



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 9 No. 1

2018 Newsletter of the Year • 2020 Newsletter of Excellence

January 2021

IN THIS EDITION:
BECOMING A MODEL A OWNER
Carburetor Leaking

Looking Back at the
Year of COVID-19

BLACK TUESDAY



Tastic Mining District Tour





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 usually 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. But, because of COVID-19, meetings are cancelled.

2021 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 |
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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 |
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President's Message

BY GREG MACK



Baby New Year 2021
(Pres. Greg Mack)

Happy New Year! It is finally here! I think it is safe to say that it will not take much for this year to be a better year than the last. Probably the best news that we will have this year is that we have a vaccine! In about three to four months, we will receive our vaccine in the form of touring season! Unlike the Pfizer vaccine, this one does not have to be

kept in sub-zero degree temperatures. In fact, warmer weather yields better results! It is guaranteed to cure our COVID blues and is 95% effective. (Please note this vaccine is not approved by the FDA, but maybe if we all petition for emergency use, it will come sooner!)

As I write this message I am reminded of when I wrote my first president's message a year ago. It seems like it was just yesterday, especially as I look back at all of the events, trips, and plans that were made but did not happen. It feels as if the year never even took place. It is not until I recall all the craziness that occurred that I am reminded of how interesting the year was.

Okay, so 2020 did happen after all, and now we are back where we started, at the beginning of a new year. Staying true to the topic of my first message, I will be carrying over all of last year's goals and resolutions once more. However, this time it is not for a lack of trying, but instead because of the pandemic. All of my 2020 goals are now 2021 goals, that was easy!

Some of my main Model A related goals are: get the sedan running again, redo the rear brakes on the Phaeton, gain the courage to beat out some dents on the '31, and go on a weekend trip somewhere in the Model A.

I would love to hear some of your plans, resolutions, and goals, so please feel free to send them in, so Robert can put them in the newsletter. It is always fun to hear about what our club members are up to! Also, if you can think of any goals we should aspire to as a club, please let me know!

2020 may have been a bust, but here's to 2021 being a banner year! Happy New Year! 🍷

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Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Brian Lindenlaub, “In the week leading up to Christmas, Sharon and I took four loads of grandchildren around the neighborhood to look at the Christmas lights in our Model A, aka "40 Horse Open Sleigh". It was a bit chilly, but everyone warmed up with hot chocolate afterwards.”

Amber Morrell has been working on her 13+ Award. This is a photo showing completion of her December drive. Congratulations Amber!

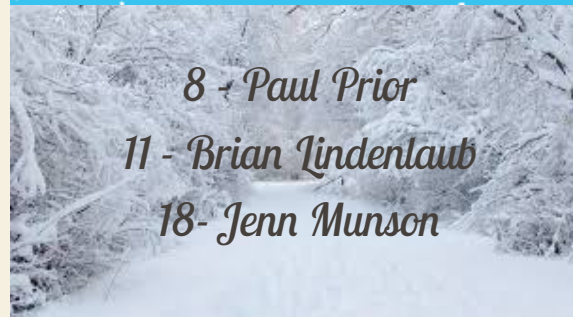
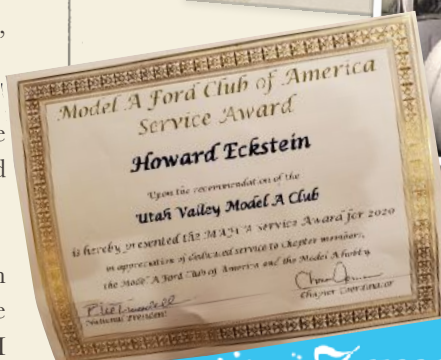
When talking with **Wayne Atkinson**, he said, (It’s been a little rough, but doing better now. The chemo seems to be working and the cancer is responding. So we are encouraged. Even went out in the shop today for a while. It felt good to do something besides lay around.

Nicholas and Natalie Mack “We’re not just upgrading our engine, we’re adding a new addition, coming June 2021.”

Greg Mack nominated **Howard Eckstein**, and the board seconded it, for the Chapter Service Award through MAFCA. Congrats Howard, you earned it.

“The Restorer’s Class Committee has been reorganized with the departure of John Begg and the addition of our own **Brian Lindenlaub**. I (**Howard**) have been asked to serve as the chairman of the committee.

Being on this committee gives Brian and me (Howard) a chance to become better acquainted with some of the core members of MAFCFA and exposes us to their experiences as leaders and accomplished Model A’ers.”



Out and About

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The Motometer received an award from MAFCA for "Newsletter of Excellence." We thank MAFCA for recognizing our efforts!



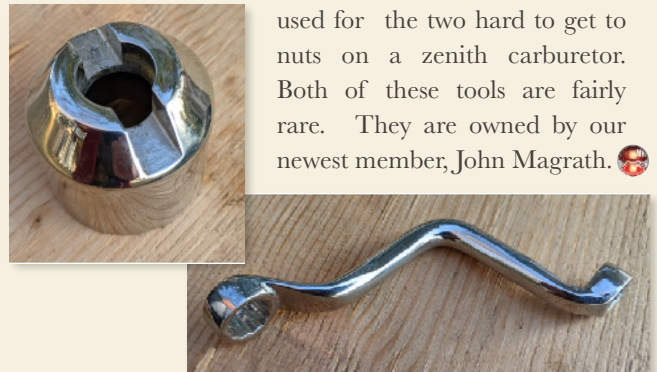
We have a few new members since the pandemic started. They are:

- Walt Burfitt, 1931 Coupe, Highland
- Neil & Brenda Dastrup, 4 Model As, Provo
- J.P. & Elaine Hughes, Shay roadster, S. F.
- Paul & Elaine Prior, 1930 Pickup, S. F.
- Brent & Ginger Baker, 1930 Town Sedan, Heber
- Curt Martinson, 1930 Town Sedan, West Jordan
- Bill & Martha Walke, Coupe, Lehi
- John Magrath, 29 Fordor, Mapleton

We want to welcome all of these new members and hope they will feel at home. If you see a face you don't know, please go and introduce yourself! 🍷

Mystery Tools

Last month Reid showed two mystery tools (shown below) and challenged club members to identify them. No one contacted Reid to answer the challenge. Here are the answers: 1) The round tool is used to place over the ratchet nut so that the engine can be turned either way when finding top dead center, 2) The small wrench is a speciality wrench used for the two hard to get to nuts on a zenith carburetor. Both of these tools are fairly rare. They are owned by our newest member, John Magrath. 🍷



Push Start

Those of you who read about my "Around the USA Tour" in 2003 may recall that I introduced my first Model A, a 1930 'Rough and Ready Roadster' with a penchant for blowing exhaust smoke rings out of the open radiator filler neck every time I lugged it down on a third gear turn. Well, I'll have you know that I finally restored that car while living in Santa Clara, Calif. However after doing so, I found the timing was a bit off and the engine was tight making starting difficult at times. Before correcting these deficiencies I had an episode that I don't believe that I have related to this audience.

One fine Saturday morning I drove the Roadster to San Jose to visit the local Model A Guru to pick up some "A" parts. My Junior High son decided to 'Ride Shotgun.' The traffic was light and the trip to San Jose was uneventful. While selecting my parts, I left the Roadster's engine idling to avoid any problem restarting it.

continued on page 16

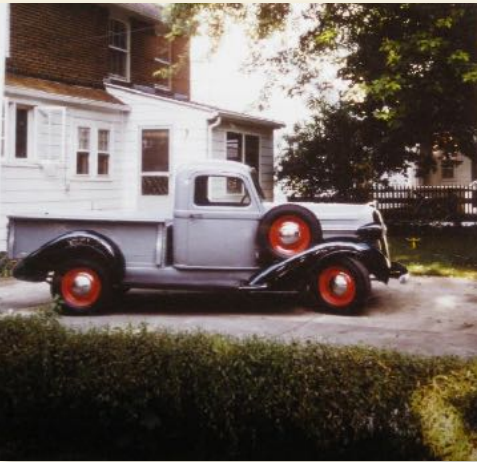


My Road to Becoming a Model A Owner

BY BRIAN LINDENLAUB

I was introduced to Ford Model As as a youngster in the 1960s. My great-aunt kept an old Model A station wagon she called “Tilly” at her farm in New Hampshire. One of the highlights of each visit was when she would load all the kids into Tilly and take us for a ride around the farm.

As a teenager I attended a number of antique car shows where I admired the Model As on display. When I was 15 years old, I purchased a disassembled 1937 Dodge pickup for \$225. Two trailer-loads were required to get the rolling chassis and all the parts home. With my dad’s help, we reassembled the truck and restored it over the next several years. I later sold the truck to help with college expenses.



After graduating from college and getting married, my focus for the next 35 years was on my family and my career. But I never lost interest in old vehicles, and I never forgot my dream of someday owning one.

I thought the time had come in 1998 when I saw a 1966 Ford Mustang convertible that was for sale. I really wanted a car that was older than that, but an early Mustang seemed like a reasonable compromise between an “old” vehicle that could also be used for daily

transportation. Unfortunately, it never worked out that way for me. Each time I wanted to drive the Mustang required taking off the car cover, reconnecting the battery, coaxing it to start, and hoping that it would get me where I needed to go. As a result it didn’t get driven much. For most trips it was simply too convenient to take the family car instead of the Mustang. The Mustang was a fun car, but I wasn’t driving or enjoying it much, so I sold it in 2007.



Again, years passed. Then around 2016, while preparing to retire, I realized that I would soon be in a position to realize my long-dormant dream of owning an old car. But what to get?

Decisions, Decisions

As I contemplated my options, I remembered the fun I had in Tilly and the Ford Model As I had seen at car shows as a teenager. I also remembered a Model A Tudor owned by Clayton, who lived down the road from my grandmother in Maine. I still remember Clayton explaining the starting procedure in his thick Maine accent: “Brian, ya hafta retahhhd the spahhkh to stahhht the cahhh.”

So I started researching Model As. I learned that Ford made almost five million of them, and that many are still around today. The more I learned about Model As,



the more they seemed to be a great choice. A Model A appeared to meet all my criteria:

- Reasonable cost - not too expensive to buy or maintain.
- Parts available - Model A parts vendors can supply almost any part that might be needed. This was important to me because I wanted to drive my car, and not spend months or years searching for some elusive part while the car languished in the garage.
- Drivable - Unlike Model Ts and many earlier cars, a Model A has conventional controls, and it is capable of keeping up with local traffic.
- Simple to maintain - Just the way Henry designed it.
- Information available - There are numerous books and websites devoted to the Model A.
- Club support - Local and national clubs like the Utah Valley Model A Club (UVMAC) and the Model A Ford Club of America (MAFCA) provide Model A owners with technical support and camaraderie. In fact, while deciding what kind of car to buy, I found the UVMAC website and read many of the club's newsletters and activity reports. Having an active local club like the UVMAC was a significant factor in my decision to get a Model A.

After settling on a Model A, I needed to decide what body style to look for. I immediately gravitated toward an open car because I missed the fresh-air experience of riding motorcycles and driving the Mustang when I was younger. I like phaetons, but having a roadster with a rumble seat for the grandchildren to ride in was very appealing. I considered a station wagon like Tilly, but a "woodie" did not seem like a good first Model A because of the higher initial cost and the extra upkeep on the wood. I was also drawn to Model A pickup trucks. Ultimately, I decided on a roadster. Besides, I can always add a phaeton, a station wagon, or a pickup to the stable later, right?

Other considerations: Although I appreciate originality, my main interest is driving the car as opposed to fine-point judging. I enjoy mechanical tinkering, but I didn't want to deal with bodywork, paint, or upholstery work. I prefer the styling of the earlier ('28-'29) cars, but I was aware that some '28s have unique features that could present a parts challenge. And I like the uncluttered

lines of Model As without side-mounted spares. So I decided to focus my search on a good driver-quality 1929 Ford roadster with a rear-mounted spare.

The Search is On!

I retired from my job in Arizona and moved to Utah in 2017. I joined the UVMAC, and at my first meeting the Mack's invited me to ride along with them on the next club activity (the annual manifold cook-off) in September of 2017. This was my first experience around Model As in many years, and I enjoyed being around the club members and their cars. The food wasn't too bad either! Around that time I began my search for a Model A in earnest. I started regularly searching KSL.com, eBay, Hemmings, Craigslist, MAFCA, the Model A Restorer's Club (MARC), and a few other websites featuring cars for sale.

In late 2017 my son-in-law connected me with "Bud", his great-uncle who had some antique vehicles for sale in California. One of them turned out to be a Model A, a maroon 1930 Deluxe Roadster to be exact. It was reputedly owned by the TV evangelist Garner Ted Armstrong at one time, but the car had not been driven in several years. I contacted Bud and he sent me some



pictures of the car. It was an attractive car. Clyde Munson looked at the pictures with me and agreed that it appeared to be complete and in reasonably good condition. I was tempted to buy it, but the car was not quite what I was looking for. My experience with the Mustang taught me to keep searching until I found what I really wanted. So I decided to continue looking for a '29 roadster.



In the spring of 2018, I found a nice-looking '29 roadster for sale on the Sacramento, CA Craigslist. It was an older restoration but in good condition. I tried to contact the seller several times through Craigslist, but I never received a reply. So I gave up on that car. Then a few weeks later I saw a similar car for sale on eBay. As I studied it closer, the pictures looked familiar and I realized it was the same car! I didn't understand why someone selling a car would ignore a potential buyer and instead list the car on eBay. I did place several bids on the eBay auction, but in the end, I was outbid by another buyer.

In June of 2018, I attended the MAFCA National Convention in Reno. I enjoyed the seminars, where I learned a lot about Model As from subject matter experts. I also participated as an apprentice judge/evaluator in the fine-point judging and in the Restorer's Class, which gave me an opportunity to examine many fine Model As up close and see first-hand "what good looks like". These experiences at the convention helped me gain a better understanding of what to look for when I was considering a car to purchase.



During this time, Sharon and I had been preparing to serve a full-time Church mission, and in July 2018 we received our mission call to the Philippines. My Model A search once again took a back seat as we focused our attention on getting ready for our mission. We reported to the Missionary Training Center

in Provo in January 2019. We planned to serve until July 2020, but, our mission was cut short by the COVID pandemic and we returned to Utah in March 2020. After readjusting to life in the United States, I resumed my search for a Model A.

Most of my searching was done online. In addition to the usual sites, I found one site that was particularly useful: cultcars.us. This is a search engine that pulls up cars for sale on multiple websites, including eBay, Autabuy.com, Autotrader.com, and all the listings on Craigslist and Facebook Marketplace across the country. It quickly became one of my favorite search tools.

During my search, I looked at hundreds of Model As for sale, including a number of 1929 roadsters. Unfortunately many of them were hot rods, project cars, too expensive, or too far away. Only a small number met my criteria and my budget, and most of those were on the east coast. I didn't want to buy a car sight unseen, nor did I want to spend thousands of dollars on inspection trips and shipping. Finding a car closer to home became important in order to remain within my budget.

One day in April 2020, I was looking at the classifieds on the MARC website. I came across a listing for a very nice-looking green 1929 roadster for sale in St. George. I didn't give it serious consideration because it appeared much nicer than the driver-quality car I was looking for, and the asking price was above my budget.

In May I found a listing for a beautiful rose beige 1929 roadster at a dealer in St. George. The asking price was well above my budget, but this car was beautiful and it had everything I was looking for. Every few days I checked the dealer's website to admire the car and to see if it was still available. It was still listed on the dealer's website in August when I was visiting my daughter in Las Vegas. I decided to stop in St. George on the way home to see the car in person and to find out whether they would consider a substantially lower offer. I called the dealer the day before to make an appointment, and I was informed that the car had been sold the previous day. At first I felt frustrated, then angry, then almost heartbroken. I had stalked this car for several months, and the day before I made my move, someone else beat me to it! But about an hour later the dealer called me back and asked if I was interested in looking at another Model A that he knew of - a 1929 roadster. I thought, what could it hurt? So, I agreed, and I met him at the owner's home in St. George the next day. Immediately I recognized the car as the green roadster I had seen in the MARC classifieds. The owner, whose name was Paul, let us inspect the car and took us for a short drive. Paul is 90 years old but sharp as a tack and a no-nonsense type guy. He is a retired air force pilot who flew fighter jets in the 1950s and 60s. The car was as nice as it appeared in the MARC ad, and I knew what the asking price was. I wasn't willing to pay that much,



but I didn't want to insult Paul with an offer that was considerably less. So I told him I would think about it. I called back the next day and told him that he had a very nice car, but it was nicer than I was looking for and worth more than I was willing to pay.

I continued my search. I identified several prospects in New York, Florida, Connecticut, and Washington. Most had sidemounts, or non-original colors, or were too expensive. All were quite a distance away. I was starting to wonder if I would ever find a car.

Then one day in mid-September, during my daily web searches, I saw a familiar car in a new ad in the MARC classifieds. It was Paul's car! And he had reduced his asking price. Now it was almost within my budget! When I called he remembered me. We negotiated a little and arrived at a price, contingent on inspection. The next day I drove down to St. George with Howard

and Gemma Eckstein accompanying me for technical expertise and moral support. Howard looked the car over using the MAFA Restorer's Class Evaluation Score

Sheet for guidance and identified a few issues. We also took it for a test drive. The issues were minor, so I left a deposit with Paul. A short time later Roger Davis heard that I was buying a car in St. George, and he offered to help me bring it home in his trailer. About a week later, we made the trip and picked up the car. It is now in its new home in my garage in American Fork.

A Colorful History

During my visits with Paul I was fortunate enough to have him share some of the car's history with me. He bought it in 1970 when he was stationed in Texas with the Air Force. The body was solid with only surface rust. While in Texas he sent the body out to be painted. After weeks of hearing nothing from the painter Paul tried contacting him several times but

could not reach him. Eventually, Paul drove down to the painter's shop with a friend to get the body back. The painter's shop was locked, but no one was around. Paul found a crow bar on the ground nearby and pried open the lock on the door. The unpainted body was inside. They grabbed it, loaded it on his friend's trailer, and took it home.

Paul took the car all over the country with him when he was transferred to different assignments in the Air Force. The current paint job was applied by a guy in Pennsylvania. While stationed near Baltimore, Paul made arrangements to get the rear bumpers re-chromed. He dropped the bumpers off at the plating shop, which was in a sketchy area in Baltimore. He called the shop numerous times about his bumpers, but his calls were never returned. One day the plating shop owner's wife called Paul and told him that if he wanted his bumpers, he should meet her in front of a certain store in Baltimore at 10 pm. He went there but she never showed up. He never did get his bumpers back. The ones on the car are replacements. Paul finished restoring the car in the 1990s. He rebuilt the transmission and rear end during the restoration. The cylinder head was removed at one point, but the rest of the engine (rings, bearings, etc.) are original as far as he knows.

It was a long journey, but in the end it was worth it. I would like to thank the Macks, Clyde, Howard, Gemma, Roger, Paul, and all the others who helped me acquire my own Model A. 🍷



Here's how news of 'Black Tuesday' was delivered to Utahns 90 years ago

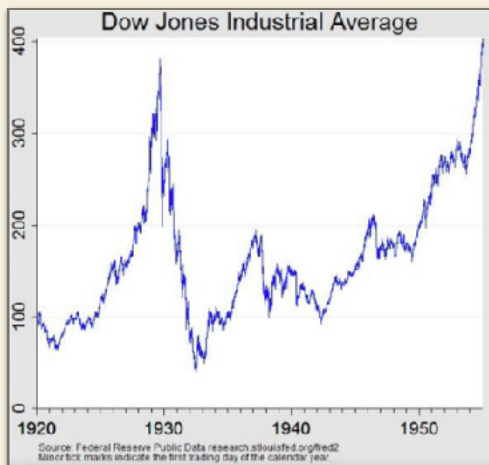
BY CARTER WILLIAMS, KSL.COM

Editor's note: This article is a part of a series reviewing Utah and U.S. history for KSL.com's Historic section. It is for private or not-for-profit use.

SALT LAKE CITY — Ninety years ago, as the Wall Street stock market began to crack, a five-day stretch made it crumble into pieces. While the significant downfall began on Oct. 24, 1929, it's Oct. 29, 1929, that stands out in history. It's forever known as “Black Tuesday.”

That five-day downfall and “Black Tuesday” is now recognized as the unceremonious gateway into The Great Depression; however, old newspapers show this wasn't the only thing on Utahn's minds at the time and it's likely few knew what was ahead.

Here's a look into how Utahns reacted at the time:



A refresher on what caused the crash

You probably know this story from school. The “roaring” 1920s were a revolution of wild stock market expansion, but its growth came from even wilder

speculation. [As History.com points out](http://History.com), the stock market grew six times from 1921 through Sept. 3, 1929 — when the market hit its peak.

However, many were [buying stocks on margin](#). They were essentially taking out a loan to buy a stock, which can be profitable but is also risky. [According to Encyclopedia Britannica](http://Encyclopedia.Britannica), people were selling their Liberty Bonds and mortgaging their homes, collectively pumping billions of dollars into the market as everyone seemingly wanted a piece of this historic market climb. This speculation continued even as the market began to slow down later into September and into October 1929.

It finally snapped in mid-October of that year with the worst stretch beginning on Oct. 24 and continuing until Oct. 29. That was followed by a regressed economy that plagued the 1930s.

How the news was delivered

It's important to remember this collapse — while a front-page story — carried even more significance later in history. Therefore, it's no surprise there were other happenings at the time that also snagged attention during this time period.

For example, the top story of the [Provo Evening Herald on Oct. 25, 1929](#), wasn't the stock market beginning to collapse, it was about a jury finding Albert Fall, the former U.S. Secretary of the Interior, guilty of bribery for his role in the infamous [Teapot Dome Scandal](#). [That same day, The Salt Lake Telegram ran a story](#) about federal prohibition law enforcement officers who were threatened by bootleggers in Utah.

Much like 2019, a cold wave and snowstorm struck much of the Wasatch Front in late October 90 years

ago. There was a missing plane in New Mexico that caught top headlines in multiple newspapers; that had a happy ending as the plane was later located and all five occupants were safe.

College football was also on the minds of many Utahns. A front-page headline in [a Nov. 1, 1929, edition of the Deseret News](#) stated that the University of Utah were four-touchdown favorites in a rivalry game against BYU — although news of the stock market also landed on the front page that day.

The real focus on what was happening on Wall Street appeared to come around “Black Tuesday.” At least, that’s when newspapers started making it top story news. The Deseret News [on Oct. 29, 1929](#), proclaimed the crash was “practically universal” by that point. [An archived version of the Salt Lake Telegram from that day](#) was a little more unfortunate in hindsight. In big bold letters, the headline read, “Stock market rallies: Recovery during last 3 minutes of trading sends prices upward.”



The front page of the Salt Lake Telegram on Tuesday, Oct. 29, 1929. (Photo: Utah Digital Newspapers)

The article, a wire story from the United Press Financial Editor, stated: “The battered stock market swung forward in the last three minutes of the greatest day in its history today — a swing forward brought about by

millions of dollars backing from bankers and supported further by statements of confidence from financiers. It was an amazing recovery.”

While the wire story framed a record 16 million stocks being sold that day positively, [History.com notes](#) billions of dollars were lost that day. There was a brief spike in the middle of the fall, but in all the entire market fell about 25% between Oct. 28 and Oct. 29, 1929, alone.

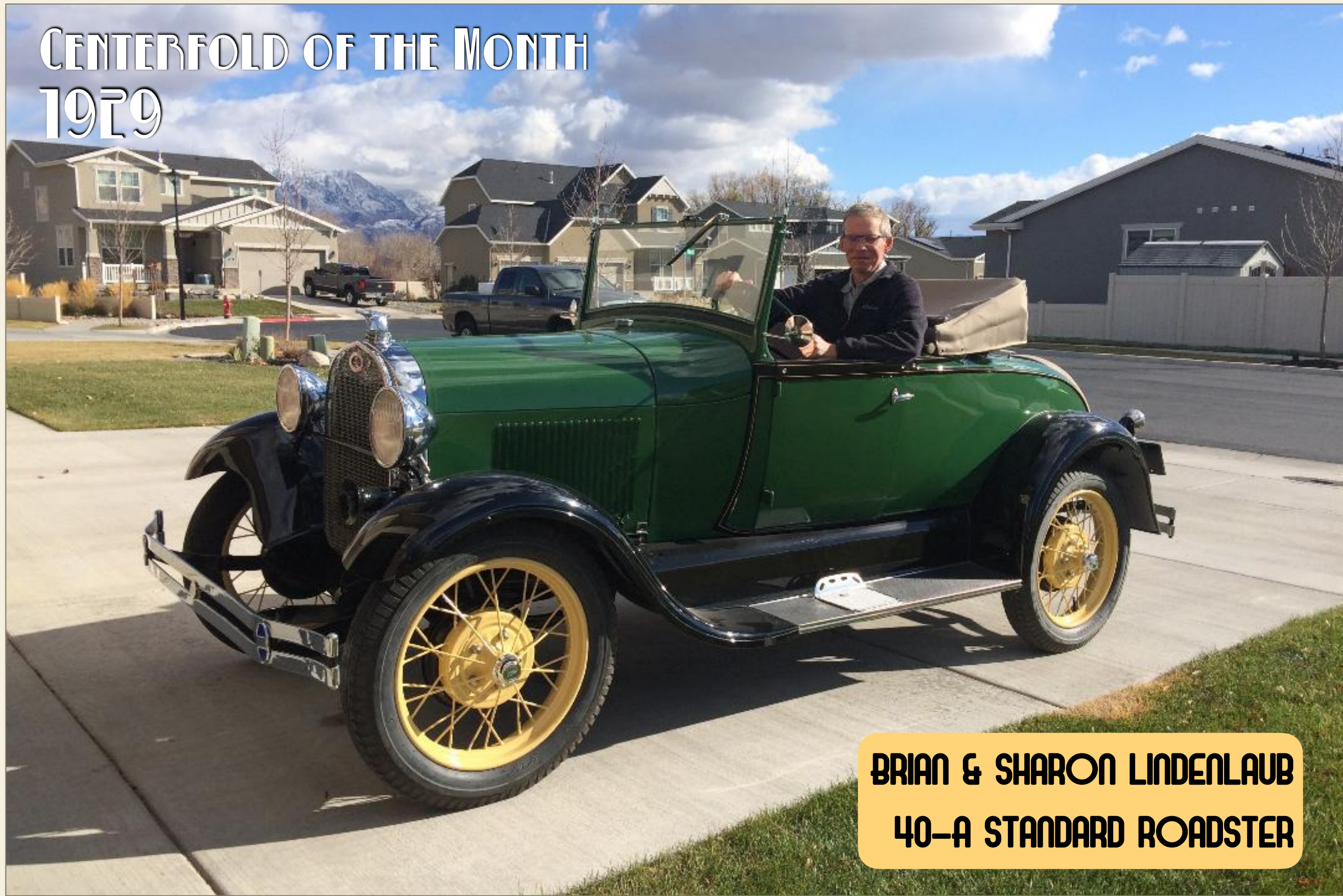
A wire article that ran in [the newspaper’s Oct. 30 edition](#) noted that 37 companies in the New York market had vanished over the course of a month. “Specialists in the stock, it was explained, received selling orders in the stocks, but could find no bids and refused to open them rather than sell for unusually low prices,” the article read.

We now know what happened next, but it’s clear people across Utah and elsewhere weren’t aware that the U.S. — and other countries across the world — was headed toward a decade of despair. They also probably didn’t realize the impact Utah would also face.

Gross income from Utah farming dropped 60% from 1929 to 1933, [according to Utah History Encyclopedia](#). The state’s annual per capita income dropped in half by 1932 and in 1933, Utah’s unemployment rate reached 35.8% — fourth-highest in the nation at the time.

Looking back at these newspapers from 1929 shows us that monumental moments in history — such as this collapse — aren’t always immediately clear. There were plenty of big stories happening at the same time that faded with history. The hope, however, is always that we learn from the market mistakes of 1929 so they don’t happen again. 🍷

CENTERFOLD OF THE MONTH
1929

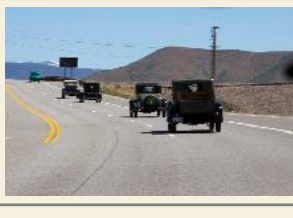


**BRIAN & SHARON LINDENLAUB
40-A STANDARD ROADSTER**



Looking Back at the Year of COVID-19

PHOTOGRAPHERS: CLYDE MUNSON, HOWARD ECKSTEIN, GREG MACK, AMBER MORRELL, BILL THOMPSON, REID CARLSON, ROBERT MACK, AND BRAD CHRISTOPHERSON





UTAH VALLEY

- Model A Club -





One Contributor to Carburetor Leaking

BY HOWARD ECKSTEIN

We've all been vexed with leaking carburetors. No matter what we do to set the float level and jet dimensions correct, the darn thing still will leak, but only sometimes.

I got an email from Don Bader of the Restorer's Class Committee who sent this information along that may explain why your carburetor is unpredictable in regards to staying dry when not in use.

"I have found that the float can contribute to the problem. You need to inspect the carburetor float hinge bracket. Frequently the float valve will wear a dimple in the hinge bracket and the dimple will impede the float's travel, and thus not completely seating the needle in the float valve."

The hard fix is to desolder the bracket from the float, turn the bracket over, and hammer the dimple out. Then resolder the bracket onto the float. Be careful to keep the float in the original position relative to the hinge bracket, otherwise the float can rub against the inside of the float bowl, and you will really have a problem.

The easy fix is to replace the float with a new one from the catalog. 🇺🇸





Push Start

AUTHOR UNKNOWN

Continued from page 5



Coming home, all was well until I got to an intersection where I had to make a left turn on a four-lane street. I pulled into the left turn lane to await the green turn arrow and as I stopped, so did the engine! I immediately tried to restart it, but it was no use. I knew I was in for a cantankerous tussle with the stubborn engine! The lights were still “fresh” and I believed I had time to get out of the left turn lane and called for my son to get out immediately and help me push the car to the right across in front of the waiting cars down the empty street. In this we were successful.


We were in a new subdivision and there was little if any traffic on the street so we could take our time and get the engine restarted on the level street. I knew from experience that a push start was the best bet with the hot engine, so we both got out and began pushing. When we got up to starting speed, I jumped in the seat, turned on the ignition, shifted from neutral to low, and felt the car bump to a halt. My light-weight son’s thrust did not overcome the friction and compression of the engine in low gear!

So we started over again, and I told my son I would use second gear this time, and he was to push like demons were after him when I jumped into the car. So off we went down the deserted street, only to have a repeat of the previous performance. Second gear did not noticeably improve the situation!

I reiterated my instructions to my son, but didn’t tell him that I had changed my plan of attack. As I got out of the car, I made certain that the ignition was on and moved the throttle a bit more to open. When we reached what was considered our likely maximum speed, I reached into the car and with reasonably great force shoved the gear shift lever into second gear! Success! The car jerked a bit and then the engine began running and the wheels were rapidly taking the car down the empty street without me!

I know that I didn’t stop running, but the way the car was putting distance between us seemed that I had! Glancing down the street, I saw for the first time that there was a T-shaped intersection, and that the car was headed straight for the lawn of a new house at the end of the street!

To say that I was incentivized to exceed my best 100-yard dash time ever, was to put it mildly! I caught the car, climbed aboard, and applied the clutch and brake pressures that brought the car to a stop just prior to the intersection!

While I caught my breath, I adjusted the hand throttle to a fast idle and slowly made a u-turn to take me back to pick up my son, who at this time was still lying face down on his belly laughing hysterically at the Laurel & Hardy scene of his father chasing a Model A Run-A-Way Roadster down the street to stop it from smashing its self into a new house! 



When a Model A Just Won't Start

BY HOWARD ECKSTEIN

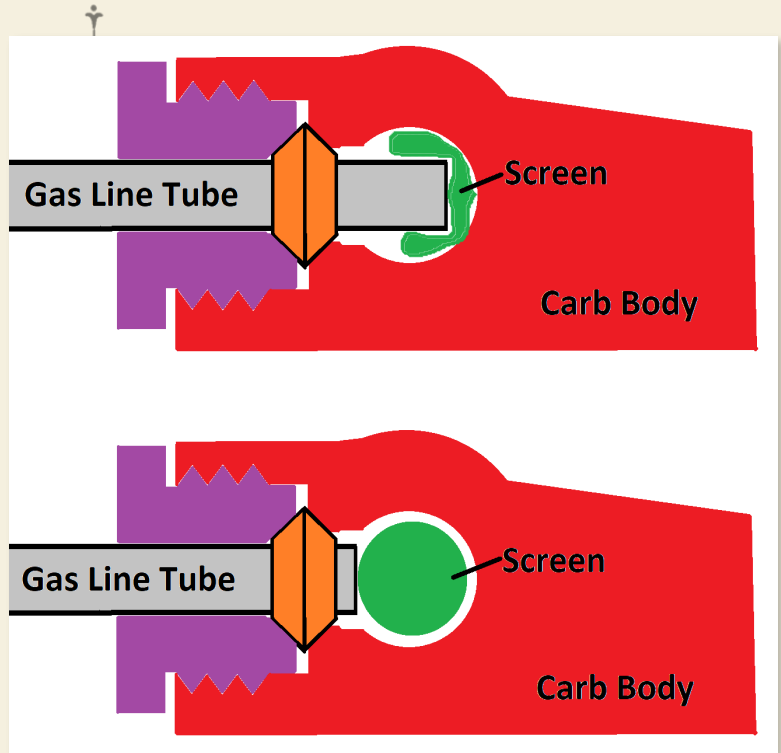
Reid Carlson called me up the other day to ask about a stubborn Model A that, despite all the best efforts, refused to start. The usual checks were made, ignition timing, valve timing, gas, spark, compression, everything. The car was towed in second gear and still, it wouldn't start.

The owner is John Magrath, now one of our newest club members with a 1929 Steel Back Fordor. He has had the car for many years and ever since the engine was rebuilt two years ago, he has not been able to get it to run.

Whenever a Model A refuses to run, it usually boils down to something simple. We checked the cylinder compression and the variance between cylinders was within the 10% allowance from highest to lowest reading. A broken-in Model A engine with a stock head should show compression pressures around 55 to 60 lbs/in², but we were getting 40 to 45. This is not alarming since the new engine's rings are not yet seated, thus allowing some blowby.

John had new parts in his distributor and there was sufficient gap at the points. The timing was spot-on. We had a spark when we checked with a timing light. Still, it wouldn't start.

The next thing we checked was the presence of fuel at the carburetor. The fuel line from the tank to the carburetor inlet was removed, and it was seen that the pipe extended about 3/8 of an inch past the end of the ferule, thus reaching too far into the fuel inlet, crushing the screen and plugging off the end of the tube. Gas couldn't get into the carburetor. The excess tubing was cut off and the gas line reinstalled.



I've done the same thing on my own car, so looking for this issue was a diagnostic step to take. After making the correction, gas filled the carburetor.

Since the car's battery was running low, a 12-volt portable power pack was used to help run the starter. While cranking the engine, it was noticed that smoke was coming from the spark rod socket on the steering column. It was too hot to touch! This was an indication of a bad engine ground. The braided battery ground strap was bolted to a nicely powder-coated frame, without a bare spot having been made in the coating where the ground cable is attached.

Powder coating is a good way to preserve the car's frame. Some owners use POR-15 as a coating that can be sprayed or brushed on. It too, is very good at



preserving the metal and preventing rust. The trouble with powder coating and POR-15 is that they are plastic based products that act as electrical insulators. As a result, components that rely on the frame for providing a ground must be connected to a place where the coating has been scraped away. This is part of what caused grief for John. The engine mounts provide the ground for the engine, but due to the powder coating, there was too much resistance. The breaker plate in the distributor is grounded to the engine block. Current from the starter couldn't get through the normal avenues of the motor mounts, so it found a pathway through the spark rod.

We put a jumper cable between the positive battery post and one of the head nuts. This provided a temporary good engine ground. We were then able to start the engine so long as the choke was held part way closed.

The need to hold the choke part way closed on a Model A indicates plugged jets in the carburetor or a serious vacuum leak. The exhaust manifold on John's car is a reproduction part, and when the intake manifold was attached, the two were not surfaced so that all the port openings are on the same plane. This can cause the intake manifold to be held away from the gasket, allowing air to pass through the gasket area and dilute the air/fuel mixture provided by the carburetor, making the gas charge too lean to burn.

John's assignment now is to clean or replace the jets in his carburetor, take the manifold set to a shop to have it trued, and to install an additional ground cable between the battery and the engine block so there is a good ground for the starter and ignition. Once these items are addressed, the engine will run nicely and he can move onto the next part of his car's restoration. 🇺🇸



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Fair Forewarnings for Failing Fans

BY HOWARD ECKSTEIN

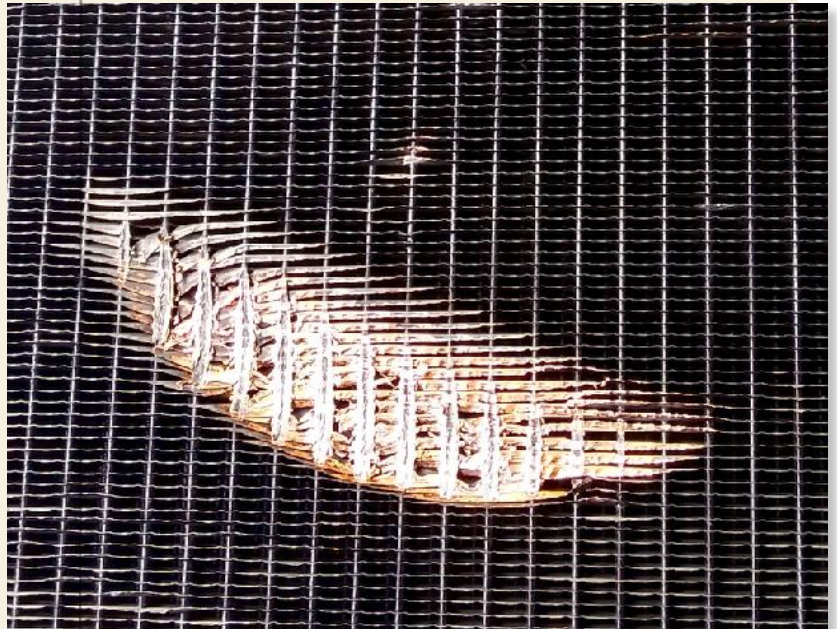
Far from funny, failing fans foment furious frustration. In the September 2019 issue of the Motometer, Greg Mack wrote a technical article about Model A fans, both original and replacement types. He outlined different kinds of failure that can lead to damage of the cooling system components and possibly the hood. You can review that article here: <http://utahvalleymodelclub.org/wordpress/wp-content/uploads/2020/07/2019-9-Motometer.pdf>

A year or more ago, Pat Hanson discovered that his four-bladed fan was coming loose at the rivets where the blades and pulley are attached to the hub. He surmised that the alternator played a role in causing stress on the rivets. The alternator will change its torque demands depending on the draw of the electrical system when the car is in operation. The original generator presented a constant drag on the fan belt regardless of the car's electrical requirements. Sudden changes in an alternator's torque demand on the fan belt causes variations in the tension on the belt as it curves over the fan pulley. The crankshaft and alternator pulleys are well-supported, leaving the rivets of the fan assembly as the weak link in the front end of the engine.

On my own car, a rickety four-blader made a copper smile on a brand-new radiator. Fortunately, the tubes were not cut and I am still using the radiator. That old fan is rusting in a landfill and a cast aluminum reproduction two bladed fan is installed, with good results.

Karl Furr, a few months ago, had a rattling four-bladed fan and replaced it before it caused any damage. Ditto for Roger Davis about three years ago. I've replaced four-bladed fans on other cars over the

past few years. I can't remember how many, but each one was in trouble.



Just this last November, I was working on Doug Prawitt's 1930 Pickup. He had asked me to come out to remove his radiator for repair. I asked him if it was overheating. It had been damaged by the four-bladed fan. The rivets had all broken off and the fan had cut through the tubes in the radiator in the infamous copper smile.

The fan and pulley were still together, but the heads of the rivets attaching the assembly to the hub were shorn off.

The fan assembly was able to slide past the nut and spin against the radiator, causing severe damage. You can see the shorn-off rivets still in the hub. This is the worst case of four-bladed fan failure I've seen. You'll notice in the pictures that this truck has an



alternator installed.

I recommend the two-bladed cast aluminum reproduction of the original that is now available from the catalog houses. It has proven to be a robust replacement. Above about 25 miles per hour, the fan is irrelevant, so having a two-blade is sufficient for effective radiator cooling.

If you have a four-bladed fan, plan on replacing it now. I used to suggest checking it for looseness, but not anymore. Failure can occur between checks, so don't put it off. Don't wait for



Father's Day, Christmas or your Birthday. The cost of a radiator, water pump and possibly a hood repair and repaint will set you back much more than changing it out now. Follow fan forewarnings for forestalling fan failure followed by furious frustration. 🚗



Ladies Fashion Journal

EVOLUTION OF FUN FASHIONS

Pegge Blinco
courtesy of MAFCA
Fashion Committee



VINTAGE BEAUTY

H

J

H

STYLE TIP:
Beautiful beadwork on gossamer mesh is instant ladylike glamour. Keep accessories vintage-inspired to complete the look.

This pink vintage dress is from Newport News and is correct for our '28-'29 style. The shoes she is wearing are not.

STUDY OLD PHOTOS

Lastly, a couple of accessories: crocheted gloves and Hair adornments - both available from Victorian Trading Co.



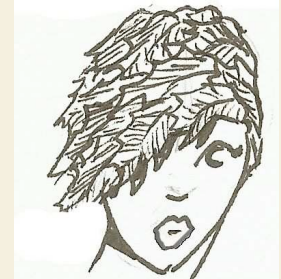
If you prefer the sporty, spectator-look, the V-neck sweater (very available at this time) and worn with a calf-length kick pleat or pleated skirt - a great look. Don't forget the cloche hat!

H Antique-inspired dropwaist mesh dress with allover beadwork. Paneled handkerchief-hem, 35" from waist at longest point. Hidden side zip. Matching slip, attached. Polyester. Dry clean. Imported. Rose Puff. AFG1500 Sizes 4-16 will be \$99 now \$59*

Newport News



... and speaking of cloches, I recently found a great book entitled '**Saturday Night Hat**', **Quick and Easy Hatmaking** by Eugenia Kim in which she has directions for the Full Feathered Cloche made from an old felt cloche or felt hood (that can be purchased at any millinery supplier), feather pads, fabric glue and spray starch ... check this out if making a hat interests you.



Everything seems to remain about the same for our fellas - refer to **Fun Fashions for the Fellas** - article on the ERA FASHIONS page of the MAFCA website. The article was published in March 2006.

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In studying the era pictures of the driving/touring caps I see them much fuller than the caps made today. I have found a great likeness in the Irish Touring Cap from John Helmer. This is a blousy 'newsboy' cap and a very good replica of our era.

For authenticity, study old photos along with the MAFCA Fashion Guidelines and the Book of Fashion Facts!!!

| | | |
|-------------|-------------------|--------------|
| References: | J. Jill | 800 642-9989 |
| | J.C. Penney | 800 222 6161 |
| | Spiegel | 800 345-4500 |
| | Victorian Trading | 800 800 6647 |
| | Chadwick's | 800 525 6650 |
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MAFCA / MAFFI News



Bill Truesdell

We have turned the calendar page to a new year. I have heard from so many that a new year was at the top of their Santa wish list last month. Let's hope, with new vaccines the COVID problem will begin to recede into the history books. At least, it appears the worst is behind us.

I am eager to get my Model A back on the road in real, honest-to-goodness tours. Your 2021 Board of Directors is working hard to get ready for the New Hampshire National Tour in June and the National Awards Banquet in Fort Worth this December.

I hope your holiday celebrations were as pleasant as they could be. Gathering family together has been a challenge given all the government restrictions. Yet, technology has given us the opportunity to see our loved ones and friends without actually being in the same room with them. Perhaps we should suggest to ZOOM that it is, "The second best thing, next to actually being there."

The Board of Directors will be holding its February meeting on ZOOM as it has the past several meetings. The platform allows us a chance to include member guests in our agenda. So, if you have something you would like to discuss with the Board, please let us know. Sandra Aguirre at our La Habra headquarters is the person to contact. 562-690-7452 is the phone number and info@mafca.com is the email address. She can also arrange for you to receive the link information if you wish to attend the February board meeting.

On behalf of your Board of Directors, I wish you a very Happy New Year. May you be safe and healthy throughout this recovery year. I'll look forward to seeing you on the Model A roads this year. 🍷

Dear Model A Friends,

The Model A Ford Foundation is nearing a significant milestone, and a huge Thank You is needed to the many supporters who have brought us to this point. I have decided to write this State of the Foundation article to let everyone know MAFFI's current status and the plans for the future.



John W. Begg

We are very close to achieving our \$1 million endowment goal. This is a great achievement and it is due solely to the generous donations given by our Model A hobbyists. So, maybe it's time to reflect on the purpose of the endowment and where we go from here.

A number of years ago it was determined that to assure the perpetuity of our Museum, a fund would be required to support the long term costs associated with its running. A goal of \$1 million was eventually established in order to generate revenue (if required) from any earnings, without disturbing the principal. A conservative return of 3-4% generates about one third of our annual operating costs. To be more specific, we spend about \$100,000 per year to run the Museum. This includes our annual fee to The Gilmore, insurance, displays and exhibits, publications, vehicle maintenance, transportation, and storage expenses. We have no salaries or personnel expenses. We also have no debt to service. From an income perspective, we currently take in about \$30,000 from our annual Model A Day event and about \$70,000 each year from membership dues, club support, and individual donations. Therefore, our income and expenses balance out. Since we can't predict the future, we need a significant financial cushion should income decline. This is why we have an endowment. 🍷



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