



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.3

2018 MAFCA Newsletter of the Year

March 2020

IN THIS EDITION:
ADJUSTING THE CARBURETOR
Roger's Baby Revived

RIDING
HIGH
CONCLUSION

TRAVELING
TO
MEXICO



Photographer Greg Mack



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	bjerg_menneskene@yahoo.com
President	Greg Mack	gregmack02@yahoo.com
Vice President	Brad Christofferson	bdc.p51@gmail.com
Sec/Historian	Amber Morrell	mystuff@live.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson Howard Eckstein	bjerg_menneskene@yahoo.com h_eckstein@hotmail.com
Photographers	Greg Mack Howard Eckstein Amber Morrell	gregmack02@yahoo.com h_eckstein@hotmail.com mystuff@live.com
Newsletter	Robert Mack	mack4759@yahoo.com



Museum of Mormon History of the Americas *Greg Mack photographer*



President's Message

GREG MACK

"If you are lucky enough to own a Model A, you are lucky enough." Some of you may remember this statement as a couple of past presidents have referred to it over the years. I do not mean to beat a dead horse, but I still find this statement reads true. As I pass by the rock with this inscription, it reminds me that I truly am lucky to have a Model A. Although blessed would probably be the more appropriate term, it would not quite fit the March theme, so I will save that for the November message.

Sometime last month a couple of us ventured over to Karl Furr's shop to have him work his magic on some Model A parts. When we arrived we found Joe and Karl working on Karl's 1918 Cadillac. This large touring car features a 314-cu.in. V-8 that puts out 70hp and 175 lbs. ft. torque. With its spacious interior and comfortable pleated leather seats, it is a prime example of American luxury in the 1900s. It is a very beautiful and unique car that is a real treat to see. As neat as this car is, however, it is not quite practical for many and I would classify it as a machinists car. Since there are no commercially available parts for this car, if something breaks, custom fabrication and machine work would be required to get the car back on the road. For someone like Karl who has the tools and expertise to fabricate such parts, this is probably an ideal car for him. On the other hand, for those of us whose mechanical aptitude is a bit below 'master machinist', the Model A is much better suited for us.

After leaving Karl's shop I had a greater appreciation for how lucky I am to own a Model A. Out of all the collector cars I could have acquired, I lucked out with falling in love with one of the most fun and reliable depression-era cars.

We are indeed lucky to have numerous vendors who reproduce and distribute almost every part we need for the Model A. This allows us to be able to drive our cars and enjoy them to their fullest versus having a garage queen or a museum piece.

We truly are lucky to have access to and be part of, the world's largest car club dedicated to a single automobile. Despite our differences, people from all around the world can easily experience and share the same love and enjoyment for this one automobile.

We are also extremely lucky to have such an abundance of wealth and knowledge about these cars available and plenty of 'how-to' information to do the majority of repairs. There are so many people right here in our small valley who are willing to give their time and share their talents in helping others keep their cars going.

We truly are blessed... I mean lucky, to have a Model A and such great friends to share our experiences with.



WHAT'S INSIDE

- 3 President's Message
- 4 Calendar of Events
Club Awards
- 5 Heard it Through the
Grapevine
March Birthdays

- 6 February Club Meeting
- 9 Roger's Baby Revived
- 10 Traveling to Mexico
- 12 Centerfold — Justesens
- 14 Adjusting the Carburetor
- 16 Riding High — Ford vs.
Chevy

- 19 Kid's Corner
- 20 Fashion Cost Comparisons
- 22 MAFCA Membership Form
- 23 MAFCA President's Message
- 24 "Now a Word from Our
Sponsors"

2020 Calendar of Events

March

- 19th — Club Meeting, 7:00 p.m., Larry H Miller
- **21st — Kirkham's Motorsports**, 304 E 900 S, Provo at 10:00 a.m., rendezvous point will be announced at a later date. We will eat at Chuck-A-Rama afterward

April

- 16th — Club Meeting, 7:00 p.m., Larry H Miller
- **18th — Lehi History Tour**, 10:00 a.m., we'll be touring Lehi and its historical and architectural sites; following the tour, we will lunch at Golden Corral

May

- **2nd — Garage Day, distributor rebuilds**, Brad Christofferson's home, 3020 North 600 East, Lehi, 10:00 a.m., if you want to rebuild your distributor, order a rebuild kit and bring your distributor
- 21st — Club Meeting, 7:00 p.m., Larry H Miller
- **23rd — Kennecott Open-Pit Mine Tour** will be a joint venture with the Salty A's; admission tickets are \$5.00, please pay Howard before the tour date

June

- **12th -14th — Overnight outing to Antelope Island State Park and Golden Spike National Historic Site** tour, make room on your schedule now for this
- 18th — Club Meeting, 7:00 p.m., Larry H Miller

July

- **4th — Provo Freedom Festival**, meeting location and time to be announced at a later date
- 16th — Club Meeting, 7:00 p.m., Larry H Miller

Tentative Activities (yet to be scheduled)
Circumnavigating Utah Lake, Progressive Lunch, Lindon Car Show, IMAD/Iron Chef Cook-off (Sept/Oct), Three-day tour to Jackson Hole and Grand Teton NP with the Beehive A's

Club Awards

With a new year underway, I would like to remind you of the awards available to members. These awards are a way to recognize you for your efforts and participation in the Model A hobby and specifically in the club.



13+

This award is a year-long effort. A member must drive their car once a month for 12 consecutive months in addition to one club activity. You can earn this award even if you don't have a car of your own, but ride in someone else's car. This award can be earned yearly.



Golden Wrench

To earn this award you must work on your car and report about it at a club meeting and write an article for the newsletter. Someone can give you advice, or step you through the repair, but you must do the work yourself. You can earn this award as many times as you wish.



Mileage

There are several Mileage Awards. This is awarded to the car, not the club member. The awards are given when the car is driven 500, 1,000, 1,500, 2,500, 5,000 and 10,000 miles. Soon there will be club members who will reach the 10,000-mile mark, so an additional award will be necessary.

The Crying Towel

This is literally a towel given to the member who has a very sad story to tell that was the result of someone else and was no fault of the member. An incident or accident, not caused by you, that may potentially have caused damage or harm.

Bent Rod

This is an award exactly opposite from The Crying Towel. In the case of an incident caused by the member due to oversight, neglect or other negative factors may win this award. It is a traveling award that must be prominently displayed in your home until another unfortunate member carries out a similar fiasco.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Just when we thought club members were through with hospital visits we learned that **Tim Isacksen** was another health care patron. Tim went into the hospital in January for a hip replacement. He is making great progress. He and Judy were at this month's meeting, and Tim attended Roger's engine install!

"A must for every car lover's bucket list!" That's what **Bill and Colette Thompson** said about their trip to the Barrett-Jackson auction in Scottsdale, Arizona. There were 1,950 cars on the auction block. They were amazed at all the events offered at the auction. Expensive cars weren't the only things auctioned off. One neon sign sold for \$80,500.

It's official! **Roger Davis'** pizza party (compliments of Geena) resulted in the installation of a running engine! He says,

"Thanks to my Model A friends for all the help yesterday and over the past months getting my car up and running. It took all of you to get that engine back in the car.

We did get the engine running and it sounds superb —purring like a kitten! I just have to connect the brake rods, and I can take it out for a spin.

It's great to have exceptional friends with technical expertise to help.

I had no idea when I bought the Model A that I would end up with so many super friends! It's more than a car, it's more than a club, it's true friends. May God bless you all for your help and compassion."



February Club Meeting

BY AMBER MORRELL, SECRETARY/HISTORIAN

Attendance:

Diane Brimley, Roger Davis, Howard and Gemma Eckstein, Tim and Judy Isacksen, Tony Jacobs, Kenneth Johns, Greg, Nicholas and Robert Mack, Dick and Aniece McCulloch, Dave and Amber Morrell, Clyde Munson, Bill and Colette Thompson, Bob and Janell Todd, and Richard Tucker

Club Business:

News

- Clyde invited the Salty A's to join us on our trip to the Kennecott Copper Open-pit Mine.
- Thompsons went with their son to the Barrett-Jackson Auto Auction in Scottsdale, AZ. To bid it cost \$450, so Bill and Colette paid \$30 to watch. There were 1,950 cars to auction off. They had such a good time they said it should be on every auto enthusiasts' bucket list.
- Tim Isacksen came to the club meeting sporting a walking stick; it turns out he had a hip replacement. His recovery is moving along very quickly.
- Dick and Aniece McCulloch are back after a hiatus of a couple of years. With Howard's help, their car got a tune-up. They are waiting for a new manifold. Welcome back!
- Even though we are a chapter of the Model A Ford Club of America, we ended up on the pages of Model A News, a publication of the Model A Restorers Club. Exactly how we made it into the other clubs magazine is unknown, but Howard likely submitted pictures to the coordinator of International Model A Day, and he printed the photos as part of a collage. We're famous on both sides of the aisle.
 - Mike Kelly, MAFCA's Membership and Marketing Director, contacted Clyde asking him to encourage MAFCA membership. MAFCA is a great organization and serves our club in many ways. It is a two-way street. MAFCA benefits when we pay our dues, and we benefit by receiving club insurance, in-depth information such as the Judging Standards and nationally sponsored activities and events.
 - Rick Black wanted an update on our webpage so that he has current information. Rick Black wanted an update on our webpage so that he has current information.

Apparel

Howard has been doing some research and found a local company that will provide the club with logoed apparel. The shirts have pockets and will cost \$15.00. The jackets are very similar to the ones we already have and are \$85.00. A small portion of the sales comes back to the club. If you want to purchase any of the garments, fill out the form and submit to Howard; along with payment. Robert has the logo image of various people's cars, so if you want to use that, contact Robert at mack4759@yahoo.com, and he will send it to you.





Sign-up Sheets

The club needs help in various areas, so sign-up sheets were sent out asking members to volunteer for: 1. Tech Talks, 2. Refreshments, 3. Newsletter articles. A “tool list” was also sent around. Members who have tools they are willing to lend (or are willing to help a fellow member with the tool, e.g. Karl Furr is willing to help a member by machining a part) please make it known.

Activities:

February

- **22nd — Roger Davis’ Engine Install**, 10:00 a.m., 2169 E. 900 N., Spanish Fork; he will provide lunch
- **29th — Mormon Mexican Museum Tour**, 10:00 a.m. 1501 N. Canyon Road, Provo across from BYU; we will have lunch at Los Hermanos, University Mall (575 E. University Parkway, Orem)

March

- **21st — Kirkham’s Motorsports**, 304 E 900 S, Provo at 10:00 a.m., rendezvous point will be announced at a later date. We will eat at Chuck-A-Rama afterward

April

- **18th — Lehi History Tour**, 10:00 a.m., will be touring Lehi and its historical and architectural sites following the tour we will lunch at Golden Corral

May

- **23rd — Kennecott Open-Pit Mine Tour** will be a joint venture with the Salty A’s, admission tickets are \$5.00, please pay Howard before the tour date

June

- **TBA**

July

- **4th — Provo Freedom Festival**, meeting location and time to be announced at a later date

December

- **TBA — Annual Christmas Party**



Tentative Activities (yet to be scheduled)

- Overnight outing to Antelope Island State Park and Golden Spike National Historic Site
- Circumnavigating Utah Lake
- Progressive Lunch
- Lindon Car Show
- IMAD/Iron Chef Cook-off (Sept/Oct)
- Three-day tour to Jackson Hole and Grand Teton NP with the Beehive A's

Tech Talk:

Howard gave a very informative presentation about how the ammeter and the battery work in the Model A. Because it was in great detail, it was easy to see what was happening in the electrical system and the battery to explain why the ammeter will show and charge (+) or a drain (-). The ammeter is in direct correlation to the battery. If you missed his presentation, it is very worthwhile to get a copy of his Power Point.

Refreshments:

While not the most informative portion of the meeting, it was none the less perhaps the most tempting part — refreshments. This time Nicholas brought cookies. It doesn't look like anyone turned him down.



Diane has updated the dues payments she has received. Of the 33 couples on the rolls of club membership, 19 have paid their dues and 14 have not. If you have not paid your dues yet, please do. The club needs your help.



Roger's Baby Revived

BY ROBERT MACK

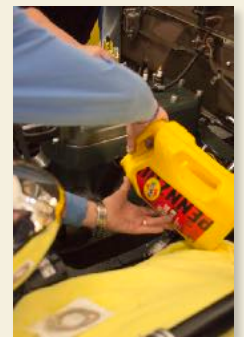
You know something's up when a sleepy neighborhood street becomes congested with cars congregating around a residence. It is especially true when a few Model A's join the crowd. This is what happened on 900 North in Spanish Fork on February 22nd. That is when a group of men showed up with a mission to complete. Secreted away behind closed doors, Reid Carlson, Roger Davis, Howard Eckstein, Tim Isaksen, Tony Jacobs, JJ (Roger's grandson), Greg, Nicholas and Robert Mack, Dave Morrell and Clyde Munson rendezvoused at Roger Davis' home to revive his baby by giving it a new heart. The two lead surgeons were Howard and Clyde who directed the proceedings.

In a sterile (immaculately clean) garage, and on a very specialized bed, lay Roger's baby. But she was in good hands. In fact, many hands were needed on several occasions while trying to complete the insertion of her heart. After numerous adjustments were made, and a few obstacles overcome, the lifelines were attached to bring the heart to life.

Following a filling lunch of pizza, salad and soda, provided by head nurse, Geena, the emergency room crew went back to work.

Finally the moment of truth had come. The defibrillator was connected and the key turned. After a couple of tenuous turns, Roger's baby came to life. It was another monumental moment for our meticulous surgeons, and the smile on Roger's face was proof of that. Congratulations to all involved.

Photographers: Clyde Munson and Robert Mack





Traveling to Mexico

BY ROBERT MACK

Early morning on Saturday, February 29th (leap day) we climbed on board our time machine for a trip back in history. Our destination? Mexico, from the 1830s to the 1980s. In order to travel safely, we met with other time travelers, Elaine and Reid Carlson, Clyde Munson, Colette and Bill Thompson, Becky, Greg and Robert Mack, Gemma and Howard Eckstein, Janell and Bob Todd, Amber, Karen and Dave Morrell, as well as Dave's sister, Penny, Tony Jacobs and his son-in-law, Kenneth Johns, Pat and Allen Justesen, Geena and Roger Davis, Chris and Richard Tucker.

The ride was uneventful for all except Morrells, who think their time capsule blew a head gasket. Once everyone arrived at our destination, The Museum of Mormon History of the Americas, we went inside and met our hosts, Fernando and Enriqueta Gomez. He took us back to 1823 when his grandmother and other members of the family met some missionaries. They were baptized members of The Church of Jesus Christ of Latter-day Saints. It was through their efforts and the work of others that started the growth of members in Mexico. Many hardships were endured and lives lost in the name of the Church.

The origins of the Church in Mexico had humble beginnings, and the members were on their own for ten years when diplomatic relationships between the



1908 congregation in central Mexico

Mexican and US governments soured. They built their own churches and furnished them, right down to making their own sacrament trays.

The Gomez's worked hard to collect the artifacts and have the most comprehensive collection of Mexican artifacts of any museum. Fernando uses a couple of electronic displays as well as many historical photographs that line the walls of the museum to tell the story. In their little gift shop, visitors can buy several books, including a copy of the first Book of Mormon translated into Spanish.



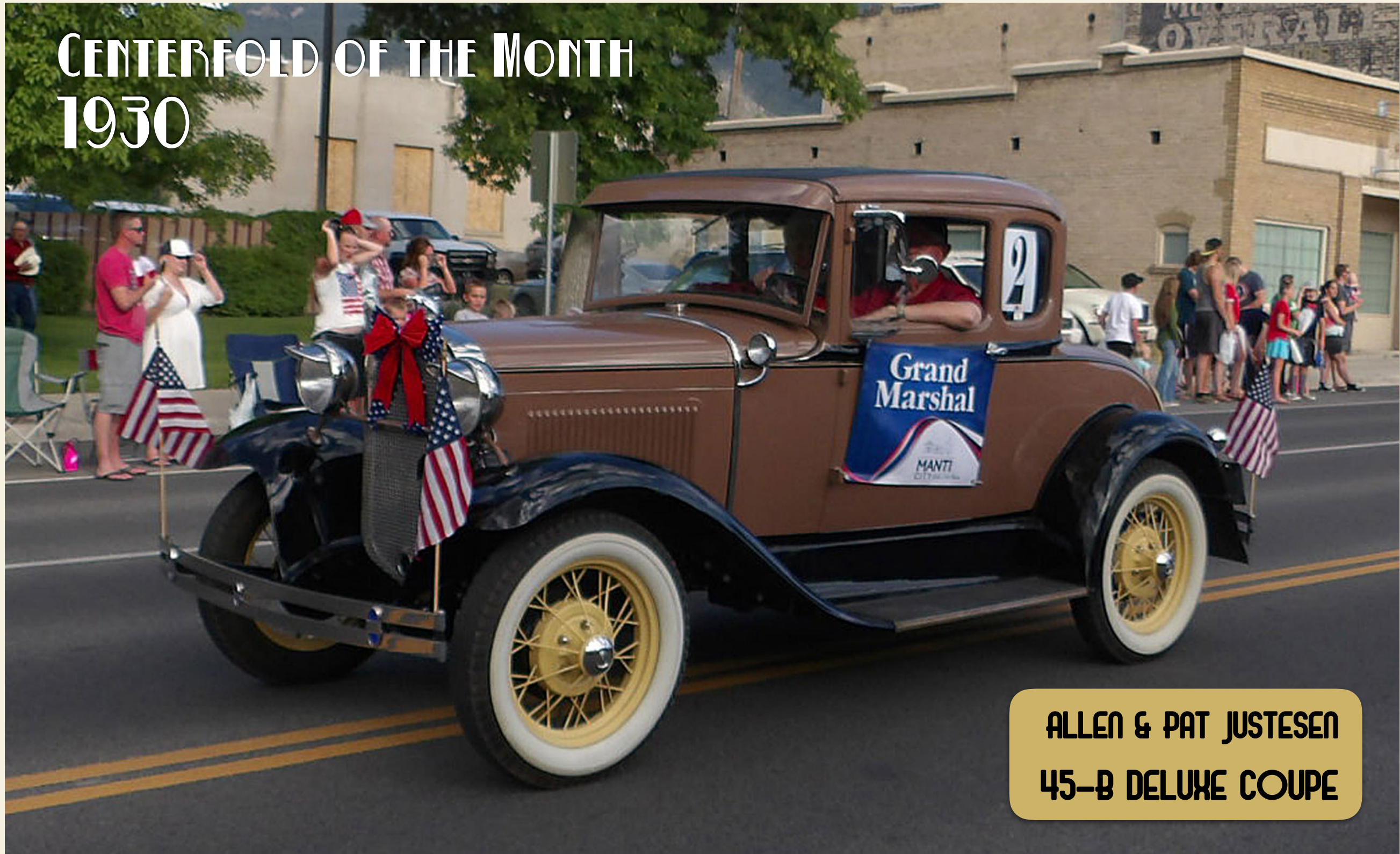
Fernando Gomez with electronic exhibit

As the story of Mormonism in Mexico continued, it brought us to the modern-day accomplishments of Church members in our neighbors to the south. It was a very enlightening tour and most of us learned a lot more than we thought we would.

Having filled our heads with new information, we headed for Los Hermanos to fill our stomachs with more of Mexico's culture. We all went away from this fulfilling experience with a new found appreciation for Mexico.



**CENTERFOLD OF THE MONTH
1930**



**ALLEN & PAT JUSTESEN
45-B DELUXE COUPE**



Adjusting the Carburetor

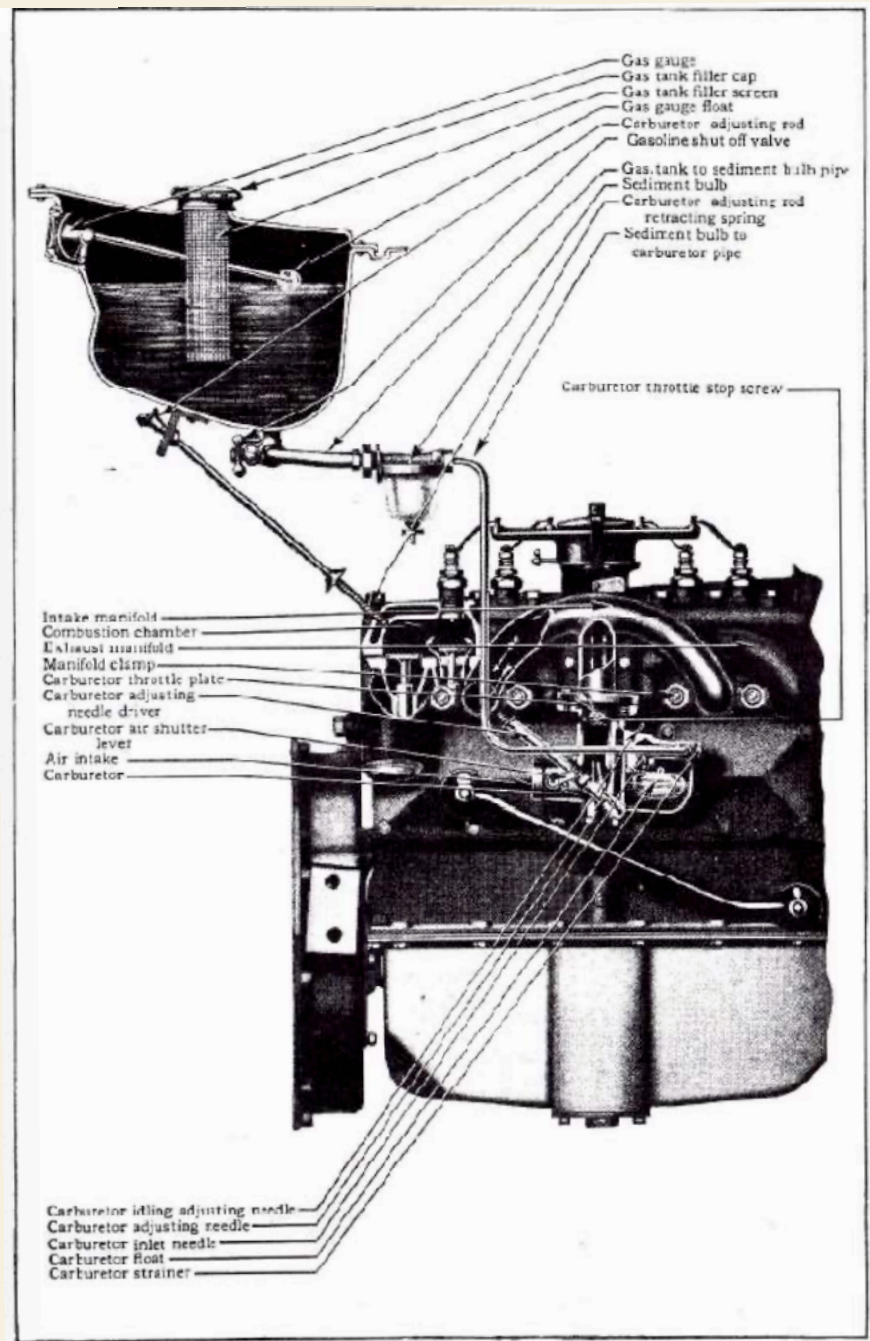
FORD MODEL A INSTRUCTION MANUAL

The Carburetor

The quantity of gasoline entering into the carburetor is governed by the float. The volume of gas mixture entering the intake manifold is controlled by opening and closing the throttle, according to the speed desired by the driver. Since, with the exception of the needle valve and idle adjustment, all of the carburetor adjustments are fixed, about the only thing that could affect the carburetor would be dirt or water getting into it. An occasional cleaning will insure uninterrupted service. To clean the carburetor, remove the filter screen and thoroughly clean the screen by washing it in gasoline. The screen is easily removed by backing out the filter plug (see Fig. 12). It is also a good plan to occasionally remove the drain plug at the bottom of the carburetor and drain the carburetor for a few seconds.

Regulating Gasoline Mixture

For Economical driving, reduce the quantity of gasoline in the mixture by turning the adjusting rod to the right as far as possible without affecting the operation of the engine. This is particularly true when taking





long drives where conditions permit a fair rate of speed being maintained, and amounts for the excellent gasoline mileage obtained by good drivers.

Turning the carburetor adjustment too far to the left results in a "rich mixture." Such a mixture has too much gasoline and should be used for starting and warming up only. Running with too rich a mixture causes excessive carbon and overheating, likewise it wastes fuel.

Adjustment of Carburetor

The method of regulating the carburetor for ordinary driving conditions is to turn the carburetor adjusting rod to the right until the needle just seats, then turn the rod back approximately one-fourth of a turn.

To Set Idle Adjustment Proceed as Follows:

With engine warmed up, fully retard spark and throttle adjusting screw so that the engine will run sufficiently fast to keep from stalling. Next turn idle adjusting screw in or out until engine runs evenly without rolling or skipping. Then slowly screw in throttle plate adjusting screw until engine picks up slight additional speed. Connect throttle rod to carburetor

Do not expect an engine that is too stiff to "rock" on compression when stopped, to idle well at low speed.

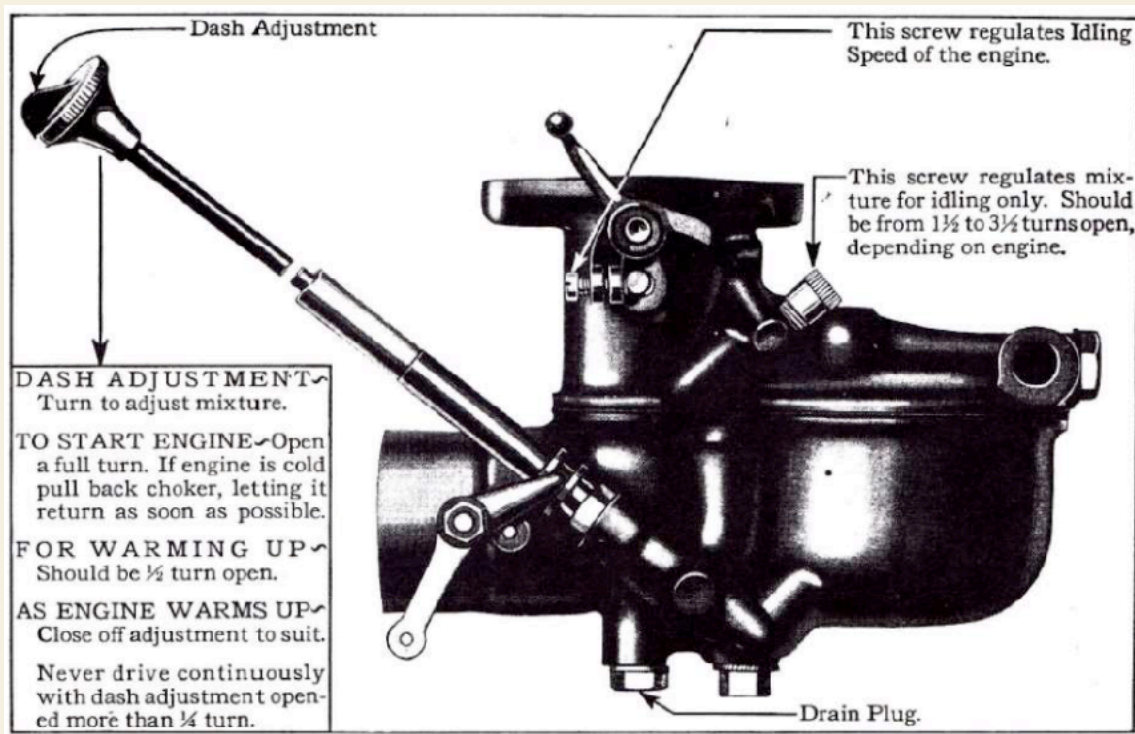


Fig 12



Riding High: 1928 Ford vs. Chevrolet (pt. 4)

BY ARCH BROWN, SPECIAL INTEREST AUTOS #102, DECEMBER 1987

Continued from last month

This is not to suggest that the Ford was a cream puff when Gene acquired it. Far from it! It had been stored for many years in a granary, and although it was all there, the rats had munched away at everything that wasn't made of metal!

This car had evidently never been out of Modesto, California, from the time it was sold new by the local dealer until Jameson — also a Modesto resident — completed the restoration and began to use it on club tours to various parts of California and Nevada. Since the restoration, Gene has logged more than 22,000 miles at the wheel of the Ford.

Like Ron Delucchi's Chevrolet, Gene Jameson's Ford was treated to a frame-off restoration. Gene, assisted by Roy Daggs, did nearly all the work himself, farming out only the top and plating. In the process he replaced the original multiple-disc clutch with the more serviceable single-plate type.

In addition to the clutch, there are several other features that were unique to the 1928 Model A's: the five-bearing camshaft, for instance, and the five-brush "powerhouse" generator. Brass fittings were used in the

carburetor, and a shroud was fitted to the radiator. All of these items were modified in the later cars, as a cost-cutting measure. Also unique to the '28, though its elimination had nothing to do with cost, was the drum-shaped "tuna can" taillamp. Later cars used a smoother, more rounded style.

It came as no surprise to us to find that the Ford's clutch is not quite as smooth as the Chevrolet's, but the chatter is minimal. Changing gears is at least as easy in this car as it is in the Chevy. The engine in the Model A is quieter than that of its competitor, doubtless due to its flathead design, but road noises are more audible in the Ford.

Acceleration is brisk. This car is fun to drive! Steering is very nearly as quick as that of the Chevy, and almost as heavy. The ride (as we well remember, having once driven our Model A on a 2,000-mile trip) is somewhat choppy.

This car, too, has some unique features:

- Thanks to the cowl-mounted fuel tank, there's a float gauge on the dash-board. Otherwise, instrumentation is limited to the speedometer and





ammeter, though Gene's car is fitted with the accessory Moto-Meter riding atop the radiator cap.

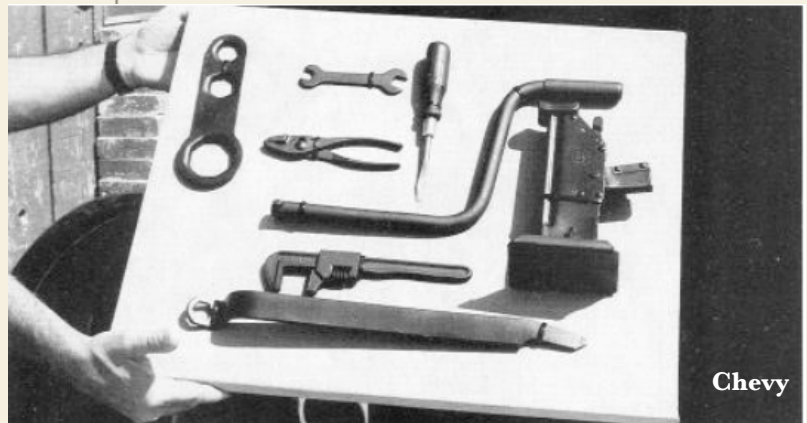
- Inside door handles are designed to be pulled, rather than turned. (The same is true of our lady's '86 Thunderbird. A modern touch here?)
- Although the sport coupe is styled like a convertible, it has a fixed-position top.
- Instead of cranking up into the header, like that of the Chevrolet, the Ford's wind- shield opens out. Free "air-conditioning," if you don't mind the wind in your face!
- Ford, in 1928, pioneered the use of shatterproof glass in the windshield, at least as far as the low-priced field was concerned. That first "safety" glass tended to discolor, to the point that when Gene Jameson drove his home from that granary (under its own power, remarkably enough) he had to lean out the window in order to see where he was going! Nevertheless, it was an important "first."

Given the age of our comparison-Report cars, the remarkably low prices at which they were first sold, they're both very impressive automobiles. Our overall impression is that the Chevrolet is the more re- fined of the two, while the Ford appears to have the edge in sturdiness. They're cute, reliable, fun to drive, and lots of car for the money!

Thanks to Mark Kendall and the Script "A" News for providing this article.



Clip-on rim wind clock is attractive accessory compared Ford.



Chevy

Ford carries a more extensive tool set.



Ford



There Were Two Others to Choose From

Chevrolet and Ford clearly dominated the low-priced field in 1928. Between them, in fact, they accounted for more than 42 percent of all the automobiles built in the United States that year. But there were two more contenders, two other light, inexpensive, four-cylinder cars. Both were machines of considerable merit. And both were built by men whose names commanded respect in the industry.

First, there was the Durant, produced by the man who had founded General Motors and had twice served as president of that great corporation: William Crapo "Billy" Durant. Billy had founded Durant Motors in 1921, and by 1928 his namesake automobile came in several series, bracketing the low and lower-medium price fields. The smallest of these, successor to the company's late, lamented Star car, was a four-banger, priced almost nose-to-nose with the Chevrolet.

The Durant was an assembled car. Nothing the matter with that, except that it isn't easy to be price-competitive when one is dependent upon other manufacturers for virtually every component. And it was an entirely conventional machine. Perhaps the most noteworthy feature of the four-cylinder series was its relatively high ratio of horsepower to displacement. For although the Durant's Continental engine was much smaller than the powerplants of its major competitors, the car's performance was fully competitive. And so reliable was the Star-cum-Durant engine that for many years it enjoyed considerable popularity in marine use.

Like the Star before it, the Durant was particularly popular in mountainous areas, for it could climb hills like a veritable mountain goat. In part this may have been due to the torque characteristics of the engine, but probably the major factor had to do with gearing. For the Durant's final drive ratio was 4.44:1, compared to 3.81:1 in the Chevrolet, 3.70:1 for the Ford. And in addition, the Durant rode on smaller wheels — 19 inchers — while those of both the Ford and Chevy measured 21 inches.

And then there was the matter of weight. The Durant was a hundred pounds lighter than the Chevrolet, though like the Chevy its wheelbase was substantially longer than that of the Ford.

The other competitor in this four-way race was John North Willys's four-cylinder Whippet. Willys, whose Overland had ranked second in the industry from 1912 to 1918, had come upon hard times,

and the Whippet represented his bid to recapture a place in the volume market.

This car, much lighter than even the Durant, was frankly patterned after the European cars of the day. As recounted in SIA #66, the Whippet was billed as "America's first European-type small car." Designed with British tax laws in mind, it had a stroke/bore ratio of 1.4:1 — compared, for example, to 1.1:1 in the Ford. The idea, of course, was to build a very economical machine, thus filling what John Willys perceived as a void in the American market while at the same time carving out a slice of the increasingly lucrative overseas trade.

The Whippet has been much maligned, over the years, for its supposed lack of durability. But in a sense, its problem was that the Whippet was too good. This peppy little car was a dirt-track favorite all across the country, for its performance — aided by a 4.89:1 axle ratio and 19-inch wheels — was truly remarkable. The temptation to push the Whippet beyond any reasonable limits was more than many drivers could resist, and as a result, many of these gallant little cars simply pounded themselves to pieces!

For a time, however, the Whippet was really a factor to be reckoned with in the market. For in 1928, Willys-Overland built 315,000 automobiles — most of them Whippets — propelling the company into third place, behind only Chevrolet and

Ford! It was a short-lived success as matters developed, however. By 1930 the company stood in sixth place, and the following year the Whippet was dropped from production.

There's a postscript to the Whippet story. As many of our readers know, the little four-cylinder engine, extensively reworked by Barney Roos, went on to power the legendary World War II Jeep.

It seems, in retrospect, as though both the Durant and the Whippet deserved a better fate. And perhaps the clue to their failure lies in the character of their respective creators. Both Billy Durant and John Willys were promoters, not automobile men per se. Unlike Henry Ford and Walter Chrysler and so many other industry pioneers, they had no gasoline in their veins. Both had interests elsewhere. Durant was deeply involved on Wall Street, where at one point — before it all collapsed like a house of cards — he controlled nearly four billion dollars in investments, more than a billion on his own account. And Willys was involved in politics and diplomacy. From 1930 to 1932, critical years for the automobile industry, he served as the first United States Ambassador to Poland. Thus neither man was really in command, at the time their leadership was needed most.

Perhaps, just perhaps, if the bosses had remained at home, tending the store....

Using the popular two-door sedans as the basis for comparison, here's how the "low-priced four" looked in 1928:

Table with 5 columns: Feature, Chevrolet, Ford "A", Durant 4, Whippet 4. Rows include Price, Shipping wgt, Wheelbase, Engine c.i.d., Hp/rpm, Compression ratio, Valve configuration, Main bearings, Lubrication system, Clutch, Clutch diameter, Brakes, Effective area, Steering, Ratio, Final drive ratio, Tire size, Hp/c.i.d., and Lbs/hp.



The Kid's Corner

FOR KIDS YOUNG AND OLD



FIND THE DIFFERENCES

There are 12 changes between the two photographs. Can you find at least 10?

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Answers on page 23

1. parking sign behind Carlson's car. 2. Carlson's directional signal. 3. Nicholas' mileage awards. 4. Tony's license plate. 5. White patch on Tony's jacket. 6. Clyde's hubcap. 7. Banner on building. 8. Reid's rearview mirror. 9. MAFCA badge on Clyde's car. 10. Light under front porch of building. 11. Go Cougars banner on lightest. 12. Clarence Robison Track sign.



The Ladies Fashion Journal

FASHION COST COMPARISONS 1928-1929



We have had articles on what to wear for judging fashions but no one looked at what the articles of clothing actually cost and who had the best value for the money in our era. I have used Sears Roebuck and Montgomery Ward's Catalogs from 1928-1929 as my documentation.

Here is what I found:

A coat from Sears on the far right was \$25.50

PAUL POIRET
Noted French Designer
Created This Lovely Coat

Trimmed with
MENDOZA FUR
(DYED CONEY)

Each Coat Bears This
World Famous
Label

REPLICA OF
PAUL POIRET MODEL
TRIMMED WITH
MENDOZA FUR

17K3041
All Wool
VELANA Suede
All Silk
Crepes Lining
\$39.75

17K3045
All Wool
Broadcloth
Satin
de Chine
Lining
\$24.75

17K3050
All Wool
Suede
Velour
Satin
de Chine Lining
\$25.50

Coat of Fine Quality
It requires the "best" in the matter of fabric, tailoring and every little detail to make a coat of such simple design give such an effect of elegance, as is the case in this handsome model. Developed in silky lustrous fine quality All Wool Broadcloth, a warm, winter weight dressy fabric of guaranteed durability.

It is cut on straight, becoming lines, expertly tailored and made with strap inserts at the sides, that are finished on top with hand embroidered, large silk arabesque heads. Imported Black Belgian Lynx Coney was used for the fastening large collar and deep cuffs. Coat is warmly interlined and lined throughout, with guaranteed Suede de Chine. Average length, 47 inches. It is offered at a very modest price.

Women's and Misses' Sizes—34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. For measuring instructions see page 13. Suede and linings weight, 6 pounds. 17K3045—Black **\$24.75**

**Direct From New York
A Splendid Value**

Fashioned of warm, white-weight All Wool Suede Velour, this coat has the rich advantage of a large fastening collar and deep cuffs, in selected grade, beautiful Mendosa fur.

It gives a decided sense of chic by having rows of corded tucking at the lower back, finished on each side with lustrous rayon stitched groove bands. The sleeves also depart from the ordinary, by featuring novel cut insets and button trimming.

This is an exceedingly smart model, styled in only New York can make them and offered at such a low price as you will only find at Sears.

We guarantee that for \$25.50 you will not find anywhere else this season a coat of such sterling worth and quality. Like all of our coats, the model has the full cloth undercollar, wide chest fastenings, dark neckband and careful adjustment of finish and tailoring; features that give real Suede coats famous.

Coat is heavily interlined and lined with guaranteed Suede de Chine. Average length, 46 inches. Women's and Misses' Sizes—34, 36, 38, 40, 42, 44, 46 and 48 inches bust measure. For measuring instructions see page 13. Suede and linings weight, 6 pounds. 17K3050—Brown **\$25.50**

Never before has such an offer been made in America. Think of it! A coat of lustrous All Wool Velour Suede—trimmed with fine Mendosa fur—lined with lustrous quality All Silk Crepe and developed by the world's most famous fashion creator, Monsieur Paul Poiret of Paris.

The model features a wide flower trimmed collar, deep cuffs and wide band around lower back and sides of Mendosa Suede—trimmed and dyed (imported coneys) and has an original treatment of tucking on the back. In every detail it is a replica of the original Paul Poiret model and each coat bears the lady showing above.

Women's and Misses' Sizes—34, 36, 38, 40, and 42 inches bust measure. Average length, 47 inches. For measuring instructions see page 13. Suede and linings weight, 6 pounds. 17K3041—Brown **\$39.75**

12, " SEARS, ROEBUCK AND CO. The World's Largest Store



Montgomery Ward's similar coat, in the middle, was \$18.98



MAFCA Membership Application

Model A Ford Club of America Membership Application

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Telephone: _____ Email: _____

I grant MAFCA permission to publish my name and contact information: Yes _____ No: _____

U.S. Membership \$50 • Canada/Mexico Membership (U.S. Currency) \$60
International Membership (U.S. Currency) \$70 • International Membership Digital Edition only \$50

Includes six issues of The Restorer magazine!

Mail check payable to MAFCA or for Visa/Mastercard:

Card Number: _____ Exp. Date: _____ CVV Code: _____

Signature: _____



Mail to:
Model A Ford Club of America
250 S. Cypress St.
La Habra, CA 90631-5515



Rev 12/23/2019

You can also join on-line by going to the MAFCA webpage <http://www.mafca.com/index.html> and click on the "Join MAFCA" in the dark blue bar just below the masthead. It will automatically take you to the the on-line application. You can fill out the information they request and pay with a credit card.



Model A Ford Club of America
Over 20 Years on the Web - 1997-2020
"The Largest Car Club in the World Dedicated to One Type of Automobile"

Home What's New **Join MAFCA** MAFCA Store Calendar Site Index Contact Us Google Custom Search Search



Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



MAFCA News

BY BILL TRUESDELL



Bill Truesdell

The bulbs are starting to flower here in the West. It won't be long before they start punching their way through the snow farther East. Getting the Model A ready for touring is the next item on our "To Do" list. It is easy to do simple

things, like checking the lug nuts on your wheels to be sure they are torqued to 55 foot-pounds. Backflushing the radiator will get rid of all the flakes of rust that may have accumulated over the winter. But also be sure to recheck the toe-in alignment on your front end so your car will hold itself squarely on the road and not bounce around or wander. Does your horn work? How about the headlights? Now is the time to change the oil (and filter if you have one). A little careful attention to annual maintenance and your special beauty will be ready to tackle another season of touring.

I was visiting the AAA office the other day and requested some maps for the route between us and Kerrville, Texas. They still have paper maps. Those are a nice alternative to the GPS displays we have on our phones these days. It is nice to spread them out on the table and use a highlighter to mark the route we want to take. They also make it easy to determine daily driving distances so planning hotel stops is made easier. We are looking forward to being in Kerrville for the National Convention, and we are looking forward to enjoying our journey to and from Texas as well.

National Conventions are so much fun. We still have an opening for a club to host the 2022 National Convention. Some great rewards are waiting for those who agree to take on that project. Talk with MAFCA Vice President, David White. You can reach him at

If you haven't yet
Don't Forget



Renew your 2020 membership
today

Call 866-379-3619
or visit
www.mafca.com



Membership Roster
2020

Model A Ford Club of America

April Availability

Model A Ford Club of America
www.MAFCA.com

Important Reminder

Don't forget to order your **2020 Membership Roster** now. You don't want to be traveling without this helpful resource. Order yours now so you will be sure to get a copy, they will go fast. \$16 plus postage

Call 1-866-379-3619
or visit
www.mafca.com



“And Now A Word From Our Sponsors...”



The World's Largest Selection of 1909-31 Ford Parts

Snyder's
ANTIQUE AUTO PARTS

12925 Woodworth Rd. • New Springfield, OH 44443

Toll Free Ordering (888) 262-5712
or FAX (888) 262-5713

Order On-Line @ www.snydersantiqueauto.com



FREE Fully Illustrated CATALOG
\$10.00 outside the U.S., Canada, & Mexico

*If your engine is
foaming at the mouth*



*Plan on a new
head gasket*



For the first time since Henry Ford, Mike's A Ford-able
Parts is offering **A Complete New Rear Brake
Backing Plate Assembly** for your "A"

**Keeping the hobby
A-Ford-Able since 1992**
1-888-879-6453

www.mikes-afordable.com

*Dealer Inquiries Welcome



**CALL & ORDER
YOUR FREE
CATALOG TODAY!**

*These businesses are supporting our club. When ordering
Model A parts and accessories, please show your appreciation
and support them.*