



# UTAH VALLEY

*- Model A Club -*

# MOTOTOMETER

Vol. 8 No. 10

2018 MAFCA Newsletter of the Year

October 2020

**IN THIS EDITION:**  
SPANISH FORK HISTORY TOUR  
An Old Conundrum

FISHLAKE  
REVISITED

7TH ANNUAL  
VINTAGE  
IRON CHEF



*IMAD/Iron Chef Cook-off, photographer, Amber Morrell*





## 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.

## 2020 Club Officers

### CLUB OFFICERS

Board Chairman	Clyde Munson	<a href="mailto:bjerg_menneskene@yahoo.com">bjerg_menneskene@yahoo.com</a>
President	Greg Mack	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
Vice President	Brad Christofferson	<a href="mailto:bdc.p51@gmail.com">bdc.p51@gmail.com</a>
Sec/Historian	Amber Morrell	<a href="mailto:mystuff@live.com">mystuff@live.com</a>
Treasurer	Diane Brimley	<a href="mailto:brimleydiane@gmail.com">brimleydiane@gmail.com</a>
Activities	Howard Eckstein	<a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>

### APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	<a href="mailto:kcam1999@yahoo.com">kcam1999@yahoo.com</a> <a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a>
Facebook	Clyde Munson Howard Eckstein	<a href="mailto:bjerg_menneskene@yahoo.com">bjerg_menneskene@yahoo.com</a> <a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a>
Photographers	Greg Mack Howard Eckstein Amber Morrell	<a href="mailto:gregmack02@yahoo.com">gregmack02@yahoo.com</a> <a href="mailto:h_eckstein@hotmail.com">h_eckstein@hotmail.com</a> <a href="mailto:mystuff@live.com">mystuff@live.com</a>
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Photographer Robert Mack



# President's Message

BY GREG MACK



Type to enter text  
What would Octobers newsletter be if it did not have a scary story? As I was trying to come up with a story for this months message, I kept coming up blank and quickly realized that I am not as good at story telling as

Howard and Clyde. It was not until after talking with a customer at work that I realized I did not need to make up a scary story as I was actually living one! This customer has been interested in my Model A saga for a while and asks about its progress each time he comes in. On this occasion I informed him that I had no update as there had not been any progress on getting the car running. I then told him about some accessories I found that I wanted to put on the car. His response was, "That's great! At this rate your car will be the prettiest car in the junk yard!" Queue shrieking violins and dolly zoom for a vertigo effect at the horrified look on my face! He is right! This car is falling into the same path as my first car! It is becoming a piece of garage art! (Insert frightening scream). I have now owned the car for exactly one year and I have only driven it for three weeks! This may be the mother of all horror stories, a Model A that is not being driven! Model A's were made

to be driven and we all know that aside from a farmer and his welder, the next greatest fear of a Model A is to not be driven!

I know there are a few of you who share this pain. Be it a running car that recently quit, or a long drawn-out restoration. Hang in there as there is hope, after all, two cars in the club were resurrected from the dead last month and are alive and well thanks to the hard work of their owners and club members. So do not give up if you are not yet on the road.

For those of you whose cars are running, avoid the horror of stale gas and dried up grease and be sure to take advantage of any opportunity to take the car for a spin. In fact, this months history tour is a perfect opportunity, especially since this is one of the last tours of the season! Now that is a scary thought in and of itself!

Well... enough blabbering, I need to focus on getting over my fear and do something about this car that has been haunting me!

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# 2020 Calendar of Events

COVID-19 makes it very hard to schedule any activities in advance. So this year the club members will need to be flexible and expect short notice when activities are announced.

## October

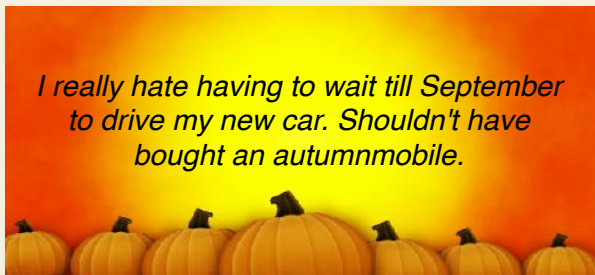
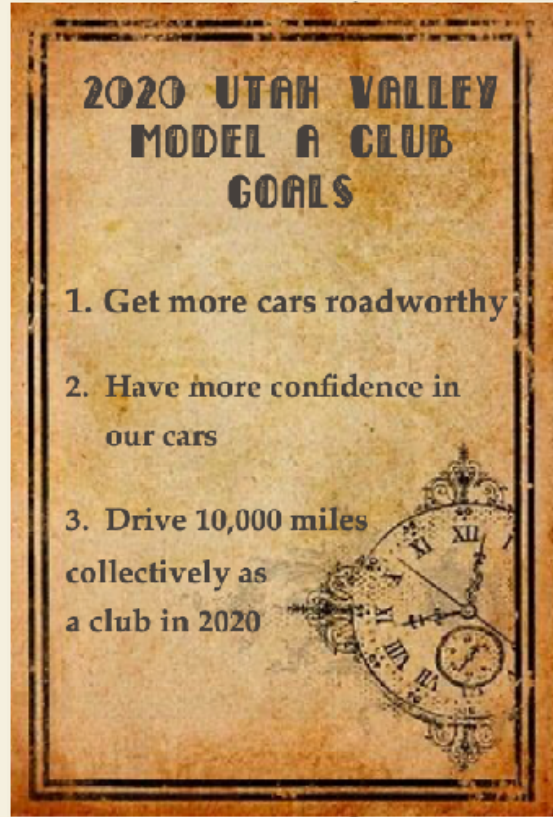
- 15th — **Club Meeting**, 7:00 p.m. Morrell's garage, 8282 S. State St., Spanish Fork, UT
- 17th — **Spanish Fork History Tour** will start at 10:00 a.m. in the Shopko parking lot; we will learn about the history all the way from 1850 to modern day. *See the article on page eight with all the details.*

## November

- 19th — **Club Meeting**, 7:00 p.m. Chistofferson's garage, 3020 North 600 East Lehi, UT 84043

## December

- 12th — **Annual Christmas Dinner**, Wallaby's Smokehouse, Orem, 6:00 p.m.  
*No Club Meeting this month*



Late Summer Sunset, Santaquin, UT  
Roger Davis, Utah Valley Model A Club

Where in Santaquin?



of course!

Amber

Roger



# Heard it Through the Grapevine

## OUT & ABOUT WITH CLUB MEMBERS

**Brian Lindenlaub's** patience has paid off. He has found a Model A he likes, and by the looks of it, he made a good choice. Brian, Howard, and Gemma all went down to Saint George, where the car is located, to have a look. Now he just needs to get it home. Congratulations Brian and Sharon!



**Howard Eckstein** went up to Heber to help **Butch Baker** get the transmission installed in his car. Butch's car is back together and runs like a dream with a new engine and transmission. **Brian, Roger, Tony and Curt** helped Butch and them by rebuilding the distributor, cleaning the carburetor, installing the transmission and engine as well as all post-insertion reassembly. Tony provided some parts that were needed due to supplier error. They test drove it about 10 miles up some hills and it performed very well..



Woe is **Clyde Munson**. He has been cautious not to get the Corona Virus from all of the customers he sees every day. Wouldn't you know it, he caught COVID-19 from a fellow co-worker. GET WELL SOON Clyde.



**Diane Brimley** went camping and injured her thumb. She wondered why it was still hurting after three weeks, so while visiting the doctor, she asked him to look at it. His response? "Diane, you've got a broken thumb.

**Robert Mack** has been working on his phaeton. He was working on his horn connection and finally had to call **Howard** to come to the rescue. With his help it has gone from a dead horn to a horn that sounds like a dead duck. **Greg Mack** also helped Robert replace the ignition switch that gave out on the Iron Chef Manifold Cook-off Tour.

## Happy Birthday!



2 — Buster Hansen

5 — Connie Pope

16 — Karen Morrell

22 — Tony Jacobs

26 — Bob Anderson

29 — Roger Davis



# September Club Meeting

BY AMBER MORRELL



**Attendance:** Diane Brimley, Reid & Elaine Carlson, Brad Christofferson, Roger Davis, Howard & Gemma Eckstein, Buster Hansen, Tim Isaksen, Tony Jacobs, Brian Lindenlaub, Greg & Robert Mack, Curt Martinson, Amber Morrell, Bill & Colette Thompson, Bob & Janell Todd.

### News:

- Clyde Munson has contracted COVID-19 from a colleague at work, he has reported that, for him, it was rough for a couple of days, now it just feels like a bad head cold.
- Howard Eckstein has another article in *The Restorer*. He has written something for each issue of *The Restorer* this year.
- Curt Martinson's car is basically finished. All he has left to do are some minor things.

### Correspondence:

- During the Tractor Crawl Tour, the club drove past Lloyd Barker's home to surprise him during his 90th birthday party. He had no idea that the club was coming, so indeed, it was a big surprise. His family sent us a thank-you card which read, "We just wanted to send you a very heartfelt thanks for the birthday drive-by salute you gave to dad. We had kept it a secret and when the first car pulled in, his surprise was complete. Thank you so very much. The Barker family."

### Club Business:

- Greg Mack passed out business cards to those who wanted them.
- Greg brought a sample of "00 Grease" from Tractor's Supply to be used as a lubricant for the steering lube. It has a higher viscosity so the steering box doesn't leak as much.
- Diane presented our financial outlook which is good.
- Howard gave a mini tech talk about keeping the Model A cool. He said that one way is to shift down to increase the RPMs, this puts the engine into a better spot in its power band. It also spins the fan faster, pulling more air through the radiator. Antifreeze doesn't conduct heat as much as plain water. During the summer touring season the Model A runs better using water. He reminded everyone not to use deionized water because of its corrosive properties.
- Greg passed around thank you cards for the club members to sign. These cards will be sent to those who hosted the club at the Tractor Crawl. Another card will also be sent to the Bakers in Heber for hosting the Manifold Cook-off.

**Awards:**

- Due to the problems the Macks had with their ignition switch on the IMAD/Manifold Cook-off, they will be keeping the Bent Rod Award another month.

**Past Activities:**

- As a group, we recapped the most recent club tour, the IMAD/Manifold Cook-off. Even though we had more vehicles with problems, it was a fun activity, full of wonderful scenery, magnificent facilities, and great friends; thank you for your participation, and a special thanks to Butch and Ginger for the warm welcome to their home!

**Future Activities:**

- **September 26th**, UVU needed five cars for their fundraiser from 4:00 p.m. to 9:00 p.m., Macks, Ecksteins, Hansens, Munsons, and Todds will lend their cars
- **October 17th**, Spanish Fork History Tour will start at 10:00 a.m. in the Shopko parking lot; we will learn about the history all the way from 1850 to modern day.

**Tech Talk:**

Bob Todd worked as a mechanical engineer for General Motors and Michelin Tires, so he has some unique insights about the intricate process of making tires. He started with a brief history of Ford, then he moved into the history of tire production. Of the top five tire makers, Bridgestone, created in 1931 in Japan, is the largest tire manufacturer, followed by Michelin, which was organized in France in 1889 producing bicycle tires, the third in size is Goodyear, which was founded in Ohio in 1898. Continental, established in 1871 in Germany, rounds out the top five manufacturers.

Hard tires were first used on automobiles, but politics forced manufactures to fit cars with pneumatic tires because of the rough wear the solid tires were creating on the roads.

Bob went on to talk about the advances in tires from Bias Ply and the way to the current radial tires. It was an excellent presentation.

**Refreshments:** The Thompsons treated us to refreshments tonight. We thank them for their willingness to contribute.

A special thanks also goes to the Christoffersons for being such great hosts and allowing us to use Brad's garage.



*Howard Eckstein receiving the Golden Wrench for his work on Flow Testing. He and Clyde wrote an article for the Motometer and The Restorer*



*Greg Mack received his Golden Wrench Award for aluminum fan installation and writing an article for the Motometer*



# Spanish Fork History Tour

BY HOWARD ECKSTEIN

Mark your calendars for the Spanish Fork History Tour coming up on Saturday October 17 at 10 am. We'll meet at the Shopko parking lot at 955 North Main in Spanish Fork.

We'll start downtown with a private tour of a pioneer village hosted by JP and Elaine Hughes. They maintain old log homes and a dugout like those used by the first settlers in the 1850s.







From there, we'll visit the Lotus Temple where we can tour the temple and grounds. Although the restaurant will be closed, the gift shop will be open. We'll be asked to remove our shoes when visiting the temple's second floor. During that morning, the llamas will be out for petting and feeding. We can feed the llamas if we bring baby carrots and chopped apples. Fish food for the 500 koi will give us a chance to experience unabashed aquatic avarice and greed on an epic scale. This would be a great stop for grandkids.

Other stops will include short visits to important landmarks of local history in Leland, Palmyra and Lake Shore.





We'll see a monument erected to honor the first Icelandic immigrants to the U.S. who settled in Spanish Fork.

We'll drive along the banks of the Spanish Fork River, once called *Río de Aguas Calientes* by the first Spanish explorers who came to the area in 1776.



We expect to have a private tour of the Leland Roller Mills at 1:30, at the end of our tour. Of course, we'll have a late lunch afterwards.



Thanks go to Dave & Amber Morrell for their help in organizing this event. There's a lot of history in this seemingly quiet part of Utah County. Indian wars, crops destroyed by grasshoppers, too much alkaline in the swampy soil out in Palmyra; these are some of the trials overcome by Spanish Fork pioneers who established the successful city we know today.



# You Meet the Nicest People in a Model A Ford

BY MICHAEL KNIEST

Saturday morning May 14, 2016 was such a beautiful day to take a long drive in the 31 Model A, so my nephew Dru and I decided to travel the back roads of Angeles Crest Highway (2) destination to have lunch in Wrightwood, enjoying the crystal clean air along the way. We often take this route as it is a mere one hundred forty miles round trip. Normally I don't drive this scenic alpine road on the weekends, as there are often many high-speed motorcycles to make it a pleasant country drive and today was no exception.

The first thirty miles to Newcomb's Ranch proved to be exceptionally busy with higher than normal traffic. After passing this popular restaurant and watering hole, we had the road all to ourselves for the next ten plus miles, and the car was running superbly as usual with Dru at the wheel. It was then when Dru asked if I could hear a slight exhaust leak. As my hearing is less than perfect, I stated what noise"? Well within minutes the intake/exhaust gasket completely failed. "Oh that noise" was my reply as Dru pulled over to a shady spot for an unscheduled roadside seminar. We picked a fantastic spot to be forced to stop, absolutely in the middle of nowhere. We are now over seven thousand feet in elevation, which included no cell reception. In the silence of the National Forest we gathered our thoughts,

tools and a new gasket from the trunk and began the task of replacing a simple gasket around a very hot manifold.

Within ten minutes, the very first "Good Samaritan Motorist" stopped to render aid and assistance was none other than Jay Leno. What a pleasant surprise and a true motoring "Knight of the Road. He was not the only passing motorist to offer help, as two others took the time and effort to insure our safety. Now for our two wheeled road travelers, none even slowed down to look to see if we might need assistants as they were in too much of a hurry.



So the moral to this story is to carry the needed spare parts, tools and always slowdown to enjoy the scenery. You will be amazed by what you may find on some country backroad. As someone stated "Its not the destination but the journey" and I must inject it's always the unexpected pleasant surprises one may find along the way.

CENTERFOLD OF THE MONTH  
1930



THE CHRISTOFFERSON'S  
85-B CLOSED CAB PICKUP

# An Old Conundrum

BY HOWARD ECKSTEIN

I've been asked many times by Model A owners how to use the spark advance on the steering column. There has been a lot of tech talk on the subject in our meetings. I think I heard one member assert that the spark should be advanced two notches for every 10 miles per hour of speed. Others retard the spark for starting and pull it down for driving.

In all reality, one could envision, 90 years ago, a haggard mom with three squirming kids in the back

seat running late for the bake sale at the bazaar. Between yelling at the kids in back and swearing at the other drivers, she is more worried about whether her cloche hat fits than where the spark advance is set for her road speed.

Apparently, this question has been on the minds of automotive enthusiasts since the beginning as is evidenced by this query to the technical editor of an automotive magazine in 1909. Enjoy...

August 5, 1909

THE AUTOMOBILE

227



## ENGINE ABILITY

To the Editor *The Automobile*:

On my car there is no control of ignition. That is, the magneto is fixed (which is the way very many cars are being turned out this year in France). Therefore, when the car begins to labor on a hill, the throttle being wide open, even when going very fast, but slowing down, a "knock" develops. The consequence is the throttle has got to be turned off some to stop this.

My chauffeur is anxious that we should get the control of the magneto on the steering-post, which it is possible to do, but we are both in doubt as to whether the engine would develop more power with the throttle wide open and a slightly retarded spark, or a more advanced spark and the throttle half open, as it is now. I am a little doubtful if I have made myself understood, but the following is our course now in going up a long hill:

We have our throttle wide open; the engine slows down a little, a knock develops, we close the throttle an inch or more, the knock ceases. Now, instead of reducing the amount of gas in the engine, if we could retard the

spark gradually as the engine slowed down, would we get more power?

-Amateur, Toronto, Ontario, Canada

If we understand your case correctly, it would not be advisable to make the change from the present fixed spark to a variable spark position. The only difference which this would make is that you would retard the spark very slightly on hills leaving the full throttle opening. As to power, it is doubtful if the engine would develop much on the average, although the change would allow you peace of mind as far as hill climbing is concerned, which might be worth the sacrifice of some power.

To actually obtain the maximum power, not only a full throttle opening is necessary, but also the largest possible spark advance. Pulling ability on hills, which introduces a number of other variables, should not be confounded with maximum power, the former requiring a retarded spark from the very nature of the

work being done, whereas the latter calls for the greatest possible advance.

Since you have asked for our advice, which you would not do unless you wanted it, we would advise against the change, on the ground that you would lose more than you gained, since you climb hills infrequently, but otherwise run the car much.

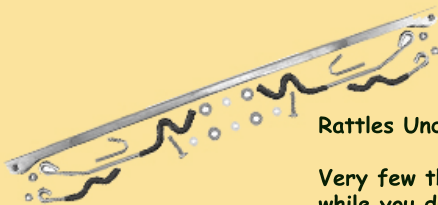
Another and a different chauffeur probably would want the control simplified as much as possible, while this one seems to want to have it complicated more than it now is. It might be interesting to you to know that the modern tendency is away from the hand controlled to the automatic.



1909 Acme Automobile  
Reber Manufacturing Co, Reading, PA., 1903-1911

### Jim's technical tip

by Jim Cannon,



#### Rattles Under the Hood

Very few things are as annoying as a persistent rattle under the hood while you drive your Model A. Of course it stops when you pull over and look under there!

Here are some things that I have found over the years can sound like a rattle under the hood:

- The radiator support rods. They come loose at the radiator or at the firewall.
- The engine pans. Just one loose bolt/nut can rattle like crazy (hard to find).
- Hood support/prop brackets. The ones that "fold in" will rattle if closed all the way; open it back up  $\frac{1}{2}$ " to separate the halves from touching.
- Brake rods. Jiggle them by hand. You may need to install some of the oversize clevis pins to tighten things back up, or replace the return/anti-rattle springs.
- Tools and things under the seat. (I found a large screwdriver once in my side curtain pan, way in the back, that was causing a rattle that I chased for 2 years!)

That rattle is driving me CRAZY!



I hope this helps you track down that annoying rattle. In a future Tech Tip, I will cover potential sources of other annoying noises in your car. Until then, "Have a Model A Day!" Jim



# Fishlake Revisited

BY ROGER DAVIS



It was a beautiful Fall morning, Saturday, the 26<sup>th</sup> of September. Bill and Colette Thompson, Richard and Chris Tucker, and Roger Davis met at the city park in Gunnison, UT for a fall trip to Fish Lake, Utah.

We were anxious to see the golden aspens and the red salmon—we were not disappointed. As we headed out of Gunnison, Roger was following Bill and Colette and noticed that the roof vent on Bill’s trailer was open. A quick stop and inspection showed that the vent had dried and cracked. (When we finished the tour, Bill found the plastic vent on the ground by his trailer.) As always, there is something to repair after every Model A tour.

After arriving at the Fish Lake Marina and unloading the cars, Colette wisely suggested we go see the salmon running first. We’re glad we did. We saw dozens of Salmon in the very small creek near the Fish Lake picnic pavilion/boardwalk. It was intriguing to watch them jockey, attack, and move to position themselves for their next move upstream. Their stark red and black colors were absolutely striking!

We then headed up to the Johnson Reservoir Marina nestled among a grove of golden aspen. After a few photos, inspiring landscapes, and some white pelicans, we headed up the incline to Niotche Pass. As a safety check, Bill checked the temperature of his sticking emergency brake with his nifty, electronic thermometer to make sure it wasn’t overheating. Then he noted his radiator cap was cool to the touch. Roger checked his and found it likewise, cool to the touch. Using that spiffy thermometer, the top of Bill’s radiator read 140 and the lower part 105. Roger’s radiator had exactly the same readings. The Model As are so well-designed!

The drive to the pass was a pleasant 30 mph so we could soak in the sun, the breeze, and the colors. We saw aspens that were as gold as could be, some light green, even some orange. The wind at the summit

was blowing hard and crisp. We quickly took in the beautiful vistas and jumped in our cars for a coast down the hill to lunch.

The breeze was strong and brisk at the picnic pavilion too. Lunch included a pleasant chat among friends and Colette’s delicious brownies. Check out the root structure on the pines near the pavilion! A quick hike up the stream to the road seeking the spawning beds was inconclusive. I guess we understand more about





our cars than about spawning salmon.

We capped off our ride with a quick trip up Doctor's Creek where Bill's relative still owns cabin #1. Then we savored the aspen gold beauty of Pando. Pando is believed to be the largest, oldest living organism on the earth. It is composed of thousands of trees cloned from a single tree and all genetically identical. What a beautiful site!

We parted ways. Richard and Chris headed home a bit early, Bill and Colette continued on to a prom photoshoot, and Roger veering off to Richfield to check out an antique gas pump.

Once again, reliable cars, a beautiful day, breath-taking vistas, and good friends are what defines the







# 7th Annual Vintage Iron Chef

BY AMBER MORRELL

On September 5<sup>th</sup>, we had our annual Vintage Iron Chef activity in conjunction with the International Model A Day. We had about nine Model As and several regular cars on this trip. We cooked our main dish on the manifolds and brought something to share with everyone.

We met in Orem and headed up Provo Canyon to Heber. Halfway along Deer Creek Reservoir, we stopped at the Wallsburg Park & Ride to check on our food and let everyone catch up. Next stop was in the parking lot of Heber Dental. There we met Brent and Ginger Baker. They were in their side by side, as his Model A is currently only halfway restored. It's a little hard to drive when the engine is still in a crate waiting to be installed.

They followed us from there up to an LDS church parking lot, located at the bottom of the hill we were going to climb. A few more adjustments to everyone's dinner and we were off to see Timber Lakes and the beautiful scenery.

It didn't seem very steep, but it was, and only three of the vehicles made it all the way to the top. Howard and Gemma's coupe, Bill and Martha's coupe, and Bob and Janelle's hot rod were the only three cars to make it all the way. Five more cars made it about a 1/2 mile from the turn around point and the rest dropped off slowly along the way.

Amber's car was the first to overheat. We pulled over on the side of the road and filled the car up with some cold water from the creek. We heard Roger did the same thing. After a cool down, the cars were back on the road and headed to Brent's house for our potluck lunch.

We had a wonderful lunch in an amazing barn. There was plenty of room for all of us, as well as a kitchen, living room, theater room, boat, trailer, Model A and a train car. But not just any train car – it was a train car

Henry Ford had built to carry Ford, Edison, President Hoover, and other dignitaries on a tour to celebrate the 50<sup>th</sup> anniversary of the electric light. Make sure you check out August's Newsletter for details.

There were a few people who participated in the manifold cook-off competition. After five years, Greg Mack finally won with his Chili Cheese Fries. Yeah Greg! He is still smiling about it today and will be able to enjoy bragging rights until next year.

After a delicious lunch and some great conversation, it was time to head home. There was a little accident with Joe's Model A backing into Roger's Model A, just saying a friendly hello. But, they are tough little cars and all was well, just a little scratch on the bumpers. Everyone had a safe drive home and the day was enjoyed by all. Thanks to the Mack's who always get great photos and to Nicholas and Natalie for getting some video footage of us. Hopefully we will see some of that footage at the Christmas dinner.





# UVMAC Helped UVU Raise \$400,000

BY ROBERT MACK

It's hard to believe that a simple phone call to Howard Eckstein could lead to a cumulation of \$400,000 toward the Utah Valley University President's Scholarship Fund.

Several months ago, Howard received a call from the president of UVU (a friend of Gemma), who asked him if he could possibly help the school out by providing cars for display at their annual fund raiser. One thing led to another and the club ended up providing five cars for the activity.

We were asked to meet at one of the UVU parking lots that had been set up to resemble a drive-in theater. The lot was divided into rows, and each row was sponsored by an organization or business for \$15,000. Our row was the first to fill with display cars. We were spread out so that we parked in every other parking stall, so that fund raiser

participants could park between the display vehicles. Our row was the last row in the lot.

As we were getting our cars situated, a member of the fund raising committee came running down to Clyde's car and asked if they could use it up front next to the screen. They said the colors of his car matched the school colors. So Clyde had the honor of having his car in the spotlight.

A big outdoor stage was set up along with three screens for a musical extravaganza. The tickets for the night were all sold out and brought in approximately \$129,000. The remaining money was donated through sponsorships and donations. Other than a few horror stories, the night was a rousing success, and our club was a part of it. To commemorate, club members met afterwards to celebrate Howard's 70th birthday.





# Painting The Distributor

BY TOM ENDY

An old rusty cruddy distributor found at a swap meet that will sell for less than \$10 is hard to pass up, especially if you own a bead blaster. If the housing is not cracked around the bushings and the ears are not broken off they can be made to look like new again and put back into service for little cost.

After disassembly the housing should be de-greased and the bushings carefully removed without cracking the housing. A 1/4" drill bit should be run through the oilier port to push the usual accumulated crud out. Bushings can be installed and reamed either before or after painting.

It is important that the housing be properly prepared prior to painting. Crucial areas should be masked off for grounding purposes.

Carefully mask off the bottom of the housing where it sits on the engine head. This includes the area that sits flush on the head and the portion that extends down into the head. Mask off the little locating pin on the bottom of the housing as well. Mask off the top of the shaft tunnel where the point cam sits.

Cut a small rectangular piece of masking tape and carefully place it over the screw hole where the ground strap of the condenser attaches. This is for the purpose of providing a good ground connection.

With a pair of tweezers carefully push small pieces of paper towel into the two screw holes where the lower plate mounts and into the oilier hole to prevent paint clogging.

Obtain a 3/8" pipe plug from your favorite hardware store and screw it into the boss for the ignition cable. This will prevent paint from getting on the threads and will provide a solid ground.

Take a short length of insulated wire, about 16 gauge and press it into the circular slot where the upper plate resides. This area is an important ground for the upper plate and it should not be clogged with paint.

The housing is ready for painting. Black Rustoleum works very well.



A 3/8" pipe plug and a length of insulated wire.



A cruddy swap meet distributor bead blasted and ready for masking and painting.



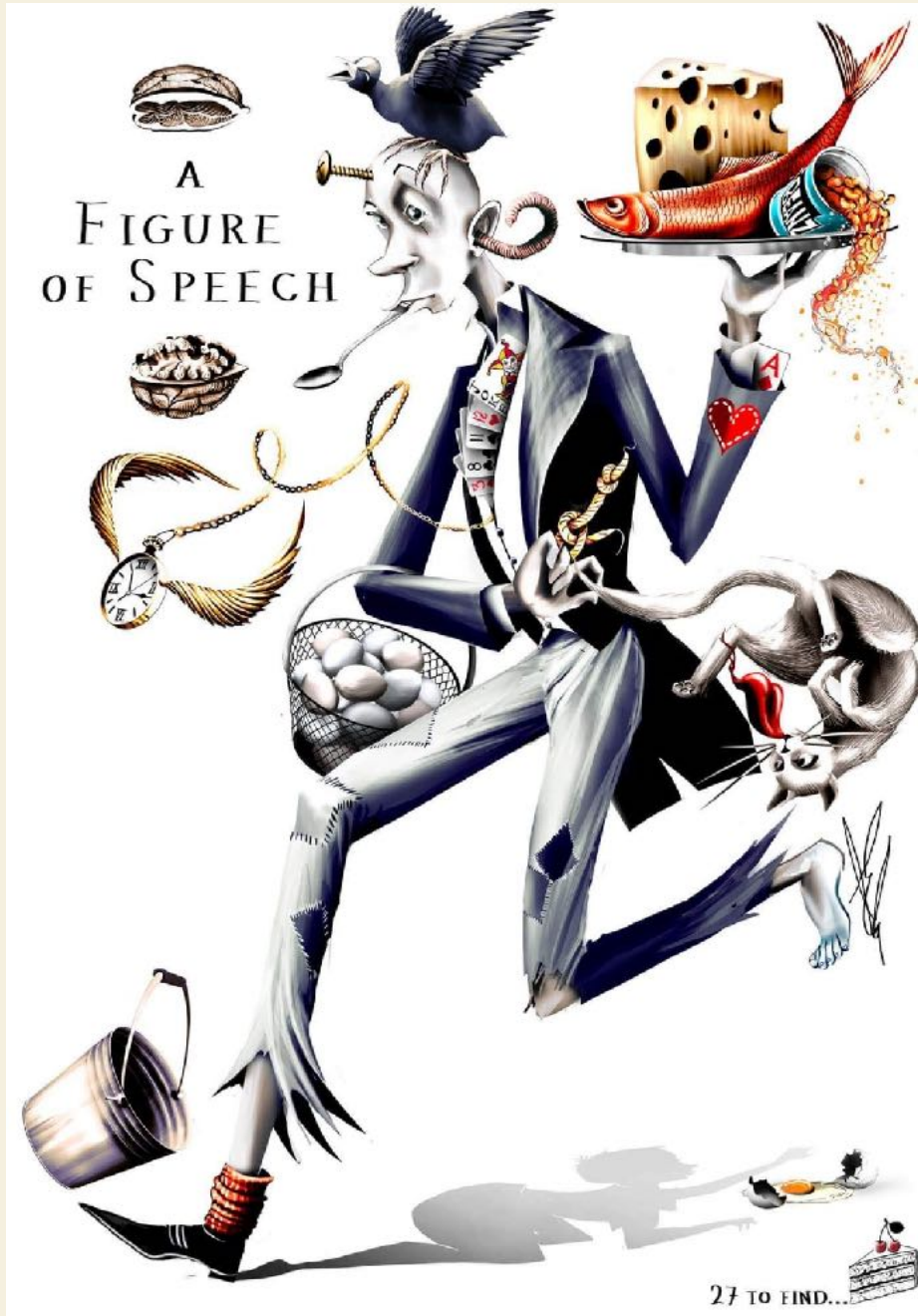
The finished product after painting.



27 Figures of  
Speech  
Facebook

# Big Kid's Corner

FOR THE OLD(ER) KIDS



This puzzle is a departure from the usual. Becky Mack submitted this one. Can you find 27 figures of speech represented in this picture? You may find more when considering variations.



# The Fashion Journal

## TAKE A LITTLE TRIP

By Melanie G. Whittington  
courtesy of MAFCA  
Fashion Committee

Traveling in a Model A is one of the highlights of our hobby. Combining an interest in Model As, travel, and era fashion is about the best thing I can think of to experience all aspects of this hobby. Where are you going? Is it for the weekend? What's the weather forecast? A few things to ask yourself before beginning to plan your wardrobe and luggage requirements.

"Each year motoring becomes more and more a favorite pastime as weekends grow in popularity..." according to the June 1931 issue of *Good Housekeeping*. This sentiment is very similar to the short tours so many of our chapters take each year. Do you and a few Model A friends like to take day trips and pack a lunch? Have a little fun with it! One of my favorite trips involved the Southeastern Touring group and a trip onto the Blue Ridge Parkway. My husband and I packed a lunch and brought our picnic set along. Add some fried chicken, potato salad, and lemonade for a trip you won't soon forget. (Figure 1) These luncheon kits were suggested for anyone "motoring much". They are not the easiest to find at antique stores, but I have seen several in my travels. It may look like a suitcase if it is setting on the floor closed. Look a little closer and you may find a treasure.



Figure 1; Picnic set

**LUGGAGE**  
--that will go vacationing with smart travelers

**For Short Trips**  
Light luggage for feminine travelers is our specialty. Custom built of the finest leathers, our hat boxes, trunk and cases are noted for durability.  
**\$3.95 to \$25.00**

**For Long Trips**  
Whether your trip is by sea or land or a combination of both, our new zipper cases and guaranteed wardrobe trunks will withstand the rough usage of both Europe and American travel.  
**\$15.00 to \$100**

**Motoring Trips**  
--are incomplete unless motoring luggage meets every necessity of the discerning traveler. Trunks and cases are equipped to facilitate motor travel here and abroad.  
**\$10.00 to \$65.00**

The importance of correct luggage cannot be over-emphasized. See our selection at once.

**The Regal Company**  
36 WEST MARKET STREET  
Luggage the Acceptable Gift for Commencement.

"Talon Hookless Fasteners," "slide fasteners" or "Zip-O-Grips" were all names for what we would call a zipper. These started showing up in luggage before the Model A era. Here is an ad from July 1927 in the *York (PA) Daily Record*. (Figure 2) The same ad, two months earlier, from Austin, TX did not mention the "new zippered cases" noted in the "For Long Trips" section.

Of other interest is the mention on short trips using "light luggage for feminine travelers". Not only were motoring trips becoming commonplace, the ads were focusing on females and the needs of traveling with multiple dresses, shoes, and hats.

"Brimmed hats having returned to fashion importance, a large hat box is required, as proved Mendel-Drucker model, covered in Scotch tweed Also shown, is the Oshkosh duffle bag of orange striped cord duck which is great for shoes. In the hand, you see a Zip-O-Grip handbag made of colored goat skin. At her feet is the Revelation



by the duck." and red lady's bright-suitcase cowhide sizes. included English shaped packing eBay or

Figure 2; York Daily Record, July 1927, "new zippered cases"

The Seward Aero-wardrobe conveniences. Hanging over the Seward is a Snuggle Rug of plaid woolen, which, on motor trips, is a "wise precaution". This rug is bag and uses a Talon Hookless Fastener. (Figure 3)

Next time you travel in your Model A, think about your luggage and for the era. Many of these suitcases, duffles, and trunks can be found on in antique stores, for a decent price. Even if you only use it as a prop in your "A," or for your next trip down the runway at a fashion judging event, you'll be adding a little more authenticity to the occasion.

Figure 3; Luggage from June 1931, Good Housekeeping



Model A Ford Club of America

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# MAFCA/MAFFI News

## MAFCA



What a thrill it was on September 19, 2020 to watch as **Les Andrews** was inducted into the Model A Ford Hall of Fame. The ceremony took place in Hickory Corners, Michigan at the Model A Ford Museum. Model A Ford Foundation, Inc. (MAFFI) president **John Begg** made the pronouncement and Les joined

the select few who have been given the honor.

Please join me in congratulating Les on this latest honor. Two years ago, Les was recognized by MAFCA for his many contributions to our national club when he was awarded life membership in MAFCA. Life membership is the highest honor MAFCA can award. Being a member of the Hall of Fame is a very rare designation reserved for a very special few.

If you want to complete your Christmas shopping, consider getting one or more key holders with the MAFCA logo for your special Model A friend or relative. They are wonderful stocking stuffers and will help protect the dashboard of your car from scratches that dangling key chains can cause. You will find them at [MAFCA Leather Key Holder](#).

On behalf of your Board of Directors, I would like to wish each of you a safe and happy Holiday Season. Whether it's Christmas, Hanukah, Quansah, or other, I hope you have a wonderful celebration. Come back refreshed and ready to resume traveling in your Model A. See you in 2021.

## MAFFI

As all of you know by now, 2020 has been a very unusual year and it has forced a reevaluation of all of our normal activities. Most of the Model A get togethers for the year have been cancelled and it has left a void in our lives as we have gotten to know such great people in the hobby. Model A Day at the Gilmore was also cancelled to protect of all Model A Hobbyists. Our theme for this year's event was First Responders, which is very appropriate with what's happening right now and this will carry over to the next year's event.

Each year Model A Day generated roughly one-third of the Model A Ford Foundation, Inc (MAFFI) operating budget, which includes operating the Model A Museum at Gilmore. With the cancellation of Model A Day, we have a shortfall of operating income for 2020. We have come up with a goal of \$30,000 to satisfy this shortfall.

There will be multiple ways to participate. We will have it set up on our web page, along with sending out email blasts to all know club contacts. Additionally, we will try to promote on both national club's facebook pages and in their national magazines with a goal of having contributions sent in by the end of the year. We encourage everyone to donate!





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FOR SALE: Hunt Willoughby has a very large collection of **Model A parts**. He would like to sell them all as one lot. He can be reached at: (801) 420-2797.

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