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## Cabin Fever wearing on club president...

The warmer weather is getting closer and closer. If you are like me cabin fever is taking it's toll. The monthly meetings help relieve the tension with talk of upcoming spring and summer fun. Please make sure you write in the dates of the club's meetings and activities on your calendar so you don't miss them -- and we don't miss you. Next month's meeting will be a lot of fun. Kelly will lead a brake adjustment seminar so come and follow along so you can start getting your car ready for warm weather touring. If your car isn't road-worthy or uses "juice" brakes come and lend a helping hand.

As of February we have bylaws, a club logo, a Facebook page, and webpage. All we need now are more members! Please keep an eye out for potential members. Cruise nights, car shows and parades are great places to make contact. When the opportunity presents itself give them a prospecting card\* or your club card\* and invite someone to come with you to the next meeting or activity. Let me (Robert Mack) know the individual's name and address (either street address or e-mail address) and I'll send him/her an invitation and copy of the most recent newsletter.

\* The prospecting cards are a 1/2 sheet given out in September 2012. If you need more let Greg or Robert Mack know and we'll get you some. Club cards available at next month's meeting.



## 2013 Club Officers

President	Robert Mack	(801) 489-9808	<a href="mailto:mack4759@yahoo.com">mack4759@yahoo.com</a>
Vice President	Joe Fazzio	(801) 491-8439	<a href="mailto:fazzioj1@aol.com">fazzioj1@aol.com</a>
Sec/Treasurer	Clyde Munson	(801) 376-0594	<a href="mailto:bjerg_menneckene@yahoo.com">bjerg_menneckene@yahoo.com</a>
Web Page	Nicholas Mack	(801) 836-0979	<a href="mailto:kcam1999@yahoo.com">kcam1999@yahoo.com</a>
Newsletter	Greg Mack	(801) 836-5680	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
Liaison/PR	Vern Cope	(801) 377-0567	<a href="mailto:vern@byu.edu">vern@byu.edu</a>

## February 2013 Meeting

**Attendance:** Bob Anderson, Dan Berg, Kelly & Lloyd Baker, Reid and Elaine Carlson, Vern Cope, Karl Furr Joe Fazzio, Jim Haire, Greg, Nicholas and Robert Mack, and Clyde Munson -- our biggest turn-out yet. Each month we have one of the women here, but never more than one. Come on ladies, what's up?

### "And the winner is ... The New Logo:

Clyde and Greg submitted several logo options at this month's meeting. The members present voted to adopt the logo shown below. Greg will finish up some detail changes so it more closely resembles a Model A.



We want to thank Greg and Clyde for going the extra mile to come up with designs. It takes a lot of work and artistic talent to come up with the ideas.

### Facebook:



Clyde and Jenn Munson have set up our Facebook page. It looks GREAT! If you have a Facebook account look for it by typing "Utah Valley Model A Club" and "like it."

### Bylaws:

The Board of Directors met on February 20th and drew up the club's bylaws. They were ratified by the members at February's monthly meeting. A copy of the bylaws can be found on our web page.

### Car Shows/Cruises:

At this point "Thanks 2 Frank" and "Thecarczar" do not list any cruise nights or car shows for March.

**Thanks Vern** for the fantastic refreshments -- the best part of the meeting! Next month will provide the meeting's culminating treat.

### Model T, A and B Reunion:

Friday afternoon -- tour to Mani to visit the Ed Big Daddy Roth (Rat Fink) Museum. When Ed Roth retired he moved to Manti. He has passed away, but his wife opens the museum for private viewing.

Friday evening -- Drive to Mount Pleasant's drive-in theatre to watch American Graffiti

Saturday morning -- Fountain Green Car show (open to all cars).

Saturday afternoon -- F.A.S.T (from California) is coming to time and stage a hill climb. It is for vehicles 1935 and older with four cylinder engines (can be modified).

### Pictures:

Now don't be camera shy .... We need pictures of you and your car both for the newsletter spotlights and the member roster on the web page. If you have one you like please bring or send it to us. Otherwise we will resort to taking pictures of you at seminars, meetings and activities and using those instead. Be wary, you may get your picture taken at the most inopportune moment.

## Member Spotlight

### Reid and Elaine Carlson



Reid and Betsy (the car) Elaine (not in the picture)

Reid and Elaine Carlson grew up in Spanish Fork, Utah. In high school Reid had two different cars and a motorcycle that he enjoyed working on and driving.

We married in 1969 and lived in Spanish Fork, American Fork, and Draper until we moved out of state in 1985. Reid grew up raising turkeys in the family farm business and worked there on and off from the age of eight. We lived on a turkey farm for seven years until 1977.

We adopted a daughter and son and have one granddaughter. Reid served for six years in the Utah National Guard and was trained as a diesel mechanic. We both attended college for a few years and in 1983 Reid graduated from BYU with a degree in chemical engineering. He joined the Unimin Corporation in 1985 and we moved to Southern Pines, North Carolina. The company specializes in industrial minerals.

We also lived in Ada, Oklahoma and Huntersville, North Carolina. In 1995 it was necessary to move back to Utah to help care for our aging parents. He remained with Unimin and we built a home in Mapleton.

Reid has always had a love for working with his hands and fixing things. Several years ago he bought a model A that he loves to work on and drives to the office in good weather when he is in town. Two years

ago we found a '64 Pontiac Grand Prix just like the car Reid had when we married. He is totally rebuilding the engine and just about everything else. Both of our antique cars need some body work and new paint. Reid will retire in the Spring of 2014 and then he'll have more time to "tinker" with cars.

Elaine is a very talented person. Shortly after we moved to Mapleton, she became interested in helping children who were behind grade level reading, improve their reading skills. She started the literacy center in Mapleton and helped generate interest in having a library added to the new city center. She is an avid quilter and loves it as a hobby. She has served in many capacities in various quilt guilds, including serving as President for the Utah Quilt Guild. I'll have to say that she has a real talent for piecing quilts. She is also a great cook and likes Mini-Coopers.

We love to travel and will do more of that as well.

We're excited to be in the club and we'll enjoy getting to know all of the members and seeing the great cars!

Elaine (and Reid) Carlton

#### Model A Ford Club of America

MAFCA: 250 South Cypress, La Habra, California 90681

MAFCA's webpage link:

[https://mafca.com/cart/index.php?mafca\\_new\\_member=yes](https://mafca.com/cart/index.php?mafca_new_member=yes)

#### Model A Restorer's Club

MARC: 6721 Merriman Rd, Garden City, Michigan 48135

The Model A Restorer's Club's webpage link

[http://modelarestorers.3dcartstores.com/Membership\\_p\\_39.html](http://modelarestorers.3dcartstores.com/Membership_p_39.html)







## 2013 Calendar of Events

**March:** Meeting on Mar 21st. Wayne Atkinson will talk about the June Model T, A & B Reunion. 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. Location: Larry H. Miller dealership.

**May:** Because of major construction projects on the BYU campus the "Bring Your Antique or Classic Car to Work" at BYU has been postponed until the construction is completed. Vern will try and schedule it in 2014.

May 16th, monthly meeting; no topic as been selected as of yet.

May 18th is the UVU Auto Expo at Thanksgiving Point.



**June:** Meeting on Jun 20th. Carburetor rebuilding demonstration by Joe Fazzio.

June 28th-29th, Model T, A and B Reunion in Fountain Green.

**July:** Monthly meeting on July 18th. No topic as of yet.

**August:** Monthly meeting on August 15th. No topic as of yet.

August 30-September 2nd, the Salty A's and Beehive A's tour to Jackson Hole, Wyoming.

**September:** September 3rd - 9th, the Northwest Regional Meet in Bend, Oregon.

September 19th monthly meeting.

September 28th International Model A Day.

**October:** Monthly meeting, October 24th

**November:** Monthly meeting, Nov 21st. Winterizing Model A's.

**December:** 2nd annual Christmas Dinner meeting. No date as has been set as of yet.

## Tech Tips



In March Kelly will be leading us through break adjustments so bring your car! If you aren't able to attend, we included a Tech Tip by Peter Crosby using the "Stick Method." I've included a YouTube link below demonstrating the "Stick Method." <http://www.youtube.com/watch?v=wMizfaKHxVQ> (If you're like me you'll see it is a lot easier to participate in Kelly's demonstration). Come join us!

## Service Brake Adjustment Method

**By Peter Crosby**  
courtesy of ModelA.org

The Model A mechanical service brakes are a design that will match the hydraulic type systems in stopping

performance if, restored and adjusted correctly. Mechanical brakes work with rods, levers, and wedges to force the shoes to rub against the drums and stop the wheels from revolving. When you adjust the brakes you are setting limits on the travel of the rods, levers and, the distance between the shoes and the drums. The trick is to get the shoes to contact the drums solidly, before they move beyond effective limit of their travel. Full accurate adjustment is necessary to compensate for normal expansion of the drum due to heat caused by friction. Adjustments that are made too close would let the shoes continually drag on the drums causing rapid lining wear and poor gasoline mileage.

Model A brake adjustment will work best by adhering to Ford's original specifications and methods. Adjustment specifications for service brakes, are found in the January 1928 Ford Service Bulletins; page 202. A tool wedged between the seat and brake pedal is necessary to hold the pedal at a precise position. This is to prove that the wheels can and will lock at the proper time before you leave the garage. Do not assume that having a friend hold the pedal down at some arbitrary position will be good enough. Nobody can hold a brake pedal in exactly the same place with constant pressure every time. Only by using a brake pedal holding tool can one be assured of the best possible adjustment.

To make a brake adjusting tool simply measure the distance from the bottom of the seat cushion frame to the bottom edge of the pad portion on the brake pedal. Add 3 inches to this measurement. Cut a piece of 3/4 inches X 2 inch hard wood to the length you figured. For example: my Slant Windshield Fordor used a piece 21 inches long.

Carry the stick of wood you just cut over to your car. Hold it against the seat or cushion frame to the bottom of the pad portion of the brake pedal (keeping it as straight as you can). With a pencil, mark the edge of the wood at the point where it meets the face of the pedal. Take the stick back to your work bench. Measure and make three marks at 1 inch, 1 1/2, and 2 inches from that point in the short direction. Make a saw cut into the wood ~ inch deep at the 1 inch mark (leaving the line on the longer end); 1 inch deep at the 1 1/2 inch mark, and 1 1/2 inches deep at the 2 inch mark. From the end of the stick cut into the wood to meet the bottom of each saw kerf. The cuts should leave you with a stepped

arrangement on the end. These steps or notches will hold the brake pedal down at the levels advocated by Ford. To check how the break will hold at each wheel, use the following method:

1. Jack up all four wheels and place jack stands under the axles (not the frame). Place the gear shift in neutral and release the parking break fully.
2. Turn adjusting wedges at each backing plate clockwise until the brake drags, then back off two or three notches or just enough to allow the wheels to revolve without any drag. Note: some judgment must be used to allow for any high spots on newly lined shoes which wear quickly. Remember to always spin the wheels for test purposes in the forward direction. Never should your breaks be adjusted hot.
3. Wedge the brake stick between the seat cushion frame and the bottom of the brake pedal pad. Set it at the 1 inch notch. Note: always make sure the stick is placed in a straight perpendicular relationship to the seat and the pedal for each and every test. Make sure the front seat is in the same position for every test.
4. Rear brakes should just start to hold when brake pedal is depressed at the one inch notch. Front wheels should spin freely with no change.
5. Depressing the pedal at the 1 1/2 inch notch should tighten but not lock the rear brakes and cause the fronts to just start to hold.
6. Depressing the pedal at the 2 inch notch should lock the rear wheels and hold the fronts with a tight drag. If your system does not work exactly to the above specifications, it may be necessary to adjust your brake rods. Brake rod adjustment is handled at the rod clevises. Continue to step 7.

Please take note: No amount of adjustment will provide good stopping brakes from a worn out or, incorrectly assembled service brakes. If you find any of the following problems as you are working around your car they indicate your services brakes will need more attention than just adjustment.

Steel pins fit sloppy through rods, levers, and clevises.

Front levers are not leaning forward of vertical.

Brake adjusting wedges do not "click" as they are turned.

Loose wheel bearings and king pins.

Loose rear axle nuts and work axle keys.

Brake pedal wobbles or does not return all the way up by itself.

Gear oil leaks at the rear backing plates.

Squealing or grinding sounds.

7. Unlock the jam nut and remove the cotter key and clevis pin. When a wheel locks before it is supposed to, turn the clevis as to lengthen the appropriate rod. Shorten the rod if the brake does not hold like it should. Sometimes just a half turn of the clevis is enough to make a difference especially when you are trying to equalize opposite wheels on the same axle (this is important). For every test, temporarily pin each rod clevis back onto its lever. Have a friend help; one person under the car adjusting rods and the other person to set the brake stick and, spin the wheels. Remove the stick for every rod adjustment.

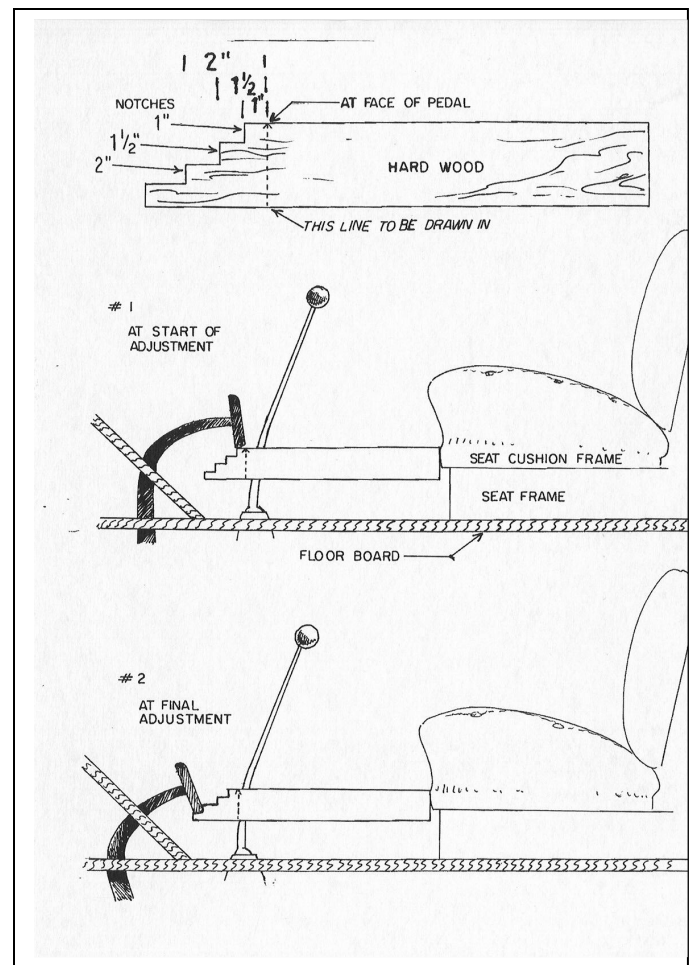
8. When you are satisfied with your brake rod settings do not forget to tighten the jam nuts and replace the cotter keys. Make sure you have proper pressure in each tire.

9. Test drive the car. At 20-25 MPH when the brake is applied and locked with full pressure, the rear wheels should skid evenly without pulling to the left or right. The fronts should not leave much if any skid marks.

10. If the car does not stop in a straight line, turn the brake wedge adjustment on the backing plate no more than 1 click in or out; depending if you want to tighten or loosen the stopping action for the wheel in question. If you now find that the brake shoes drag on the drum; readjustment of the rod may be necessary. If the shoe drag problem does not seem to clear up, you may have a warped drum. Turning or replacement will be necessary to fix the problem.

11. On a routine basis use the brake stick method to check your brakes for maximum efficiency. Jack up the car (one axle at a time is OK) and test at the 2 inch notch. The rear wheels should again be locked and a heavy drag on the fronts. Turn the brake wedges for all adjustments at this time. On newly relined brakes, high spots wear down quickly. They will require a more frequent follow up of adjustments until the shoe's linings conform to their drums.

After I adjusted the brakes by using this method on a number of Model A's, the consensus of the owners has been utter amazement. Comments like, "I never knew how good my brakes could be." to "I thought my brakes were good ... now they are great."





CR Christensen has a sandblasted 28/29 **rumble seat lid and 30/31 chassis** for sale and is looking for a 30/31 **trunk lid** (not rumble seat lid) to purchase. [crchristensen@hotmail.com](mailto:crchristensen@hotmail.com)

If you want to include something in the classifieds send your items to [mack4759@yahoo.com](mailto: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.

## Classifieds:

Joe Fazzio is looking for a pair of 1931 **Utah license plates**. (801) 491-8439.

## Final Thoughts

We know everyone is very busy, because of that we want to express our appreciation for all the hard work people are putting forth to make this club work.