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Another rambling from our current president

Even though attendance was low for the January meeting I'm excited about the direction we are headed and the ideas people present had. We didn't the entire year planned out, but made firmed up meeting dates, and planned about six of the twelve months. The other months are filled with ideas. What we have outlined so far is both fun and informative and I think will be of interest to everyone.

Things are progressing in organizational matters as well. During the next meeting we will be voting on our new logo. The web page is closer to it's début and the initial direction of our Facebook page has been determined. Let the fun begin!



2013 Club Officers

President	Robert Mack	(801) 489-9808	mack4759@yahoo.com
Vice President	Joe Fazzio	(801) 491-8439	fazzioj1@aol.com
Sec/Treasurer	Karl Furr	(801) 225-2603	
Web Page	Nicholas Mack	(801) 836-0979	kcam1999@yahoo.com
Newsletter	Greg Mack	(801) 836-5680	gregmack02@yahoo.com
Liaison	Vern Cope	(801) 377-0567	vern@byu.edu

January 2013 Meeting

Attendance:

It sounds like the cold and flu season has had a toll on our members this winter. Disappointing turn-out tonight; six in attendance: Vern Cope, Clyde Munson, Joe Fazzio, Greg Mack, Nicholas Mack, Becky Mack and Robert Mack.

Christmas Dinner Meeting:

The consensus was that everyone seemed to enjoy the Christmas Dinner get-together at Golden Corral on December 6th, 2012 and would like to do something similar next year.

Dues:

We have instigated dues starting in January. The Copes, Munson Family, Fazzios, and Mack Family paid their dues tonight. The Carlson had their's paid last month.

Bylaws:

We still need to ratify bylaws for the club. The club officers will work to develop a set of bylaws and will present them for approval by the membership.

The "Better Half":

We are still struggling to include the women in our club. Georgia Berg has been faithful at attending the meetings and Becky Mack as been to the last two but we need to build a network for the women and give them a chance to develop activities they will enjoy. Men, please encourage your wives to come to the meetings with you. Then they can meet together and come up with ideas they will enjoy doing while we talk "Model A" talk.

Facebook:

Clyde and Kim Munson are ready to start up the Club's Facebook presence. Clyde discussed the differences between a Facebook page and a group page. It was decided that we would have better chances reaching new members with a Facebook page rather than a group page. If you have a Facebook

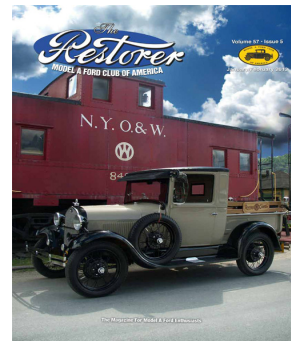
account let Clyde or Kim know and they will inform you when the page is up and running.

Car Shows:

There will be a lot of car shows throughout the warmer months. If you plan to attend, either as a participant or as a spectator, please take the club's prospecting cards with you and pass them out to potential members. One never knows when the opportunity might present it's self to spread the "word" about the club. If you feel so inclined, please let other club members know you are going. Others may want to join you.

National Club Affiliation:

Serious consideration needs to be given to the club's affiliation with a national club that can offer insurance for non-driving related incidents that may occur during club activities. There is no cost for the club to join either of the groups (The Model A Club of America -- the largest club, or the Model A Restorer's Club). Regardless of the national club we select they both highly encourage membership.



In the most recent issue of The Restorer Magazine (a publication of MAFCA) a mention was made by the president that MAFCA was involved in a lawsuit that would continue well into 2013. Further light was shed in the Ford Barn. Apparently a Model A owner that was participating in a local club activity was stopped in an intersection and was hit by another vehicle. The occupants of the other vehicle are suing the Model A driver and the club because he was involved in a club activity at the time. MAFCA president said they spend an average of \$1000.00 a year in insurance premiums for each club. Because the club member and the club were members of MAFCA the national club "put their hat in the ring" to help the individual driver and the local club.

If you have the means to support MAFCA and or MARC we encourage you to join. They both offer excellent bi-monthly magazines with a wealth of information in them (if you would like to look through some contact Robert Mack) as well as Model A publications for sale. Listed below are membership forms for both clubs if you would like to join.



Model A Ford Club of America Membership Application

MAFCA: 250 South Cypress, La Habra, California 90681

US Membership -- \$40.00 per year

Please enclose this form and a check or you can use your credit card by filling out the information below:

____ Visa ____ Mastercard ____ Expiration Date

Credit Card # _____

Name

Spouse's Name

Address

City State Zip code

Telephone (w/ area code)

Signature

Model A Restorer's Membership Application

MARC: 6721 Merriman Rd, Garden City, Michigan 48135

US Membership -- \$38.00 per year

Please enclose this form and a check or you can use your credit card by filling out the information below:

____ Visa ____ Mastercard ____ Discover

Expiration Date _____

Credit Card # _____

Name

Spouse's Name

Address

City State Zip code

Telephone (w/ area code)

Signature

Or you can go to MAFCA's webpage and join on-line. Here is their webpage address (or a link):
https://mafca.com/cart/index.php?mafca_new_member=yes

The Model A Restorer's Club also has a webpage where you can join on-line. It is:
http://modelarestorers.3dcartstores.com/Membership_p_39.html It is a bit difficult to navigate through. But if you carefully follow their directions you can get signed up. Or if you don't have the Internet or would prefer to mail in a membership application it is provided below.

2013 Calendar of Events

The goal of January's meeting was to calendar the year. We made some progress but many of the dates and activities are tentative. So far we have the following planned:

February: Meeting on Feb 21st. Joe Fazzio will show slides of Model A era advertising and we will take a final vote on the logo for the club. Clyde submitted an idea for the club's logo and Greg has several mock-ups that will be brought to the meeting. Held at the Larry H. Miller dealership.

March: Meeting on Mar 21st. We will be doing mechanical break adjustments on all cars that need them so if you want help adjusting your breaks bring your car. If your Model A isn't running you can take advantage of the demonstration or help those of us that don't know how. Location yet to be determined.

April: Spring Safety Check. This will be another "hands-on" activity. It will be an open forum by the group. So bring your Model A and plan to help inspect each other's cars for possible problems. Location; Larry H. Miller dealership.



May: Vern Cope is hosting "Bring Your Antique or Classic Car to Work" at BYU on May 10th. That afternoon at 4:00 p.m. everyone who brought their cars will meet at the BYU Creamery for Ice Cream, and BYU concessions will be selling burgers etc. He would like us to get as many cars there as possible. He has also approached the engineering department to see if they will bring some of their unique vehicles to show. We would like as many people as possible to support Vern. If your "A" doesn't work, bring any of your other vintage vehicles so we can have a good turn-out.

May 18th is the UVU Auto Expo at Thanksgiving Point. It is the largest car show in Utah County and can easily take all day to view the cars. If anyone is planning on displaying their cars at the show we would ask that you have information about the Utah Valley Model A Club to pass out to people as they drool over your car(s). In addition to the car show there is a large swap meet the coincides with the show. Vern and Joe are planning on having booths side-by-side, so if you get a chance please drop by and support them. There is no charge for the swap meet and last year's entrance fee to the show was \$5.00. We'll keep you posted on this year's fee.

The monthly meeting will be on May 23rd, but no topic as been selected as of yet.

June: Meeting on Jun 20th. Joe Fazzio will be doing a Carburetor rebuilding demonstration. He will help those who would like to rebuild their carb or if they don't have a spare carb for tours, now would be a good time to buy one and rebuild it. He will go through the process step by step and help those who need additional help. At May's meeting he will have a list of parts and supplies we will need to rebuild the carbs.

We have been invited to join in on the Model T, A and B Reunion in Fountain Green on June 28th and 29th. All the Utah Model A Clubs have been invited to attend. This would be a good time take a short tour as a group to Fountain Green, test our cars and get to know the cars and members of the other clubs. At the reunion they will have a local tour, show and hill climb. More details are yet to come. We will keep you informed.

July: This month is full of patriotic and statehood activities. We haven't planned a topic for July's meeting, but if you have any ideas please submit them. If members are interested in or are planning to participate in any of the city parades please keep the club informed. Other members may be interested in joining you. This is an excellent time to advertise the club and pique the interest of prospective members. We can get you more prospecting cards if you need them. Please let Robert, Greg or Nicholas know.

August: This would be a good month to have a short caravan to a nice local park have a picnic and participate in some car games. This would be fun for the whole family before school starts. If you have any ideas for car games or park locations, please let us know.



The Salty A's and Beehive A's tour together to Jackson Hole, Wyoming every year on Memorial Day weekend. They have invited anyone in the club to join them. The trip this year will depart on Friday, August 30th and return on Labor Day, Monday, September 2nd. If any of you would like to participate contact Vern Cope. He will be receiving more details from the Salty A's as the time gets closer.

September: The Northwest Regional Meet in Bend, Oregon runs from September 3rd through September 8th. The Mack family is planning on attending (they will be trailering their car) and would like to invite anyone to attend with them. Contact a member of the Mack family for more details.

This month is International Model A Day. A proposed activity for this month is to enjoy the fall colors by touring together up Provo Canyon to Vivian Park and have a picnic. If there is enough interest, we can find out the costs (or group discounts) of riding the Heber Creeper into Heber. If all of the participants wanted to ride we could have our picnic in Heber. Food for thought. As time gets closer we will discuss it more fully. The monthly meeting is scheduled for September 26th at Larry H Miller. We could use this time to confirm meeting times and places as well as coordinate rides for those who Model A's are not running.

October: 24th is the meeting date. We have yet to decide on a topic. If members are interested we can have a pumpkin carving contest or travel together to visit a corn maze.

November: The meeting date for this month is Nov 21st. Our initial plans are to discuss winterizing Model A's.

December: We will be having our 2nd annual Christmas Dinner meeting. If you have any ideas that could enhance the evening, please let us know.



Tech Tips

The following Tech article first appeared in the Orange County Model A Club Newsletter and is graciously provided by Tom Endy

Distributor Roadside Seminar

(revised 2010)

by Tom Endy



A spare distributor:

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, tested on the same running car. It is a lot easier to swap out the distributor than to be standing along side the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You do not have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever.

Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

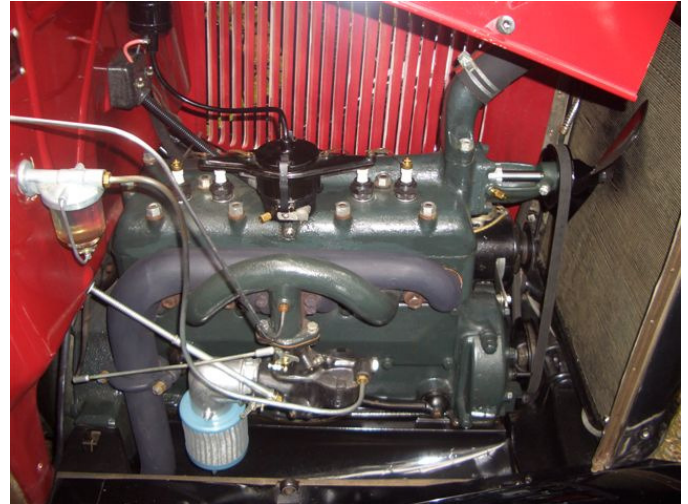
The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality.

The condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached.

If it has a 1\4" round circle and is soldered on to the base of the condenser, don't use it.

Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.



Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs.

With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts.

My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block.

The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car.

Beg, Borrow, Steal or Trade

We would like to start a classified section in the newsletter. Many of us have parts that we've picked up here and there, or parts that we've ordered and never used. Eventually the newsletter will be available on our webpage where other clubs can have access to the classifieds. This can get be a good tool to get the word out that you have parts, literature, memorabilia, vehicles for sale/trade etc. If you have any items you would like to list, please have it to mack4759@yahoo.com by the 20th of each month for inclusion in the next letter. Or call Robert at (801) 489-9808. Pictures help sell items, so if you can submit a picture, or want help with getting a picture taken call, we'll help you.

Final Thoughts

The newsletter is much more fun to read when there are pictures to look at. If you have any pictures of your Model A, a trip you made in your Model A, interesting pictures of Model A's or AA's, cartoons, please let us know. Right now we are spicing up the newsletter by "lifting" them off the internet. Once we start having activities, we can get a few pictures there, but even then we'd like more. If you have paper copies, bring them to one of the meetings, we'll scan them and give them back to you. If you have digital images, e-mail them to Robert Mack. Thanks!

If you have any concerns about the club, its activities, costs, or members, please do not hesitate to bring them up to one of the club officers (see contact information on page 1). Confidentiality will be kept. We want to make sure everyone gets a chance to participate and has fun doing it. We don't want to lose any members if we can help it.

It looks like a fun filled year. Please plan on joining us. The old adage "The More the Merrier" and "Many Hands Make Light Work" really do apply. Please help make this club a success. It takes each one of us to do that.



