



UTAH VALLEY

- Model A Club -

MOTOMETER

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2018 MAFCA Newsletter of the Year

September 2020

IN THIS EDITION:
TRACTOR CRAWL CRUISE
Carburetor - Exploded View

GOLDEN WRENCH
INSTALLING AN
ALUMINUM FAN

CARBURETOR
JET FLOW
TESTING



Tractor Crawl, photographer, Howard Eckstein





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
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Activities	Howard Eckstein	h_eckstein@hotmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
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Photographer Howard Eckstein



President's Message

BY GREG MACK



“Back to school!” As a kid, this phrase sent chills down my spine! Admittedly it still makes me shudder even though I have not been in school for quite a while. The real reason for the dread is not as much school in and of

itself, but more so that it is an indication that our summer is about to come to an end. This cycle of going from summer months to winter months has quite a humbling effect on me. I will be flying high having fun and enjoying myself and then get brought back down when I realize that cold and dreary months are just ahead, and I need to be responsible and get my act together to get some things done before it is too cold.

Each year I go through this cycle, and I have found that dealing with Model As has its own cycle that usually leaves me humbled. The Phaeton has served my family well and has been pretty reliable. I like to think this is due to mine and my dad's routine maintenance and repairs. However, when I look at the hodgepodge of parts that were used to build this car, I think it might be more just dumb luck with the added help from club members that has kept us on the road. We have covered many trouble free miles and it is during these miles that my pride gets built up and I think, “Yeah! I could totally

do a long distance trip on my own.” It is usually not long before the Model A gods remind me that I have a long way to go before I am ready and they 'bless' me with a break- down or even a quick flashback of the two non-running cars back at home. These moments help to humble me and bring me back to the reality that I am not quite self-reliant in the Model A world.

Although most of us are not in school, I hope that we will all continue to learn and to be humble enough to accept help from others. We have been given a sign indicating that the end of the season is near, I hope that we can take advantage of the next couple months to have as much fun and get as many miles in before it is too late.



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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.

September

- 5th — Labor Day Weekend, **Iron Chef and IMAD**, in Heber at Brent Baker's Home, we will leave Harmons Grocery Store in Orem at 10:00 a.m.
- 17th — **Club Meeting**, 7:00 p.m., Chistofferson's garage, 3020 North 600 East Lehi, UT 84043
- 26th — **UVU fundraiser**, 4:00 p.m. to 9:00 p.m., five cars are needed, they will be left on campus during that time; car owners will pick them up at 9:00 p.m. fund raiser participants will not be allowed to touch the cars, but can have their pictures taken with the car — contact Howard if you would like to participate

October

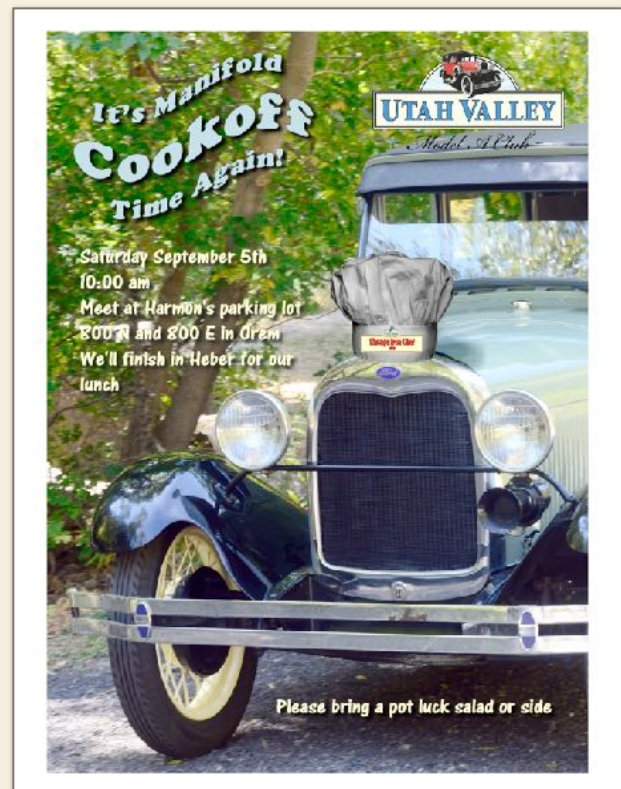
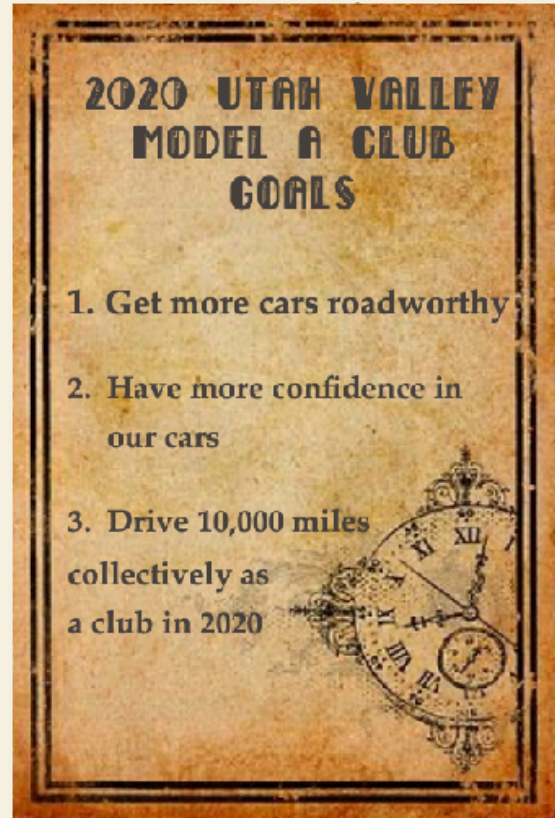
- 15th — **Club Meeting**, 7:00 p.m. Morrell's garage, 8282 S. State St., Spanish Fork, UT
- 17th — **Gimmick Rally or History Hour**, details will follow

November

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

December

- TBA — **Annual Christmas Dinner**
No Club Meeting this month





Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

A Tribute to Our Young People

This is a family oriented club. Many activities are just as fun for the youth and young adults as for the older generations.

There are quite a few young people who have participated in the activities. Our hats go off to them and their willingness to help. They bring a spark and light-heartedness that can't be found anywhere else. Here are some examples:

Josh H. helped Buster and Karl with work on Karl's Model A. He also participated in such activities as the Vintage Iron Chef Cook-off. He recently learned to drive their Model A and drove it during the Veterans Tribute Parade in July.

Diane's grandchildren, Alyssa and Ali, have participated in many of the activities. They have been keeping Diane and Margaret busy, but the rumble seat is always full of bright smiling faces.

JJ, Roger's grandson, was an invaluable assistant while the engine in their car was being removed. He was there to help with the installation, but too many adults got in his way. Where were these adults when the engine was being removed? JJ has also participated in other tours through-out the year.

Sid has always had a car full of kids anywhere she has gone. Sid's grandkids and neighboring children are always invited to keep the backseat full when the family's Tudor is pulled out of the garage.

Ian M. has been another young adult actively involved. He has been at his dad's (Clyde) side on several occasions when someone was needed to crawl into a small area to "turn a wrench." When Diane's engine was installed, he was our "go-to" when we needed something done under the chassis.



Happy Birthday!!

- 8 – Pat Justesen
- 21 – Greg Mack
- 26 – Mike Carlton
- 26 – Wayne Carlton
- 28 – Howard Eckstein





August Club Meeting

BY AMBER MORRELL

Attendance: Diane Brimley, Walt Burfitt, Brad Christofferson, Roger Davis, Howard Eckstein, Karl Furr, Buster Hansen, Tim Isaksen, Tony Jacobs, Natalie, Nicholas, Greg & Robert Mack, Kurt Martinson, Karen & Amber Morrell, Clyde Munson, Bill & Colette Thompson.

Welcome! Kurt Martinson has been working with Howard to restore his Model A so he came to tonight's meeting and decided to join our group. He is already a member of the Salty A's but wants to participate in some of our activities. He inherited his 1930 Blindback from his father, who picked it up from his father (Kurt's grandfather) who purchased it new.

Correspondence:

- Everyone who is a member of MAFCA (Model A Ford Club of America) should have received voting material in the mail. Please read through the candidate's biographies and vote for five new board members. Then mail in your card as soon as possible.

Club Business:

- Nicholas talked to Paul Shinn who has a series of Model A Videos on YouTube. Nicholas asked Paul if he could link his videos to our club website. He said he would be honored and told Nicholas he would give the club a shout out in his next video.

Awards:

- There were only two candidates (who confessed) for the Bent Rod Award. According to Clyde's humorous tale, Diane should have earned it because they still don't know what is wrong with her car. Unfortunately, the Director of the Board had a different idea. It was thus, awarded to Greg, Becky and Robert Mack.

Past Activities:

- Bill and Colette Thompson hosted the third annual Fish Lake Tour. There were nine Model As and several modern cars that participated. Bill recounted the wonderful trip while Greg showed pictures of the adventure.
- Clyde, Amber, and Buster talked about the fun time club members had at the Tractor Crawl. There were 10 cars that participated and everyone had a great time, except for Diane, who made it just in time to have lunch with the group.



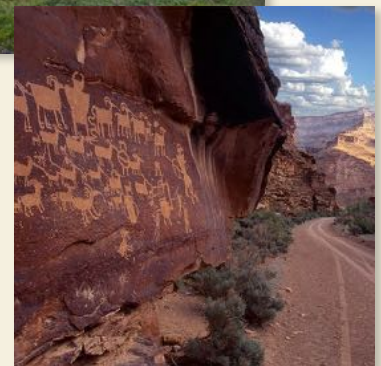


Future Activities:

- **September 5th**, Labor Day Weekend, meet at Harmons (870 E 800 N, Orem) at 10 a.m. for this year's Iron Chef Tour. Bring a tin-foil dinner, wire to fasten it to the manifold and a side dish to share with everyone. We will drive up Provo Canyon to Brent Baker's home in Heber and enjoy our freshly cooked manifold meals.
- **September 26th**, UVU fundraiser, 4:00 p.m. to 9:00 p.m., Because of COVID-19 precautions, they are changing the affair. Instead of the usual meal and associated activities, they are going to have a mock drive-in theater and feature antiques and classics in the first few rows.
- Five cars are needed, they will be left on campus during that time. Fund raiser participants will not be allowed to touch the cars, but can have their pictures taken with the various cars. Car owners can pick them up at 9:00 p.m. Contact Howard if you would like to participate.
- **October 17th**, Gimmick Rally or History Hour, details will follow
- **Next year** Howard has planned an overnigher for Nine-mile Canyon. It will be an exciting adventure. Add this to your calendar now so you can participate it will be very educational.

Refreshments: We had a smorgasbord of treats tonight. Tim brought chocolate zucchini cupcakes (he tended the garden and Judy baked the cupcakes). Amber brought several types of sweet breads for us to feast on. Water was provided to wash everything down. **Thank you both.**

A special thanks also goes to the Morrells for letting use their antique filled garage for a meeting place!



Carburetor Jet Flow Testing for the Common Man

BY CLYDE MUNSON & HOWARD ECKSTEIN

We've always been interested in carburetor jet flow testing. When we looked up the subject in the various articles that have been written, we undertook to build a testing jig to see if we could replicate the results of others.

The basic idea of flow testing is to measure the amount of water that can pass through a jet in one minute. The result is measured in milliliters. The testing jig involves a 37-1/4-inch-tall column of water that is kept full with a metered supply. The weight of the water in the pipe gives the jet an undeviating head pressure. This way the same rate of flow passes through the jet during that minute. Our results were consistent with those published by our predecessors.

After building the jig shown in **Fig 1**, we realized that though accurate, it is cumbersome and most Model A owners would not make one due to the complexity. We theorized that a change in the way we measured the flow through the jet could simplify the operation. Although the raw data would be different, the results would allow one to make a judgment regarding which jets to choose for their car.



Fig.1

We set aside the standards that were established by Ford and subsequent experimenters. Instead of measuring the amount of water that would pass through the jet in one minute under constant head pressure, we decided to measure the time a given amount of water would pass through the jet on its own. Differences between the flows of jets would still be determined, notwithstanding the changed measuring method.

We decided to record the time 300 milliliters of water passed through each jet. To accomplish this, we assembled a simple container made of 2-inch PVC pipe and a coupling with an end plug.



Fig. 2

The plug is glued to the coupling but the pipe section is removable so that main jets can be changed easily from inside. We drilled a 5/32 hole in the center of the plug and tapped it with the 10-24 tap. In a pinch, a M5x.75 tap will work. See **Fig 2**.

We installed a jet, then attached the pipe section and filled the device with 500ml of water. Holding a finger over the end of the jet to prevent flow, we set the contraption on the top of a graduated cylinder.

We let the water flow into the cylinder as we set the pipe on the rim as shown in **Fig 3**.

We started timing when the water level came up to 100 ml and stopped the clock when the 400 ml level was reached. Thus, the time for 300 ml to pass through the jet became our data.

The differences in time for the jets we tested corresponded with the flow rates recorded for the standard measuring apparatus shown in **Fig 1**. We chose not to include a chart of flow times in this article. Readers might think our results are a standard they have to achieve. Even with the tall pipe set-up for testing flow rates, the final choice for your carburetor is the jet combination that performs best on the road; there are no absolutes.

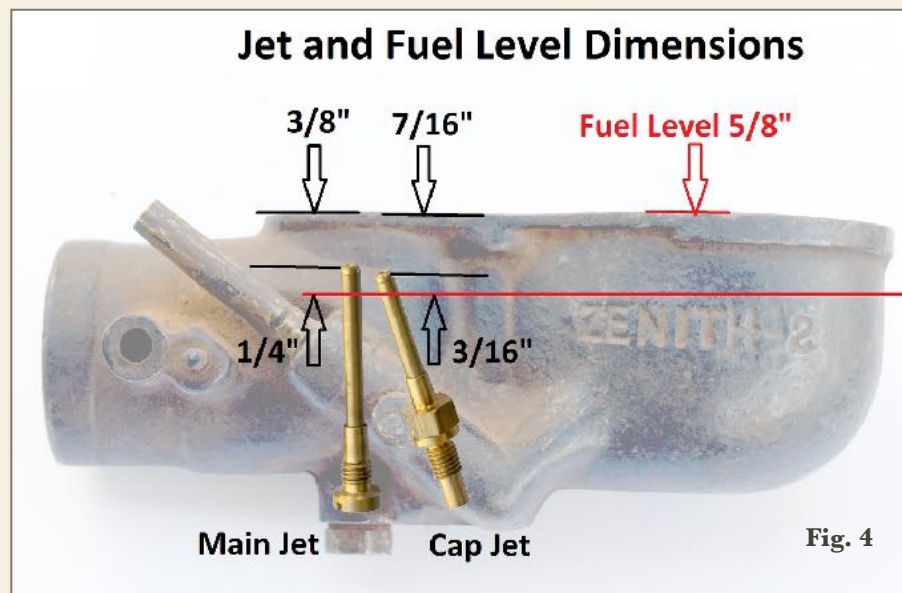
How to Find the Right Jets for Your Car

If you undertake to rebuild your carburetor, you are going to use either new or used jets. Original jets, although used, can be desirable because they perform as engineered by Zenith. Over the past 90 years, aftermarket jets were sold and have ended up in Model A owners' spare parts collections. These old jets may work fine, but it is a gamble to just stick them in your carburetor.

There are a few things to check when choosing jets; including their lengths, whether there are cracks in the metal, concave tips, internal cleanliness and orifice sizes.



1. *Length:* The height of the jets in the venturi area is critical for correct metering of the fuel. The tip of the main jet is supposed to be 3/8" below the mating surface and the cap jet is to be 7/16" below. These dimensions are achieved by selecting proper thickness gaskets. With the fuel level in the bowl set at 5/8" below the mating surface, gasoline is raised by engine vacuum 3/16" in the cap jet and pulled up 1/4" in the main jet. See **Fig 4**.



2. *Cracks in the metal:* We've seen bent jets with cracks in their barrels as well as compromised joints where they are attached to the bases; these jets will always run rich and leak gas. We've seen a main jet with the head twisted completely off due to excessive screwdriver torque.



3. *Concave tips:* Originally the tips of the jets were concave to prevent capillary action from drawing gas up when the car is at rest with the engine off. Replacement jets over the years have had their tips made in various configurations as shown in Fig 5. These three main jets differ dramatically. The jet on the right has a proper concave tip.



Fig. 5

4. *Internal cleanliness:* Used jets may have an internal coating of dried varnish or gum left over from their use with leaded gasolines in the past. Even though the orifices may be sized correctly, internal constraints to the flow of gasoline can affect the performance of the jets. Restrictions may cause the jets to percolate fuel rather than freely feed it to the orifices. This may mean the dispersing pattern of the fuel is an ununiform spray rather than a mist, which can cause poor fuel economy and runability issues. See Fig 6. Using the proper size drill can clean out any residue in the barrels of the jets.

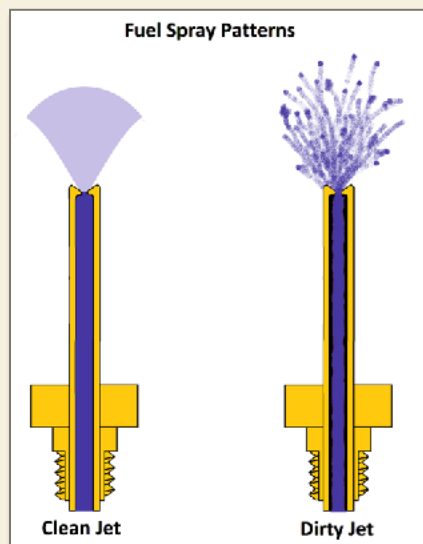


Fig. 6

5. *Orifice sizes:* Each jet is sized to dispense a specific amount of fuel under varying engine demands. That being said, jets that run well at sea level may run rich at 5,000 feet elevation. The starting point for orifice sizes is given in the following chart:

Carburetor Jet Sizes		
Jet	Diameter	Drill Size
Main	.035"	#65
Cap	.036"	#64
Compensator	.037"	#63
Idle	.027"	#75
Secondary Well	.052"	#55

Orifice diameters can be verified and if needed, corrected by using jewelers' drills that are available from hobby shops. If an orifice is too large, the tip of the jet can be soldered and a new hole drilled. Be sure to counter-sink a concave tip in the solder with a 1/16" bit.

Having a set of jets to compare with each other is helpful when rebuilding your carburetor. Each carburetor has its

own personality and jets that work well in one may be rich or lean in another. Organize the jet selection so that results can be easily recorded. See Fig 7.

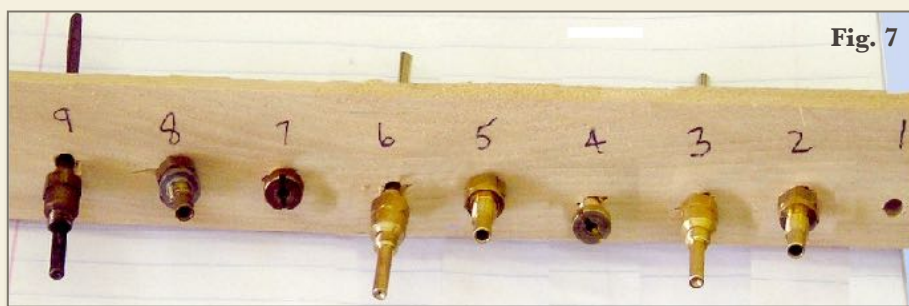


Fig. 7



Flow testing of the jets after you've inspected and cleaned them is a good method of sorting the lean from the rich. This gives you a feel for how the jets will perform in the car. As stated before, there are no absolutes for flow results.



Clyde Munson and Howard Eckstein are members of the Utah Valley Model A Club. Combined, they have over 85 years of experience with Model As.

As a reference, an exploded view of a carburetor has been included on page 18.

What the Heck?



CENTERFOLD OF THE MONTH
1930



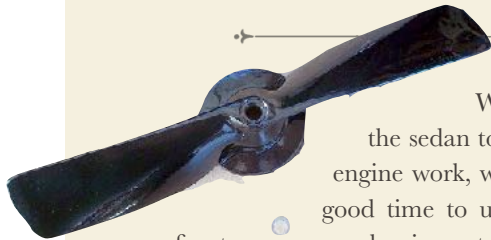
GREG MACK

165-D TOWN SEDAN



Golden Wrench - Installing an Aluminum Fan

BY GREG MACK



While my dad and I had the sedan torn apart for some other engine work, we decided it would be a good time to upgrade our four-bladed fan to an aluminum two-bladed fan. The new aluminum fan is a great replacement for both the original two-bladed steel fan as well as the four-bladed fan. However this simple swap might catch you off guard if you are not paying attention.

Replacing the fan is not terribly difficult, but it is involved and time consuming. The hood, hood supports and fan belt have to be removed; the coolant drained, upper radiator hose loosened and the water pump removed. A steel two-bladed fan can be removed with the water pump and fan as an assembly without removing the radiator by turning the fan so that it sits horizontally and tilting the radiator forward until it rests on the headlight bar. It is a good idea to fit a piece of cardboard over the face of the radiator to protect the fins from the impeller shaft as space will be tight. With the four-bladed fan however, we had to completely remove the radiator as there was just not enough clearance due to the extra fan blades.

Once the pump assembly was removed from the engine, we used a fan knock-off tool to remove the fan from the pump impeller shaft, being sure to support the pump so that we did not drop it after hitting the tool with a hammer.

The aluminum fan came with instructions, but since we all know that "real men" do not need instructions, I just glanced over them and did not give them much thought. I tested the fit of the fan on the impeller shaft to make sure it seated fully on the taper. Then I checked the fan with the Woodruff Key installed to make sure the key had enough clearance so it would not interfere with the installation. After another quick once over, it was installed back onto the car.

You can imagine my surprise when I went to give the fan a good test spin and found that the fan would only rotate a half a turn before binding up. What?! How could this be? It seemed to fit fine before installing it onto the car. After a closer inspection I found that the fan hub was binding on the water pump housing. I wondered to myself, "Why can't they just manufacture good quality reproduction parts?" I pulled the fan back off and went to package it back up to ship it off to the supplier and get a replacement. As I was putting it back into the box I noticed the instruction sheet and lo and behold the first line read "It is very important that you test fit and rotate your fan before installing it with the castle nut." Hmmm... imagine that! Maybe I should read the instructions after all.



Due to the nature of the aluminum casting, the manufacturer had to increase the size of the fan's pulley to insure that there was enough material to make the pulley strong enough to withstand the forces the fan would go through. By making the casting larger, the inner diameter of the hub became smaller which decreased the clearance between the hub and the water pump. There were a couple different manufacturers of water pump housings, so the castings varied from pump to pump. The clearance on the stamped fans provided enough space that the small irregularities on the pump housings were not a problem.



With the tighter clearance of the aluminum fan however, these irregularities now create a problem.

Thankfully the fix is an easy one. After fitting the fan and rotating it, the paint rubbed off in the problem area showing us the exact spot that needed work. Using a large flat file we were able to file down the high spots on the water pump housing. While filing the housing I tried to blend the area into the surrounding material as to avoid an odd looking flat spot. After a few minutes of filing and test fitting it was good to go.



One important thing to mention is that when installing an aluminum

fan, one should use a thin steel washer between the castle nut and the fan. This washer will help prevent the nut from digging into the soft



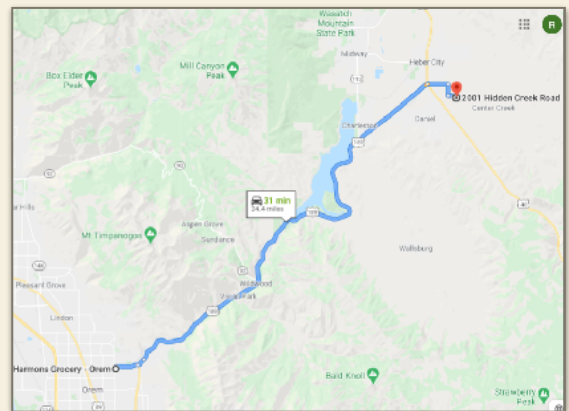
aluminum. Without this washer, there is a good chance that later down the road the fan may loosen up, even with the cotter key, and start to wobble which will ruin the taper in the hub.

The moral of the story is that instructions are provided for a reason, and it can save you some time if you read through them first. That seemingly straight forward fan replacement may throw you for a loop if you do not pay attention. Lastly, do not forget to make thorough fan inspections part of your routine maintenance.

International Model A Day's Manifold Cook-Off

It's time for the 7th annual Vintage Chef Cook-off, and it looks to be the best yet! It is all because of a chance meeting between Howard Eckstein and Brent Baker. Howard helped Brent with some Model A repairs, and while working on the car they talked about the club. Brent decided he wanted to participate, so Howard drafted him immediately.

Right off the bat, Brent offered his barn for the cook-off. If you remember Howard's article from last month, Henry Ford had three railroad cars built that would carry Ford, Edison, President Hoover and other dignitaries on a tour to celebrate the 50th anniversary of the electric light. Brent storing one of those railroad cars!



This will make a wonderful, scenic drive up Provo Canyon to Brent's home. It will give the food enough time to cook as well. Come enjoy the fun with us! If you can't bring your Model A, come in a modern car. As you know, the more, the merrier!

We will meet at Harmons Grocery Store a little before 10:00 a.m. to give us time to wire the dinners to the manifolds. Or, you could just bring something to eat. We will depart at 10:00. Remember, bring a side dish to share. **See you at the party!**



The Tractor Crawl Cruise

BY REID CARLSON



Our first stop was at Richard Tucker’s home to view his hit-n-miss engine collection. The most fun with our visit to Richard’s garage was not his hit-n-miss engines, but watching Richard’s enthusiasm and excitement at showing us how they worked. He was quite animated.

There are two methods of operating an internal combustion engine; namely by a throttle or by a governor. The first internal combustion engine was controlled by a governor, because it was a fairly simple method. To operate this engine you would set the governor to the desired speed and start the engine. The engine will only fire when the RPM is below the set point. When the engine speed goes above the set point it coasts until the engine slows down to the RPM set point again. When the engine fires (hit) it makes a “pop” sound and then when it is coasting, the engine does not fire (miss). The noise difference is very noticeable and thus the name hit-n-miss engine. They replaced steam engines and were widely produced and distributed in the 1890’s up to WWII. The other method of operating an engine is by a throttle, which is basically the only type internal combustion engines produced today.

Henry Ford’s first vehicle, the Quadra Cycle was powered by a hit-n-miss engine Henry designed and built. That engine was first tested on Christmas Eve in his wife’s kitchen in 1893 and she never let him forget it. Later, after driving the Quadra Cycle, Henry decided that hit-n-miss was not what he wanted to power a car.

Richard started one of his larger hit-n-miss engines for us. It had a very hypnotic sound to it. The simple engineering on the engine was interesting to observe in action. One of the many things powered by a hit-n-miss engine was an old Maytag gas powered washing machine. Richard had a few of them, so he started one up for us.

Richard’s finale was showing us the three-ft+ diameter saw blade with a shaft that he recently mounted on the outside of his garage. Just the previous day, Richard had connected that saw blade shaft to a DC motor and crossed his fingers that it would work for us. It was a whirling success. He then pointed out that the DC motor was not a vintage model, but from an old tread mill (heh, heh).

We then cruised in our approximate ten Model As over to Kelly and Lloyd Barker’s where their entire family was together celebrating the couple’s joint



birthdays. We honored them with a drive through their yard, ahoogaing our Model As for them. They provided each car with a jar of delicious black raspberry jam from this years crop.

We continued our cruise over to Richard Williamson's barns in Lindon. Richard Williamson farmed most of his life and then sold his property on both sides of I-15 which became the Pleasant Grove exit, etc. Since then, Richard has been collecting old farm tractors, as well as hit-n-miss engines and farm memorabilia. He has a lovely collection that spills over into two large barns. We noticed that nearly all of the tractors had new tires on them. During the visit, Reid happened to notice that Richard Williamson was actually his neighboring farmer who taught him to raise field corn and whom he had not seen since 1976. It was a nice reunion.



Richard Williamson in one of his barns Some of Myron Carlson's John Deere Tractors

Afterwards, we traveled to American Fork to the home of Myron Carlson and his two barns filled with hit-n-miss engines, tractors and other farm memorabilia. Myron is very talented and each of his pieces has been meticulously restored to showroom condition. Each item was displayed very well. At the conclusion of the tour, he showed us his perfectly restored Model A. The last time he had the car out was many years ago. He had entered it in a restorers contest and ended up getting second place. He asked the judges why his car received 2nd place. He was informed that the only mistake was the alignment of the screw heads holding down the window trim on the passenger door. That is when he lost interest in the Model A, and so it sits. He also had a lovely 60's Mustang convertible, meticulously restored. He still drives that from time to time.

It was a very interesting day. Thanks to Pat for scheduling and planning it for us.

Photographers: Reid Carlson, Amber Morrell, and Howard Eckstein



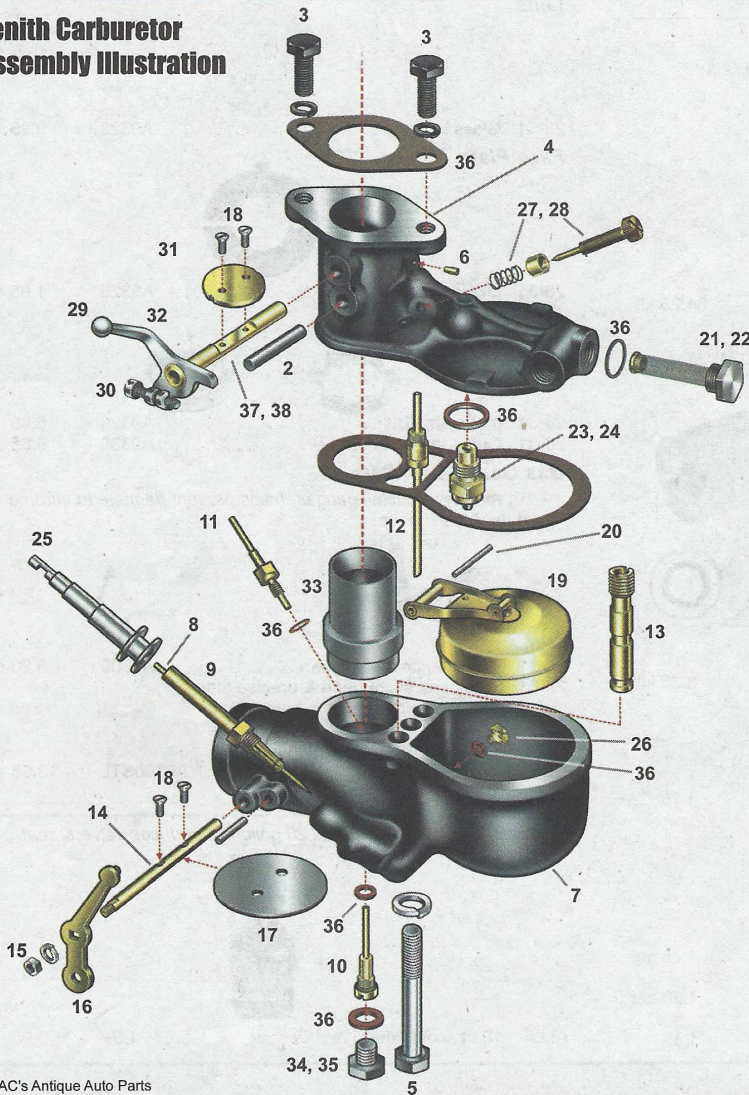




Model A Carburetor - Exploded View

COURTESY OF MAC AUTO PARTS

Zenith Carburetor Assembly Illustration



© MAC's Antique Auto Parts

COMPLETE CARBURETOR A9510 97

Label	Part	Part #	Pg
2	Choke & throttle stop pins	A9506P	97
3	Carburetor mounting bolt set	A9510MB	97
4	Zenith cast iron upper body	A9520B	97
5	Zenith bowl bolt	A9512D	97
6	Zenith passage plug set	A9512P	97
7	Zenith cast iron bowl	A9512B	97
8	Zenith adjusting needle	A9525	97
9	Zenith adjusting needle housing	A9528	97
10	Zenith main jet	A9534B	98
11	Zenith cap jet assembly	A9538	98
12	Zenith idling jet assembly	A9542	98
13	Zenith secondary well	A9545	98
14	Zenith choke shaft	A9547	98
15	Zenith choke shaft nut	A9547N	98
16	Zenith choke shaft lever	A9548 or A9548B	98
17	Zenith choke plate shutter	A9549	98
18	Choke & throttle plate screw set	A9549/85MB	98
19	Zenith float	A9550ZTQ	98
20	Zenith float pin	A9558	98
21	Zenith strainer	A9559	98
22	Zenith strainer	A9559B	98
23	Zenith float valve & seat set	A9564	98
24	Zenith float valve & seat set	A9564VT	98
25	Zenith adjustment needle driver	A9570	99
26	Zenith compensator jet cap	A9575	99
27	Zenith idle mixture screw & spring	A9577E	99
28	Zenith idle mixture screw & spring	A9577L	99
29	Zenith throttle shaft & lever	A9581	99
30	Zenith idle stop threaded screw	A9581S	99
31	Zenith throttle plate	A9585	99
32	Zenith throttle shaft & lever	A9581B	99
33	Zenith venturi	A9586	99
34	Zenith lower drain plug	A9590	99
35	Zenith lower drain plug	A9590A	99
36	Zenith carburetor gasket set	A9596S	99
37	Zenith throttle shaft	A9582A	99
38	Zenith throttle shaft	A9582B	99

Zenith Carburetor Specifications

Throat Size	1"
Float Level	5/8" below upper body machined surface
	Model B, 33/64" below upper body machined surface
Main Jet	.037" ID (#63 drill bit)
Cap Jet	.037" ID
Compensator Jet	.035" ID (#65 drill bit)
Idling Jet	.021" ID (#75 drill bit)

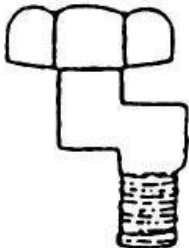
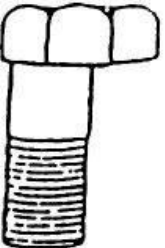
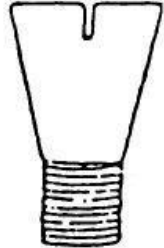

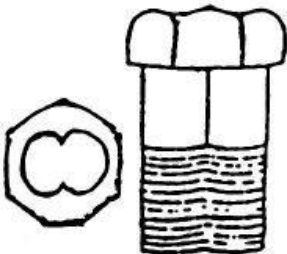
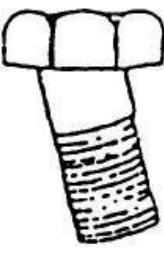
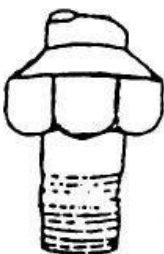
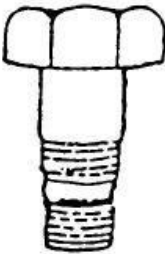
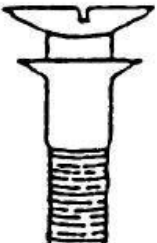

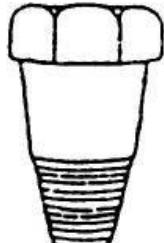
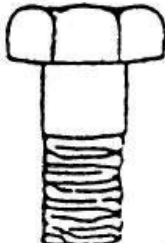
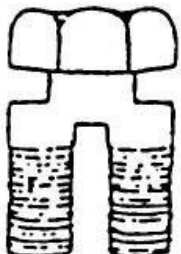

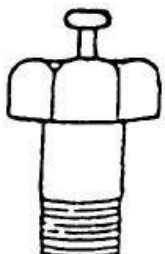
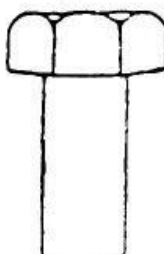


Almost all carburetor problems result from accumulated dirt or rust getting into the jets, passageways or under the float valve. Dirt or rust in the gas tank will cause an otherwise good carburetor to run poorly, or not at all. Rust particles will stick to a magnet, while dirt will not. Dirt can be slushed from the gas tanks, while rust should be removed professionally, followed by sealing the tank with our RSP22A.

The part numbers should be accurate, but please disregard the page numbers, they are irrelevant.

Bolts for Special Applications

COURTESY OF MIKEKMODELA FROM THE FORD BARN, SUBMITTED BY GREG MACK

			
For Mismatched Holes	For Holes Too Near The Edge	For Holes Counter-sunk Too Deep	For Holes Drilled Crooked Then Straight
			
Binocular Bolt for Double Drilled Holes	For Holes Not Drilled Straight	For Holes Counter-sunk on Wrong Side	For Holes Drilled Too Big Then Right Size
			
For Double Counter-sunk Holes	For Out of Round Holes	For Tapered Holes	Prestripped for Easy overtorquing
			
For Redrilled Holes That Still Don't Match	Serrated Head For Mole grip Torquing	Hammer Head Bolt For Hard To Start Holes	For Threadless Bolt Holes



NEW PUZZLE

From the Fish Lake
Tour

Kid's Corner

FOR BOTH THE YOUNG AND THE OLD(ER)

Several people commented how much they enjoyed last month's puzzle, so we have another one this month.



To put the puzzle together, go to this link: [Kid's Corner Puzzle](#). You can see this photo and others by going to our [club's web page](#).



The Fashion Journal

ERA GARTERS FOR THE FAMILY

By Gail Doenland
courtesy of MAFCA
Fashion Committee

The single and double grip garters were used for wear with suits or casual wear and were concealed by long legged trousers. Grip garters were mostly made of Rayon covered elastic webbing, with satin pads preventing the metal from touching the skin.



Women's round garters came in two basic styles; the adjustable fancy rayon covered elastic with colored metal hooks and fittings, and the shirred satin ribbon garters with flower trim in pink, turquoise blue, orchid, and light blue.





Round garter material was also available and sold by the yard for the home seamstress.

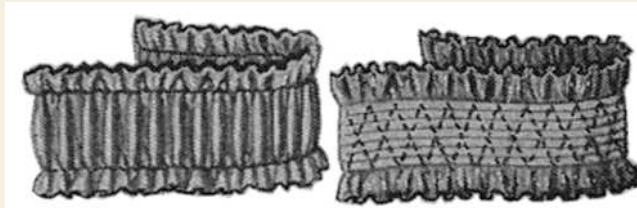


Picot edge flowered Rayon elastic available in colors pink, sky blue, peach or white. Width of elastic is 7/8 inch.

Flowered Rayon garter elastic used extensively for garters. 7/8 inch wide elastic. Colors: pink, sky blue, Nile green, coral, peach, gold or white.

Printed Rayon elastic available in colors pink, blue, peach, Nile green or white.

On the left below, satin ribbon is shirred over 5/8 inch strong elastic. Colors: Light blue, rose, pink, orchid, peach, orange, and Nile green. On the right, new rubber is woven into lustrous Rayon. White with colorful strips in diagonal design with a narrow frilled edge.



References:

- Montgomery Wards, S/S 1929*
- National Bellas Hess, S/S 1930*
- Sears, S/S 1931*



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MAFCA/MAFFI News

MAFCA

These are surely crazy times. Our efforts to avoid infection have kept us in our houses for the most part, and very cautious when we go out to the store or gas station. We have separated ourselves from close contact with our friends and with our club members. We seem to be ZOOMing through the year. Many activities just are not the same.

We have gone back to doing things for ourselves. It is not too different from the great depression. For the younger crowd, it is more like the sixties when some of us took up home crafts.

My wife is a good baker. She bakes wonderful cakes and cookies. We decided that baking bread would be a good thing during the shutdown. We were not the only ones. There was no yeast in the local Safeway. Bread flour was gone almost instantly. Our often used remote country store, Amazon, was initially out of stock and then when it did become available, the price was considerably more than average.

Have you thought about getting out your manifold cookbook?

There is a two-fold benefit: you get to take your car out for a spin, maybe putting on some touring miles and you get a great dinner when you get to your destination or when you get home. Roast beef and potatoes, chicken and a vegetable, or fish and chips are some we've tried. Some meals take longer than others. I still have a cookbook from the 60's. Everything old is new again.

Tom Jeanes
Chapter Coordinator

MAFFI

The Gilmore is excited to have a new mobile store which is a restored 1930 Ford Model A Pick-Up. The Garage Works students did the restoration on the vehicle and their operations staff created the slat walls, awning and sliding storage drawers.

The mobile store is stocked with impulse buy items like logo'd hats, T-Shirts, mugs, as well as books, model cars and other items as well as snacks, sodas and water. They are able to utilize the mobile store on numerous locations around our campus. This is especially valuable when there are events after hours or when the museum store is closed.

The vintage signage lettering was done by a local artist and made to look like it was done in the 1930's.



On your next visit to the museum, please check out our merchandise at the Gilmore Gift Shop.



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