



# Fans of the Model A

BY GREG MACK

There are various types of fans for the Model A and each play an important role in our wonderful hobby. While some fans are good and carry an essential role, others can be very dangerous! I am not referring to the fans that run us off the road while trying to take a picture of our car with their cell phones. The fans that I am referring to are those that are found under the hood mounted to the engine — the original one and two blade fans as well as the later four-blade fans.

This topic has been brought up in the meetings a couple of times and I strongly feel it is important enough to go into more depth on this subject. Many of you are probably scratching your head wondering when the Model A had only a one-bladed fan. If you have never owned a Model A with a one-bladed fan you can consider yourself lucky, as the one-bladed fan is usually what is left when the second blade of a two-blade fan goes flying through your hood! That is right! This is no myth or wives' tales: these original fans are known to self-destruct, usually leaving costly repairs in their wakes.

Any mechanical component is bound to fail and a fan is no exception as it is inherently terminal by nature. A fan undergoes many forces during its operation such as gravitational, centrifugal, thrust bending, torque bending and air resistance. It also deals with a fair amount of vibration and pulsing from the engine. Fans are designed to perform under these loads; however, these forces cause the fan to repeatedly bend and flex. Over time this minute bending creates microscopic cracks that can eventually lead to metal fatigue and fan blade failure.

Millions of rotations and decades of these normal operational loads aren't the only thing working against these fans. Another problem is that the blades make for a very convenient handle. At one point in their lives,

most fans have probably been used to turn the engine over when trying to zero in on the timing pin when setting top dead center. This improper use of the fan usually yields bent blades, creating stress points in the metal as well as causing the fan to become out of balance. Imbalance in a fan exacerbates the above-mentioned forces leading to premature failure.

The most detrimental part of the original two-blade fan lies in its initial construction. The fan was fabricated of two stamped steel pieces seam welded together, this construction left the fan hollow, largely in the hub area. Moisture that collected in the hub caused the fan to rust on the inside. So although it may appear okay on the outside, the fan is actually failing structurally from the inside out. The later fans produced mid 1931 were stamped out of a single piece which eliminated the hollow area and helped dramatically decrease the failure rate, but they too are known to eventually fail.

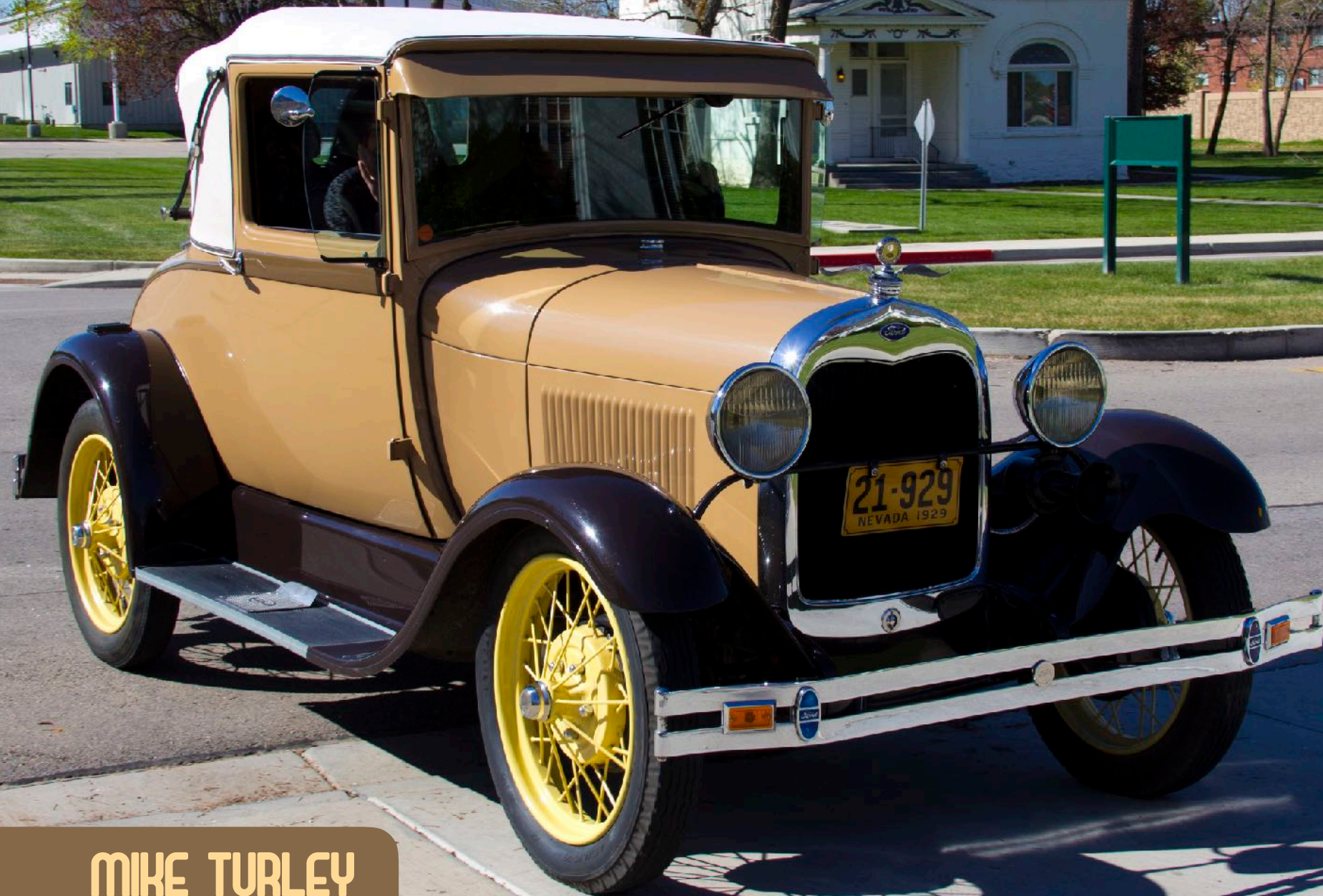


*Broken fan; notice the hollow hub. Photo: Steve Schullery*

The four-blade fan introduced in 1933 was originally developed for commercial vehicles which operated at lower speeds, but it also became the service replacement on Model A cars. Although less prone to

*Continued on page 14*

CENTERFOLD OF THE MONTH  
1929



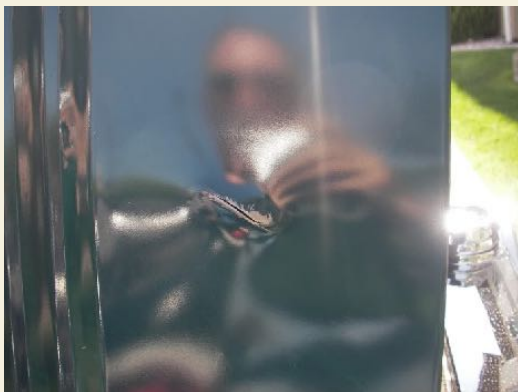
MIKE TURLEY  
45-A SPORT COUPE



failure than the early two-blade, over the years it too has had problems and has been known to throw blades as well. The stamped blades are thinner allowing them to be more easily bent, combine that with the extra blades and the fan is harder to keep balanced. The rivets also have a tendency to rust as well as come loose allowing the blades to separate from the hub.

**Outcomes of a fan failure**

The following are some reported outcomes from fan failures. Consider that the fan spins at 1-1/2 times the engine speed, so at 1,980 rpm (cruising speed of roughly 45 mph) the fan is spinning at 2,970 rpm, which exerts roughly 495.3 pounds of force on the blades. When a blade lets go with this kind of momentum, the chances of the blade penetrating the hood is very likely. If it does not go through the hood, it will at least leave a decent sized dent!



*Aftermath of a loose blade going through a hood. Photo: Steve Schullery*

Once a fan loses a blade, the remaining blade and hub becomes grossly imbalanced. The intense force exerted on the water pump from the unbalanced fan has a tendency to cause the pump housing to crack and even pull itself from the head, destroying the water pump.

The radiator may also not fair well as once the rest of the fan has broken loose, it will likely take a few swipes at the radiator. At the minimum, it will just take out some fins and leave the 'copper smile'. Worse case is that it will take out a tube or two and destroy the radiator.



*Broken water pump housing and fan. Photo: Don Bader*



*Damaged radiator showcasing copper smile. Photo: Steve Schullery*

You do not even want to imagine what would happen to a person standing in the path of a loose blade. This could lead to severe injury or even death! All of these scenarios may not happen in one incident, but regardless you can probably plan on an expensive repair, a \$600 radiator, a \$1,500 paint and body repair or even an unforgettable trip to the hospital.



### Inspection

Whether you have a new fan or are still running an original, the fan on a Model A should be checked on a regular basis just as you would check the engine oil. Inspection of the blades should be thorough enough to detect any flaws. Use a flashlight and an inspection mirror to inspect the fan blades for the following damage.

### Cracks

Cracks found on a fan should not be repaired! A cracked fan should be immediately removed from service as a crack indicates that blade failure is imminent. The root of the fan blade, where the blade connects to the hub, yields the highest point of stress concentration from the varying centrifugal forces. This area will be the most likely area for cracks to develop and should receive the most thorough inspection. This stands true for steel, aluminum and plastic fans.

On the original two-blade fans, the perimeter weld could not get all the way to the center of the hub. This left a small area where the two pieces were not joined together and is where the majority of cracks develop.



*Non welded area susceptible to cracks. Start of a crack can be seen on the right side*

The four-blade fans should be checked in the area immediately around the eight rivets for signs of rust and cracks originating from the rivet mounting holes. Also, look closely at the root of the blades where they cross over each other forming an 'x', they tend to crack across these four points.

With plastic fans, look for any discoloration indicating deformation from strain and localized bending loads as well as signs of fractures from brittle plastic.

### Welds

Any welding done on a fan will jeopardize the integrity of the metal so the fan should be replaced. A common repair or precautionary method was to weld across the blade roots to repair or prevent cracks from starting. However, the welding changes the grain and metallurgy of the metal and creates stress risers directly over the weld bead. Also, the microstructure of the metal in the heat affected zone (area surrounding the weld bead) has been altered creating a weak area in the metal. This repair often makes the structure of the fan worse than that of an inherent crack.



*Four-bladed fan welded across blade roots.*



## Surface Damage

Imperfections can be felt by running your fingernail across the surface of the blade. Look for general surface damage such as variations in color and texture, dings, nicks as well as corrosion. Each of these are potential crack starters as the small areas of damage concentrate higher amounts of stress. After a crack starts, the stress becomes increasingly concentrated, accelerating the crack growth resulting in blade failure.

Minor dings and nicks in the leading or trailing edges of a blade can be repaired by rounding out and removing any sharp notches at the bottom of the damage using a file. Take care to not remove too much material which will create an imbalanced blade. Do not fill any damaged areas with filler such as epoxy or auto body fillers. Filling a damaged area will not correct the stress caused by the damage, it will merely mask an area highly susceptible to cracking.

## Looseness

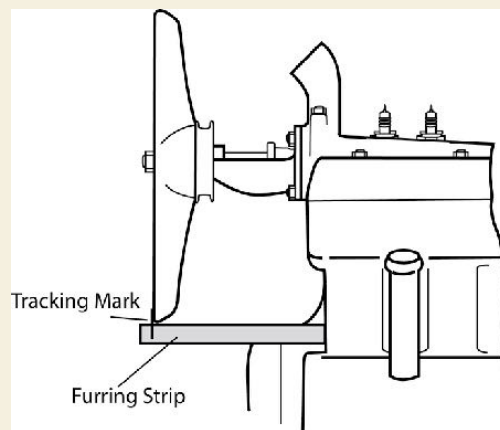
Carefully move/wiggle the blades and feel for any unusual looseness. Check for excess play in the blades. Look for loose, damaged or missing rivets and any wobble in the hub indicating improper seating or a poor taper on the impeller shaft.

## Straightness & Proper Tracking

Check the straightness of a blade by sighting down the edges and look for any deformations. Kinks or bends may indicate the blade has been bent and straightened at some point. When blades are bent or twisted, they will not be properly aligned with each other. This misalignment will cause vibration which will be visible while looking at the fan while the engine is at a slow idle. This vibration causes excess stress to the water pump housing and bearings.

Check blade tracking by determining the positions of the blade tips relative to each other by measuring the distance of the blade tips to a fixed point. Each blade should track the other as closely as possible. The following is one method for checking tracking:

1. Remove the fan belt to make the fan easier to turn.
2. Rotate the fan so one of the blades is pointing straight down.
3. Place an 8" long furring strip on the engine, resting the bottom of the strip on the top of the timing cover and the end of the strip against cylinder number one. The other end should be just below the tip of the fan blade. Use a fine point pen to mark the furring strip where the blade points to.
4. Rotate the fan to determine if the next blade tracks through and touches the same point on the furring strip. Each blade should be within 1/16 inch +/- from the opposite blade. Any difference greater than 1/8 inch should be repaired/replaced.





The blades of a fan must be straight and parallel with each other before a fan can be balanced. Despite a fan being weight balanced, it will never be aerodynamically balanced if any of the blades are not straight and parallel. Straightening of the blades as well as matching the blade pitch/angle will ensure a truly balanced fan. This procedure is discussed in more depth in an excellent article by Russell E Baetke, "Fan failure analysis and repair", published in the March/April 1997 *The Restorer*.

## Balance

Balance is key to smooth operation and long life of a fan as well as the water pump bearings. To check the balance of a fan assembly, the fan must be removed from the engine and a balancing fixture needs to be used. Fixtures are available commercially or you can build your own. The key is to use a fixture with the least amount of friction possible allowing for a more precise balance.

There are two ways to balance a fan, statically and dynamically. Dynamic balancing will provide the best results, especially if a blade has a twist, or imperfection which causes different aerodynamic forces as it rotates. Dynamic balancing however requires additional precision tools and knowledge that may be impractical for many. Static balancing on the other hand can be done more easily and will usually get the fan close enough.

Balancing fixtures typically utilize either free rolling low friction bearings, or a knife-edge setup with two parallel fine tipped edges that allow the free rotation of a fan. This test should be performed on a level surface and in a room that is free from any wind or breeze. Start by removing all paint, rust, oil, grease etc. Any defects found during inspection should be addressed before

balancing the fan as the repair may effect the balance. Next insert an arbor or mandrel into the fan's hub, you can also use a couple of impeller shafts connected together with a 7/16 - 20 coupling nut. Place the fan assembly on the fixture so the impeller shafts or mandrel are supported on the balance stands bearings or knife-edges. Make sure that the fixture is perfectly level and that the fan is free to rotate. Let the fan settle out to find the heavy side. The heavier blade will dip towards the bottom.



*Fan balancing apparatus utilizing ball bearings. Photo: Tom Endy*

To remove weight from a heavy blade, use a file or grinder with 80 grit discs, and file on the blade tip. By removing material from the tip, you will remove less material to gain balance than if you removed it from the edge of the blade closer to the hub due to its center of gravity.

Before you start filing the blade, it is a good idea to trace an outline of the blade contour so that you can compare and maintain the shape as you go. File a little bit at a time and check the balance often, you can always remove more material, but you cannot add





material back. Repeat the grinding/filing and testing process until the blades remain horizontal and do not dip to one side or the other. Once the fan remains horizontal it is statically balanced.

When painting a repaired, balanced or new fan, do not apply excessive paint. Thick paint can cover possible damaged areas making it difficult to detect any cracks during future inspections.

### Fan options

If this article has instilled fear into you or you were already in the market for a new fan, you have three viable options.

### Two-Bladed Aluminum

This fan is probably the most popular choice. To the untrained eye these are a good replacement for keeping the original look, air flow and operation. Plus with its one piece aluminum casting it is safer than the steel two-blade. The early versions of this fan had problems with balance and an incorrect taper which caused for a poor fit on the impeller shaft. The flaws have been fixed on the later versions, but for this reason, it is probably wise to purchase new from a supplier verses picking up a used one at a swap meet.

### Four-Bladed Steel

As mentioned previously, the four-blade fan was originally developed for operating at lower speeds in commercial equipment. Although many have performed well over the years, some people express concern with operating it at the higher speeds of the passenger car. With twice the amount of blades it does help increase airflow over the two-blade fan, but possibly at the cost of a bit of horsepower. One other note is that once the car is up to speed, the extra blades

can actually slow the flow of air coming through the radiator. Although this fan still suffers from the previously mentioned flaws, an advantage with a new four-blade fan is that the metal has not undergone decades of wear and tear. Most suppliers are now selling fans utilizing bolts instead of rivets, this can be good or bad depending on how you want to look at it.

### Six-Bladed Plastic

The six-blade plastic fan is the lightest and possibly the safest fan available. When coupled with Dennis Cling's serpentine belt setup, it is claimed to provide a 10% increase in horsepower. However, of the three fans, the six-blade fan creates the largest block of airflow behind the radiator when the car is up to speed. Not to mention it just looks terrible on the Model A. As far as safety goes though, any damage from a failed blade would most likely be minimal compared to the other fans.

Numerous tests have been performed to determine the most efficient and best flowing fan. Each fan has its pros and cons, but the overall consensus is that each one of these fans are more than sufficient for the Model A. If you are experiencing overheating problems, the fan is most likely not the culprit as at any speed over 25mph the forced airflow through the radiator exceeds that of the flow created by the fan itself. Most overheating problems can be traced to deficiencies in the radiator, cooling passages and engine timing.

### Final Thought

Whether it is a new fan or an original one, be sure to make fan inspections part of your regular routine. Also, when working on a running engine, stay clear of the projected path of the fan. Lastly, unless you have a fine point car, you should seriously consider replacing the original fan.



# Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

FIND ALL SIX CHANGES TO THIS PUZZLE:

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Answers on page 24



# The Ladies Fashion Journal

## GLOVES, THE LONG & SHORT OF IT

Part 3 of 5 Part Series  
by Patti Jones  
Courtesy of MAFCA  
Fashion Committee

For Easter and Summer in 1930, white, off-white and egg shell gloves in both fabric and leather are worn in longer lengths for formal occasions. Pastel gloves were not usually worn with a daytime outfit, but more for evening. In addition, the gloves often contrasted the shoes for evening. R.H. Macy & Co. was trying to sell the idea of using different colored gloves for evening. The wine shades are recommended for gowns in pink shades, while the greens are recommended for eggshell. (March 17, 1930, page. 114, Sept. 8, 1930, pg. 78).

Another Broadway store, Stern Bros., is promoting pastel gloves in blue, green, pink, and lavender for afternoon wear. Another store is promoting the gloves and hose to be matching, with emphasis on the wrinkled wrist as a fashion requirement. It seems that each store had it's own color style for their dresses and emphasized it in their window displays.

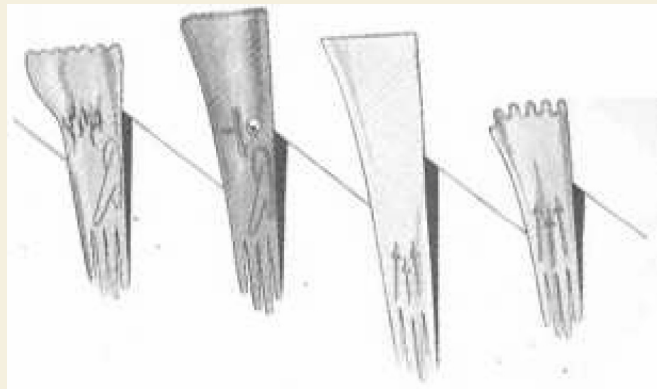
White gloves, with contrasting trims in black, gray, or high color pastels, are being shown at the fashion shows for summer. White glace (soft kid) is the fabric of choice, but the latest rage is white suede with black evening dresses. Beige gloves are now shown with hints of rose or flesh tone; especially with afternoon dresses. Eggshell toned long gloves are now being seen not just for afternoon but also for evening wear. (April 21, 1930, Page 100)

Below are various styles and fabrics of gloves that were worn in 1930 and 1931 for Summer wear. The first and second rows are from Bella Hess Spring/Summer, 1931, pg. 96.

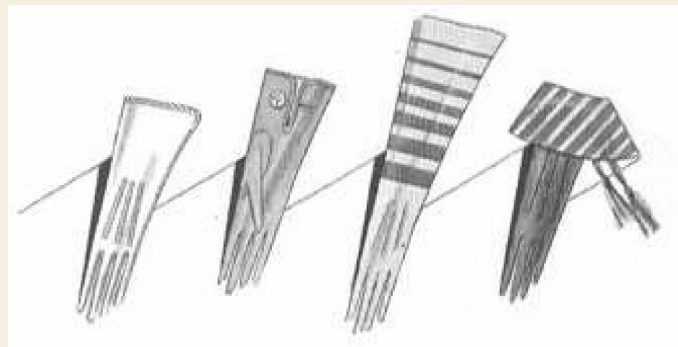




Besides all the leathers and silks, various fabric gloves were also popular for Summer of 1930. There isn't a description of the fabrics that were used in these styles, but cotton and voile are 2 that were used during our era. The glove on the left is a 6 button length, scalloped edge and shirred wrist. The next glove is also 6 button but with an one-button pearl button at the wrist. The third glove is an 8 button length pastel colored for more formal daytime wear, especially with short sleeves. It has a one button fastening at the under wrist. The last glove is also in pastel with a scalloped and bound edge for morning wear.



Below are additional examples of fabric gloves. The first one is a typically tailored glove, a short pull on in white fabric and hand sewn in black; and very sporty looking. Next, this is a one- button suit glove with a bound edge and pearl fastener. The longer 8 button length glove has graduated strips in a darker tone for dressy afternoon occasions. Lastly, the gauntlet glove at the right has a reversible top with the striping inside the glove. It can be worn long or with the back folded down for more fashion events.

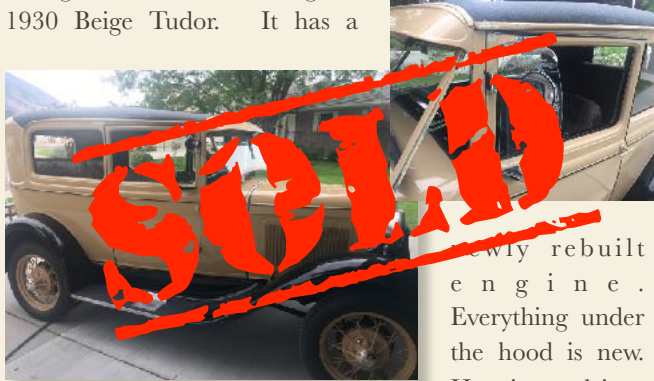


(All from Style Sources, May 5, 1930 pg. 110)



# Classified Ads

We received a note from Richard Judd a few days ago letting us know he is selling his 1930 Beige Tudor. It has a



newly rebuilt engine. Everything under the hood is new. He is asking \$14,900. His

phone number is: 801-360-8730, e-mail: grjudd@yahoo.com.

**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.

Venna Rice spoke with Will Redd, who was a member of our club until he moved to Salt Lake County. They are serious about selling their early **1930 Briggs Deluxe Fordor**. He was a Ford dealer for many years in Draper. They are asking \$15,000. Her number is 801 694-1400.



**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.

Chad Burnell is still selling his **1931 Tudor**. He is asking \$8,500 for it. He can be reached at (435) 659-5805. He says, "This car is in great condition, it starts great, it drives great, it stops great."



**Freebees** from Karl Pope: 3 ea. 21" Firestone tires, fair tread: (1 ea.) 4.40-4.50, (2 ea.) 4.50-4.75

**Trailer** for sale by Karl Pope. Light weight tandem car hauler with fold-up ramps, lights, surge brakes. \$950 OBO Call him at (801) 374-8083. If you need a trailer for the October National Tour, now is the time to get one.





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## MAFCA National Tour Schedule



### 2019 MAFCA National Tour The Canyonlands

*Tentative Schedule*

**MAFCA National Tours** attracts many participants because of the fun, freedom and relaxed atmosphere. Unlike many other events, you choose when to leave, what time to get back and what sites you wish to see along the way. Your hosts will provide direction and information but you choose what, when and who you want to travel with. We have found this leads to a more relaxed atmosphere and an enjoyable time as people aren't rushed to meet time restrictions of being here or there at a given time.

The last thing any of us want is traffic jams as 300+ Model A's head to one location. *Suggested Daily Routes* will be based on which hotel you are staying at and this information will be provided at check in. *Please understand we know you have friends who will be staying at other locations so these Suggested Daily Routes are only recommendations, you are free to go to which ever site you choose.*

*Please note this is a tentative schedule, events and times may change depending on demands and other factors.*

#### **Saturday, Oct. 5**

Early Registration 2:30-5:30

#### **Sunday, Oct. 6**

Registration 10:00-4:30  
Welcome Party 6:00-

#### **Monday, Oct. 7**

Tour to Zion, Bryce or North Rim of the Grand Canyon.

#### **Tuesday, Oct. 8**

Tour to Zion, Bryce or North Rim of the Grand Canyon.

#### **Wednesday, Oct. 9**

Open Day, local tours around Kanab. For those staying around Kanab a lunch will be served in the park. Some are choosing to visit other sites located around southern Utah. Additional information on things to see will be provided in your registration package.

Evening

Technical Seminar  
Ladies Activity (TBD)

#### **Thursday, Oct. 10**

Tour to Zion, Bryce or North Rim of the Grand Canyon .  
Farewell Party 6:00-





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Clyde was reading an article to Jenn about how many words women use in a day — 30,000 compared to a man's 15,000 words. Jenn replied, “That's because we have to repeat everything we say.” Clyde turned to Jenn and asked, “What did you say?”



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