



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 10 No. 11

• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

November 2022

IN THIS EDITION:
DRIVING WITHE MANUAL SPARK LEVER
 Macabre Stories from the Grave
 PRESS RELEASE

MODEL A
 IGNITION
 DIANOSTIC

CHECK YOUR
 OIL FILLER
 PIPE



The Utah Vally Model A Club keeping with the theme of Halloween by going on a Cemetery Tour.

Photographer: Clyde Munson



**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 6:30 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2022 Club Officers

CLUB OFFICERS


Board Chairman	Greg Mack	gregmack02@yahoo.com
President	Brad Christofferson	bdc.p51@gmail.com
Vice President	Brian Lindenlaub	b.lindenlaub@gmail.com
Sec/Historian	Elaine Carlson	sewingbird@msn.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.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

NOVEMBER ACTIVITY

TROUBLESHOOTING BOOT CAMP



10:00 ♦ SATURDAY NOVEMBER 12
BRAD CHRISTOFFERSON'S GARAGE
3020 NORTH 600 EAST, LEHI

Vice President's Message

BY BRIAN LINDENLAUB

With the Thanksgiving holiday coming up later this month, it only seems appropriate to share my thoughts on some Model A-related things I am thankful for.

- I'm thankful for the good friends who have taken their Model A off their trailer and trailered my car home after it broke down on every long-distance tour I have taken it on.
- I'm thankful for other good friends who have helped me repair my car when I needed guidance or help or special tools.
- I'm thankful for the opportunity to learn new things about my Model A each time it needs a repair.
- I'm thankful for the awesome activities, terrific technical support, and commendable camaraderie provided by the members of our local club, the Utah Valley Model A Club. I'm thankful for the Model A Ford Club of America for providing national activities, publications, club insurance, and other infrastructure that supports our local club.
- I'm thankful for the contributions and friendship of Wayne Carlton, Tony Jacobs, Karl Furr, and other club members we have lost recently. They will be missed.
- I'm thankful for Henry and Edsel Ford for conceiving and manufacturing the Model A as a simple but durable vehicle with thousands of examples that are still around for us to enjoy.
- I'm thankful that metric fasteners weren't in wide use in this country when Model As were being built.
- I'm thankful that we have access to ethanol-free fuel in this area to keep our Model As in peak condition.
- I'm thankful that new and used parts needed to keep our Model As running are plentiful. And I'm grateful for the ability to order parts from a supplier on the other side of the country and miraculously have them show up on my front porch two days later.
- I'm thankful for the members of my family who support me in this hobby without completely understanding why anyone would want to drive around in a 90-year-old car. And since we also celebrate Veterans Day in November, I want you to know that I am thankful for all the men and women whose sacrifices made it possible for us to enjoy the freedoms we have in this great country. Which includes driving around in 90-year-old cars if we want to. 🇺🇸

WHAT'S INSIDE

2 Mission Statement	11 Where's Tim and Judy?	23 Check Your Oil Filler Pipe
Club Officers	12 Driving with the Manual	Model A Tires
3 Vice President's Message	Spark Lever	24 Let's Have Some Fun
4 October Meeting	13 November Birthdays	25 I'm Thankful for Our Model A
6 Out and About	15 Mifflinburg Body Company	Family
7 Press Release	17 The Model A Junk Yard	26 MAFCA News
8 Macabre Stores from the	19 The Perfect Bow	27 MAFFI update
Grave	21 Model A ford Ignition	28 Classified Ads
	Diagnostic	29 Membership Applications

October Club Meeting

BY ELAINE CARLSON

Attendance: Diane Brimley, Reid & Elaine Carlson, Roger Davis, Stephen Dutton, Brad Christofferson, Howard & Gemma Eckstein, Buster Hansen, Joe Jeppson, Brian Lindenlaub, Sam Korologos, Greg, Nicholas & Robert Mack, Amber Morrell, Clyde Munson, Darren & Jennifer Paulson, Par & Patsy Palmer, Jeff Nevin, Bill & Colette Thompson.

New Member: Darren & Jennifer Paulson are no longer the newest members of the club. Howard Eckstein worked with Stephen Dutton to get his 1929 Station Wagon running. Stephen came to the meeting tonight. We hope he enjoyed the meeting well enough to keep coming.

News:

- More information and photos have been added to the TheUtahValleyModelAClub.org. Check it out. More Motometer issues and upcoming event information is available.
- It is a good idea to check your coolant levels as we transition into a colder season. Do you have the right antifreeze level?
- While at the Hershey Swap Meet, Roger entered his Fordor into the AACA car show. When judged against the MAFCA/MARC Judging Standards, Roger and Geena won a second place trophy. They were the only one in their class. Darren told Roger that that means he came in last too.

Club Business:

Finances: Treasurer, Diane Brimley, reports that the club's finances are still in good shape.

Club Christmas Gifts were discussed. Brian Lindenlaub found a suggestion to use Vaseline on the distributor shaft. A sample bottle was shown. It is small and easy to store.

Madeline Reed, Tony Jacobs daughter, conducted a fundraiser, auctioning off some of Tony's memorabilia. Madeline donated all of the money raised to the club. Diane was unable to give a total of the money raised, but every penny is appreciated. Thanks, Madeline.



National Awards Banquet (NAB): Howard used PowerPoint to give a presentation on the current status of our bid for the 2024 NAB. The presentation also explained some of the duties and responsibilities of the committees.

Elections: Elections will be held next month. Initially, Brad suggested that members should come prepared to nominate someone or volunteer to fill a leadership position. After further discussion, it turns out that most of the current board is willing to continue for another year. A final decision will be made next month.

Awards: No awards given out this month. But, when talking about the Bent Rod Award, Clyde told us of the accident he narrowly avoided. Clyde was almost hit by another car while driving to the club meeting. Because of this, he qualified for the “Brown Pants Award.” You may need to think about that for a minute.

Past Activities: The Utah Model T Club invited us to join them on a trip around Fishlake. The As outnumbered the Ts. There were two Model Ts and five Model As. The weather was perfect and the fall colors were spectacular. There were so many Salmon spawning, they couldn’t be counted. Everyone in the group were glad they came.

Future Activities:






- **October 15th** — Salty A’s have invited us to join them at Wheeler Farm in Murray. They will have prizes, pizza, a pumpkin carving contest and a car show.
- **October 22nd** — Cemetery Tour will be held. We will be visiting cemeteries both past and present. In the process, we will learn about some of the cemetery’s residents. We will meet at Chuck-A-Rama at 12:00 noon, eat, and then explore the histories of those who have gone before us.
- **October 29th** — Cedar City Livestock and Heritage Festival. We have been invited by the Cedar Breaks Model A Club to join them at the festival. They have requested that we put our Model As in the car show.
- **November 12** — Troubleshooting Boot Camp will be held at Brad Christofferson’s home in Lehi at 3020 North 600 East, 10:00 a.m.
- **December 3rd** — Christmas Party at the Orem Golden Corral, 12 noon.

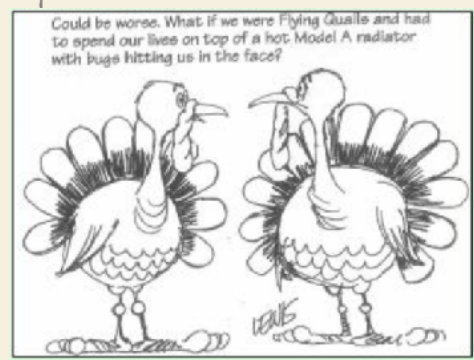
TechTalk: Robert Mack finished his presentation that documents the clubs ten years of existence. It took three months to get through the club’s history.

Refreshments: When it comes to refreshments, we are definitely spoiled. Brad brought big, delicious cookies and all that comes with cookies. 🍪

November 2022						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 	3	4	5
6	7	8	9	10 	11	12 
13 <small>Daylight Saving Time ends</small>	14	15 <small>Halloween Day</small>	16	17 	18 <small>Reformation Day</small>	19
20	21	22	23	24 	25	26 
27	28	29	30 <small>Thanksgiving Day</small>			

© Michel Zbinden / Calendar USA

-  = Club Meetings
-  = Activities/Tours
-  = Other Club’s Activities
-  = Other Activities
-  = Birthdays



Heard it Through the Grapevine

OUT AND ABOUT

Buster Hansen finished painting the chassis for the speedster. Other parts are being cleaned and repaired. Once all parts are ready, the reassembly will commence.



Roger Davis reported on his quest to make his Model A Mail Truck as correct as possible. He says, "I finally found some pink post office department spark plugs for my '31 Mail Truck on e-bay a couple of weeks ago. They run great!"



Reid Carlson found some very interesting historic photographs he thought the club



members might enjoy.

All photographs

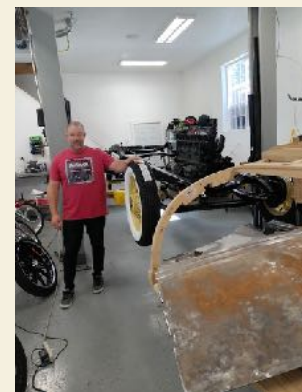


has a story to tell.

Stephen Dutton, in his station wagon, and **Nicholas**

and **Greg** in their respective vehicles were caravanning home after the October club meeting when Stephen's car quit running. Nicholas diagnosed the problem and Greg fixed it. It turned out to be a clogged fuel line and sediment bowl."

Howard Eckstein has taken on a new project, a 1931 Chevy this time.



PRESS RELEASE

FROM HOWARD ECKSTEIN

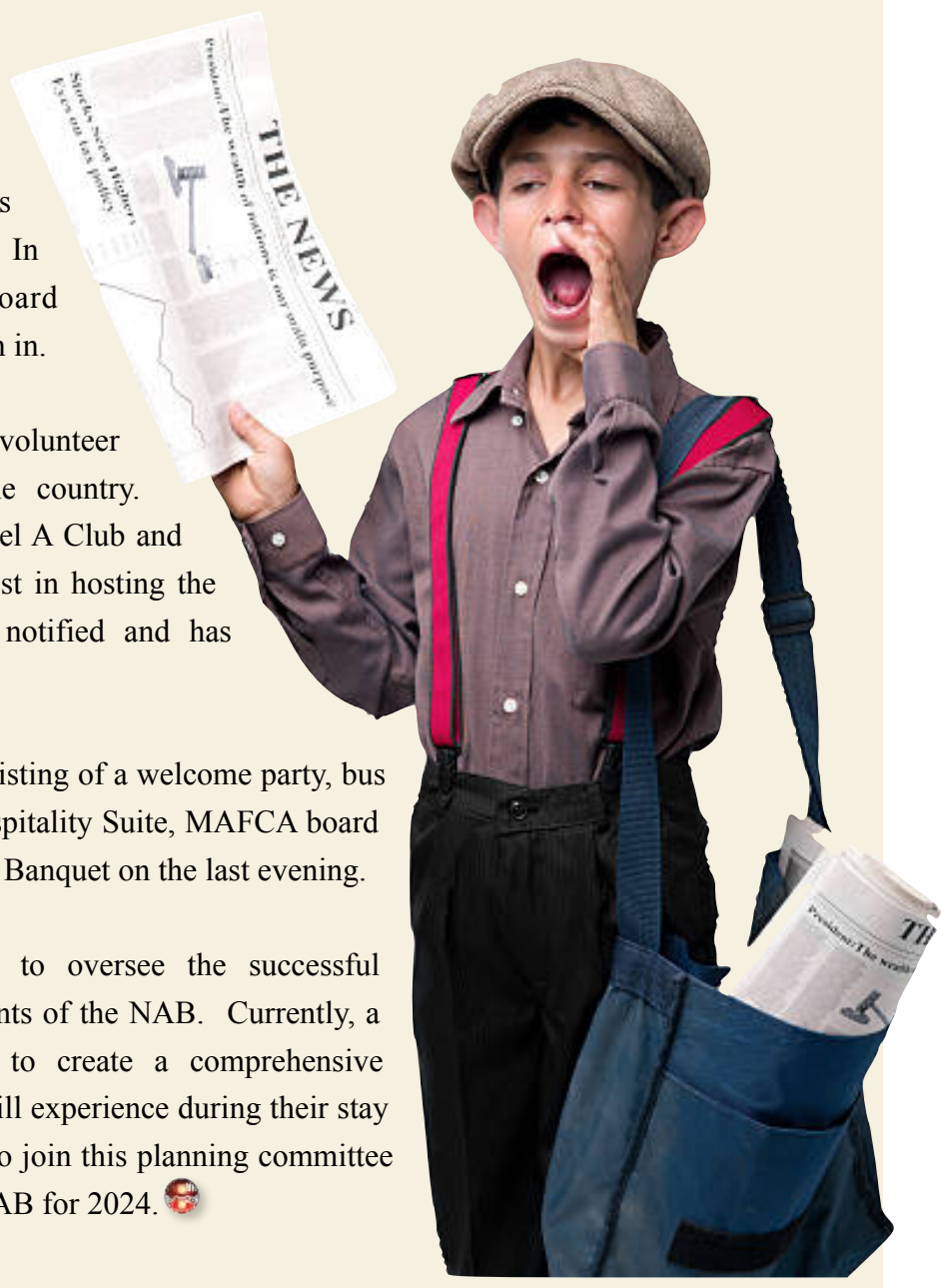
MAFCA Accepts Utah Clubs' Bid to Host the 2024 NAB

Every year the Model A Ford Club of America (MAFCA) holds a National Awards Banquet (NAB) where recognition is given to contributors to the *Restorer*. The awards are given for Newsletters, Websites and Literary contributions from the membership of the club. In addition, the new national board members are announced and sworn in.

Each year, the NAB is hosted by volunteer chapters from somewhere in the country. Members of the Utah Valley Model A Club and Beehive As have expressed interest in hosting the NAB in 2024. MAFCA was notified and has accepted our bid.

The NAB is a four-day affair consisting of a welcome party, bus tours, seminars, Raffle Room, Hospitality Suite, MAFCA board meeting and of course, the Awards Banquet on the last evening.

Committees will be established to oversee the successful outcomes of the various components of the NAB. Currently, a planning committee is forming to create a comprehensive outline for the activities visitors will experience during their stay here. We are seeking volunteers to join this planning committee as we work toward a successful NAB for 2024. 🍷



Macabre Stories from the Grave

BY ROBERT MACK

On a cold, gloomy, and rainy afternoon, the Utah Valley Model A Club ventured into a burial ground, two graveyards and a large cemetery to learn about the life and death of the individuals buried beneath their feet.

Some residents of the graves have been moved so many times they are no where to be found. Other's are not famous because of the lives they lived but because of the type of death they experienced.

Our first stop was a fuel stop at Chuck-A-Rama. What better way to learn about the dead than on a full stomach. We were lucky, some people became uneasy while listening to the gruesome stories, but it went no further than that.

Then we traveled to the west side of Provo where the first settlement, and first burial ground, was located at Fort Utah. It was found that this was not a good place for a burial ground because of

the high water table, so the graves were moved to a different site. When the new landowners plowed the grounds, however, they were not happy when they plowed the fields. Dirt was not the only thing brought to the surface, human remains were uncovered as well. Even today historians and city officials are not sure all of the bodies have been removed.

Next, we drove to a graveyard, next to the Baptist Church. What started out as a family burial spot, grew to over 60 graves. With only one burial being a family member, they requested the other remains be moved to a more appropriate site. There are still two children buried there and untold other bodies who were never moved.

Following the Baptist graveyard, we traveled to Temple Hill. Residents of the city had great hopes for this beautiful site. The entire valley spread out from the foot of Temple Hill. It was named Temple Hill because many early settlers thought this would be an



appropriate spot for a temple. After a few years, it became apparent that Temple Hill was not a good site for a graveyard. Burials were difficult, the hill was composed of sand collected along the shore of the ancient Lake Bonneville. When digging a hole, the sand would quickly fill it in. After time, graves were known to collapse from the weight of the sand, exposing the corpse. A story told about this site, is of an experience of a family who decided to reinter the body of their mother into the new cemetery established in 1853. They thought it would be easy to identify their mother's remains because she was buried wearing white gloves. Lo and behold, they found three other women with white gloves. They decided to move all four women into a mass grave in the Provo Cemetery.

From Temple Hill we drove through the BYU campus to the Provo Cemetery. This being the first stop in a cemetery, there were numerous stories. We visited the grave of John Zimmerman, whose wife thought he would be

resurrected and return to her. After several years, she still hadn't seen her husband. She decided to take matters into her own hands. One night, she dug up her husband. After seeing the state of his remains, she decided he would never walk through her front door again. After the Zimmerman visit, we drove to a different area of the cemetery to stop by the grave of 17 year-old Albert Park.

During a 4th of July celebration, Albert was the victim of a mock battle between the British and the Colonists. At the "battle" the cast members were using real guns. The "bullets" were made of black powder and a wad of newspaper which would disintegrate after it left the barrel. The debacle occurred when one of the cast members loaded his gun with tissue paper waded tightly instead of newspaper. The problem with tissue paper is that it doesn't disintegrate when fired. At a distance of five feet, the tissue wad penetrated Albert's clothes and imbedded in his lung. After 33 hours of horrific pain, Albert died. Leaving his sickly mother to take care of the farm by herself.



The last stop on the tour was to see a grave with no corpse. Chauncey Millard was a murdering outlaw who, once caught, sold his body for one pound of candy to a local doctor. After Chauncey's death by firing squad, Doctor Don Carlos removed a large portion of the murder's abdominal skin. Which was later tanned and made into a doctor's bag. This happened occasionally through-out the United States at that time.

Then the doctor gave Chauncey's body to two local laborers to remove the other tissues leaving only the bones. This was done by putting the body in a vat of lye. Unfortunately for Carlos, they used too much lye and dissolved all the

remains, including the bones. Now there was no skeleton to use as an educational device in the doctor's office.

At this time, the rain and wind were relentless, giving us a clue that our sojourn with the dead was over. It was a unique tour that caused club members to think about their own mortality, and will be remembered for a very long time.

If you are interested in receiving copies of the entire stories, you are in luck. Robert Mack will be sending them out to all club members in an e-mail. Then you will all have campfire stories to tell that will haunt the next generation.



*Photographers:
Greg Mack & Clyde Munson*



Where's Tim and Judy?

BY TIM ISAKSEN

Not having cruised since Covid, Judy and I were suffering from withdrawal symptoms and decided on a 10-day Alaskan cruise in May (our 4th to Alaska, but still fun). We sailed out of San Francisco (the first Alaskan cruise of the season from there) which made it very convenient because we were able to take Caltrain from the end of the line near our daughter's house in Gilroy. The other end of the train line ends in San Francisco, about two miles from the cruise pier. From there, a quick Uber ride.



For some reason the cruise ship was late docking and we waited about two hours to board, so I was able to take a few pictures of local sights, including Alcatraz, Coit Tower, Transamerica building, and the Golden Gate Bridge. The ship also was late leaving.

Our first stop was Icy Strait Point, which is on tribal land. It has been improving over the few years it has been a cruise ship stop and it now has a nice gondola ride, a fantastic zip line, great rope bridges and obstacle courses in the forest, an old salmon cannery complete with gift shops and a small town about two


miles away. Judy and I got our exercise for the day walking to the town.

The ship then cruised up narrow channels on the way to view a glacier. Unfortunately, there were too many icebergs and the captain decided to turn around. We learned that the cruise line had sent a small boat up the channel the previous day and all was ok at that time.



The next stop was Skagway, with a short walk into town. This town came about because of the Klondike gold rush. There are museums, train, and bus rides to the Canadian border, and interesting old buildings along with many gift shops.

In Juneau, we decided to visit the Mendenhall Glacier (again). We rode the local bus to about two miles from the glacier and again walked to the park for our daily exercise. (A good way to burn off calories from over eating, which I always do on cruise ships.) On the trail to the glacier, we encountered a bear with two cubs, but they just casually moved on.

The last stop was Victoria Island. We only had a few hours there, so we just walked around the beautiful inner harbor, with its majestic government buildings and stunning views. 



Driving With the Manual Spark Lever

BY RUSSELL BAETKE, FROM THE RESTORER

The lever on the left side of the steering wheel is well known, even to the casual driver. Most drivers learn a routine and operate the car with little more concern for the lever's existence. Start the engine with the spark lever up. Pull it down and drive. Not much more advice was offered to the new Model A owner, except to retard the spark knock. That's about all there was to it, and still is, unless you want to run your engine a little bit nearer to its best capabilities. Some of the improvement in performance of a modern engine is obtained by automatically setting the spark advance to the best position for the driving conditions. This is done with centrifugal devices and vacuum devices, not found on our Model As. They provide the controls necessary and operate without any driver concern. A Model A driver with a little concern can play the spark lever to get a good approximation of the modern improvement.

If you are curious about that lever on the left, start playing with it while you drive. Move it up and down and observe the way the engine acts. Not the best ideal setting, the best fast cruise and try all speed in between. How does the position of the lever relate to speed? How does it relate to power? Best fuel economy?

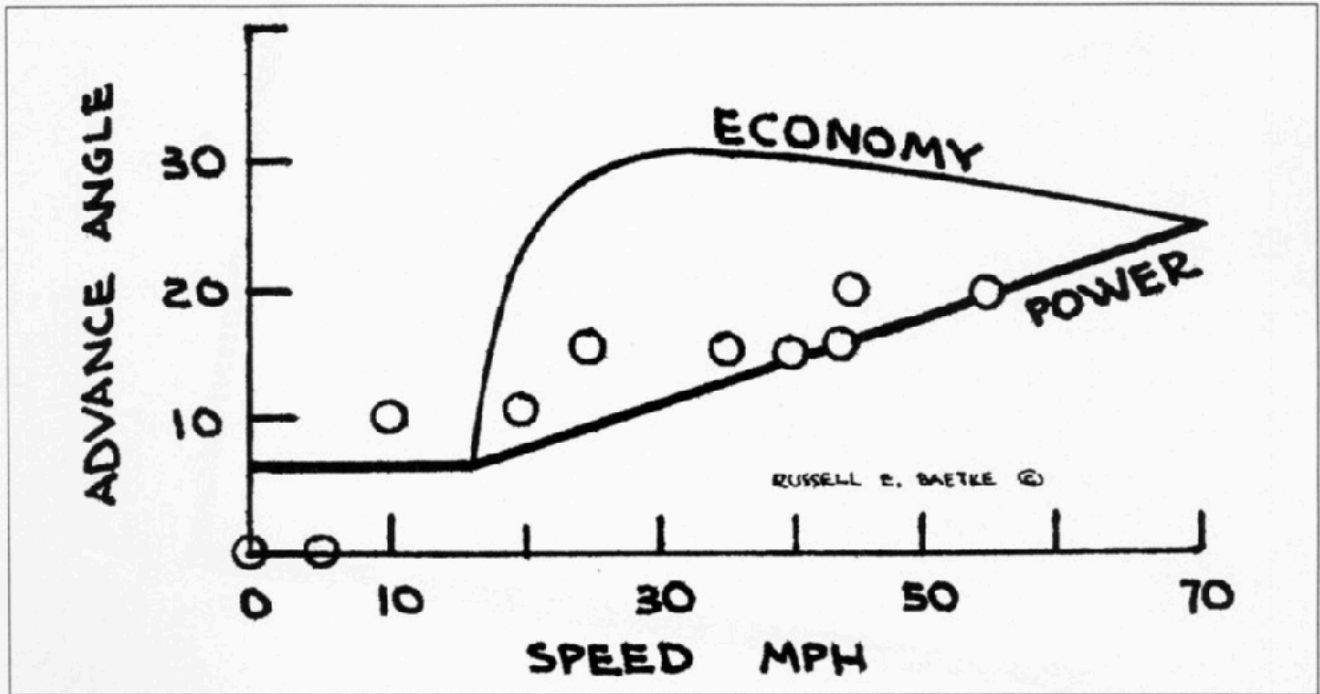
The spark lever position sets the spark timing with respect to the position of the piston. Lever up means the spark is ignited when the piston is exactly at the top of the cylinder. This is termed top dead center (TDC). When the lever's fully down, the spark is advanced to fire 20 degrees before reaching the top dead center (BTDC). Positions in between are proportional, so you

now have a way of telling the amount of spark advance by estimating the position of the lever.

Keep track of the lever's position and plot it against speed and you will get a plot similar to the one shown below with big dots. They are the result of my own "seat of the pants" test. The trend of the dot plot is along a line showing an increase of advance angle with an increase in speed. The line shown is a line from test data of a later model engine showing the best angle for maximum power. Just by feel one can substantiate the power curve. Once this is proven, the easy way to set the lever is to move it proportional to speed. If you do this as you drive, your action will essentially duplicate the action of the centrifugal advance in later distributors.

For best fuel economy the distributor should be advanced as far as it will go. When the driving instructions were originally written, fuel economy must have been one consideration of the writers. Possibly they thought it was too difficult for people to operate the spark lever on a continuous basis and preferred not to get into the difficulty of explaining the operation. After all, the car performed pretty well for its time without automatic spark control.

My conclusion is this — move the spark lever in proportion to speed to best running performance and advance fully for best economy. That way you get the benefit of the later model distributors and keep the car original.



THE RESTORER - SEP/OCT 1997 19



American moonshiners were in desperate need of avoiding cops during the Prohibition Era (1920-1933), and thus, these heifer-heels were born. They'd use these puppies to

look like cows when traipsing through fields or across other terrain that might leave footprints for the authorities to track.

These shoes bring a whole new perspective to "hoofin' it."



2nd — Vern Cope
26th — Dave Morrell

Surely there are more than two birthdays this month. If you would like to add your birthday to the club's list, contact Robert Mack at mack4759@yahoo.com.

CENTERFOLD OF THE MONTH
1929



BRUCE & COLLEEN BOGGESS
40-A ROADSTER



The Mifflinburg Body Company

BY ROGER DAVIS

The Model A came in lots of colors and body styles. Two that have become somewhat rare are the Model A and AA Mail Trucks. The United States Post Office Department purchased 400 1929 Model A Mail Trucks and 400 1929 Model AA Mail Trucks. They made a second buy of 1000 Model A trucks and 2500 AA trucks in 1931/32. I estimate there are fewer than 100 of these vehicles still in existence. The Model A bodies were manufactured by two automotive body builders: The Mifflinburg Body Company in Mifflinburg, PA and the York-Hoover Body Corporation in York, PA.

My late '31 Mail truck was one of the 500 Model A Mail Trucks with the body manufactured at the Mifflinburg Body Company (MBC). The Ford Model A Mail Truck book by Aldie Johnson indicates that vehicle numbers 11,301-11,800 were made by MBC which includes my truck, 11729. His book has a drawing of the MBC facility, but I didn't know if it still existed.

I recently had the opportunity to visit Hershey, PA for their annual swap meet and car show. Mifflinburg and York are both

within driving distance of Hershey. I decided to visit both these communities to see if any of these facilities still existed. After a wonderful drive through the Pennsylvania countryside, we arrived in Mifflinburg. We hoped to visit the carriage museum in Mifflinburg, but it was closed at the time. After a bit of driving around the old part of town, we found that, indeed, at least some of the facility still exists. It is currently occupied by the Rusty Rail Brewery. Their website confirms this is the site where the Mifflinburg bodies were made: "By 1932, MBC produced over 1,000 half-ton and one-and-one-half ton Model A Fords for the United States Postal Service as part of a Congressional authorization that allowed the agency to replace its fleet of World War I Parcel Post delivery vehicles." (<https://www.rustyrailbrewing.com/.../our.../page.aspx...>) It was rewarding to actually visit the location and see that this bit of history still exists.

Later we decided to see if we could find the York-Hoover facility. The York-Hoover Body Corporation of York, PA manufactured the bodies for 400 1929

Model A mail trucks and 500 1931 Model A mail trucks. It is my understanding that they were built at their facilities in the York, PA area, including one on Belvidere and Linden Avenues in York, PA. York Wagon Gear Company was formed in 1892 building carriage bodies. In 1928 they "Merged with the Hoover Body Company becoming the York-Hoover Body Corporation. Business flourished with truck bodies for the U.S Post Office, Railway Express, Bell Telephone, etc". (York County Agricultural and Industrial Museum). Indeed, the building on Belvidere and Linden Avenues still exists, recently converted to apartments. With the demise of wood bodies, they started making caskets in 1931 and are now recognized as one of the preminent casket makers of wooden caskets in the U.S.

What a wonderful experience to participate in the Hershey events. Even more memorable was to visit these body companies and connect them with the history of my 1939 Model A Mail Truck.



The Model A Junkyard

BY HOWARD ECKSTEIN



I saw this photo in the November/December 2022 issue of the Steamtown As newsletter. It shows a junkyard full of Model A cars. I don't know where or when this photo was taken, but this junkyard must be one of many that existed 60 or 70 years ago.

San Fernando Road runs northwest across northern Los Angeles County and is mostly a corridor through the industrial areas of the San Fernando Valley. Off this road, more than 50 years ago, was a junkyard filled with Model A remains such as those shown in the photo above. Close to our home, it was here

that my dad and I scavenged the hinges to convert my car's trunk into a rumble seat. We visited that yard a few times to get parts we needed as needs arose. One day we went there to discover that new owners had taken it over, sold off what a local body shop wanted and crushed the rest to make room for better-selling newer junk car parts. Not only were the Model As crushed, so was my heart.

It used to be that original parts for our cars were needed to complete restorations. In my case, they were needed to keep my car operational. There were reproduction parts

on the market, but not as many as today. What was available in the aftermarket was generally of poor quality. Thus, original parts were desired when they could be obtained.

One of the things that strikes me about this picture is the absence of roofs on the cars. This is a weak spot in the various bodies. Once the fabric is compromised, the wood is exposed to the elements and soon deteriorates and breaks away.

Sometime prior to my ownership, my car was fitted with an aluminum sheet over the original fabric roof. Whoever did it was a good craftsman. It's hard to see that the sheet is there as he closely followed the outline of the original top. During the car's last paint job, I had the aluminum roof coated with Rhino Lining to give it texture

and black color. Since I must store my car outdoors, that metal roof has saved my Model A from looking like one of those in the picture.

When we gather with our cars and marvel at how much they look like they are still new, we forget that more than 90 years have passed through which our Model As have survived. Many of our cars may have once appeared in as dire of condition as those in the picture. We and those before us have contributed to the preservation and restoration of our cars. If left to entropy, our Model As can look like those in the picture in less than 30 years.

To own a Model A is to constantly tinker to keep it healthy. With proper care and attention, your car will last another 90 years.



Photo credit [The oldmotor.com](http://Theoldmotor.com)





The Perfect Bow

BY PEGGY GILL



George K. Arthur and Louise Lorraine in *Circus Rookies*, MGM 1928.

The Perfect Bow

By Peggy Gill

I overheard two Model A gentlemen who will remain nameless discussing their prowess at a recent event. "It went so slick," said one, "I got it the first time!" "Lucky you," replied the other. "I had to start from scratch three times, and it still doesn't feel right." Intrigued, I paused to listen closely. I turned my head just in time to see the first man grabbing his friend around the neck. "Maybe if you..." said the first man, as his hands twisted and tugged his friend's shirt collar and then at the loops on his bow tie to smooth the folds around his neck. Ahhh, so *that* is what they were discussing....the art of tying a bow tie!

For the Model A gentleman, one did not go out and about in public without a tie around his neck. A bow tie is a necessary accessory for formal wear, and can be a fun addition for casual fashions. However, tying the perfect bow takes practice to get it perfect. Some friends in the Model A hobby happened upon an expert who gave them the following step-by-step process in an effort to help their men "get it right." I thought I would share these steps for the rest of the men out there!



From a *Spur Tie* advertisement in *The Saturday Evening Post* 1928

The following information comes from Carrot and Gibbs, a maker of fine bow ties, made in the USA. Carrot and Gibbs was founded in Boulder Colorado in 1987. For more information about them and their products, please visit their website at www.carrotandgibbs.com.

So...take the time to read through the directions on the following page. Practice *does* make perfect! And gentlemen...please, *please* be gentle when helping a friend straighten or smooth his tie. Egos are at play here.

Model A Ford Ignition Diagnostic (revised 2010)

BY TOM ENDY COURTESY OF THE SANTA ANITA A'S

Once upon a time, I was rolling down the road in Miss Vic, my Model A Ford Victoria A-190, when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong.

The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over.

A wealth of knowledge:

This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the ignition switch and pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the

lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that the primary side of the ignition circuit was working properly.

Under the hood investigation:

But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the high tension wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The high tension wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the Jiggling ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless.

Jiggling explanation:

What the jiggling ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center,

but since the needle movement is undamped, it swings past center to about two notches to the right much like a pendulum. As engine cranking continues, the ammeter needle appears to jiggle back and forth and it is telling you that all is well in the primary circuit of the ignition.

Catch 22:

There is a catch! Not all Model A Fords are wired so that the ammeter will jiggle. The early production cars up until November 1929 were wired such that the ignition primary circuit was not wired with the ammeter in the circuit. There was no jiggling! The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic jiggling. All is not lost though; you can easily convert your non-jiggling Model A Ford to a jiggling version. All you have to do is move one wire.

Determination:


First determine which way your car is wired. To do this pull the high tension wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it jiggles, your car is wired to the later configuration. If it does not jiggle, your car is wired to the early configuration. It is an easy matter to convert from the early wiring configuration to the later.

How to convert:

Remove the two broken-looking wing nuts on the front cover of the terminal box on the fire wall that a number of wires go to. Remove the cover

and locate the small black wire that runs from the coil to the terminal box. On the non-jiggling cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do this, disconnect the battery, or better yet remove the fuse if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that; you now have a diagnostic Jiggling Model A Ford.

More information:

If you want to learn more about this diagnostic phenomenon, there is an excellent two-part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by the late Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A". Volume 5 (1994). ☺ 

Robert and Becky went to their financial advisor and this is what the advisor told them, "I've crunched the numbers in your retirement account. It's time to figure out who will be wearing the mask and who will be driving the getaway car."

REMEMBER: When you bury a body, cover it with endangered plants so it's illegal to dig it up.

to dig it up.



Technical Tips

FROM JIM CANNON AND *THE SCRIPT A NEWS*



Jim's Tech Tip by Jim Cannon

Check Your Oil Filler Pipe and Cap

Many Model A owners experience excessive oil leaks when driving their car, often out the rear main seal. One simple thing that can cause this is a restriction in the oil filler pipe. Take the cap off and look down the pipe with a good light. You should only see a series of little metal baffles, half-moon in shape, inside the filler pipe. If you find where someone has covered the pipe with a sock, or stuffed a piece of cloth down in the filler pipe to stop oil from coming out the filler when driving, this will put pressure inside the crankcase and force oil out the rear main seal while you drive. Easy to fix: get that stuff out of there!



While you have it off, also inspect the inside of the oil filler cap. It, too, needs to be clear inside. No pieces of steel wool, pot scrubber, or old sock in the cap! Look for evidence of someone accidentally pushing the oil filler cap on too far. When you do, you bend the little tabs inside the cap and mash it all the way down on the pipe. This blocks the engine's ability to vent the crankcase, builds up pressure, and causes a bad leak out the rear main seal.

I hope this little tip helps you stop that oil leak while driving. Have a Model A Day!
Jim

Technical Tip – Tires

A lot of guys try to keep their best tires on the front of their Model A and modern cars. Put your best tires on the rear of the car.

Kurt Scientific Counselors, Inc., examines many accidents involving tires each year. More rear tire blowouts become accidents. A tire failure on the rear of the vehicle is more apt to result in loss of steering control than a tire failure on the front. When a rear tire fails, the rear of the vehicle swerves or fishtails in the direction of the failed tire. This points the vehicle in the opposite direction, and in nine out of ten rear tire failure accidents, the vehicle ends up on the side of the highway opposite the side of the failed tire. When a front tire fails, the vehicle also veers in the direction of the failed tire, but a competent driver can maintain steering control until the vehicle comes to a stop. Goodyear's tire experts also warn that bringing a car under control after a rear tire is punctured often can be more difficult than if the puncture had occurred in the front tire.

Article from *The Ford Script*, August 2012



Can you find the six differences in these two photographs?

Let's Have Some Fun

FROM A WORLD, SHERRY WINKINHOFFER



I'm Thankful for Our Model A Family

BY ROBERT MACK

With Halloween decorations still up and the stores stocked full of Christmas items, it is very hard to remember a holiday that is often overlooked — Thanksgiving. It is somewhat disappointing that we, as a nation, will spend a month hyping up Halloween and it's many associated activities. But Thanksgiving has been reduced, for most people, to a large meal with family.

We have so much to be thankful for, especially in this country. Yet, when was Thanksgiving made an official U.S. Holiday? In the U.S., Halloween was first officially celebrated in Anoka, Minnesota, in 1921. Christmas became an official holiday in 1820. It wasn't until 1941 that President Roosevelt declared Thanksgiving as a national holiday.

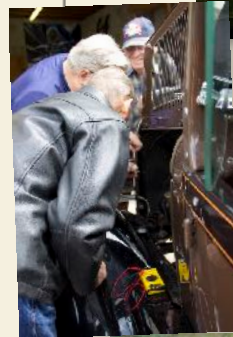
Why did it take so long. Citizens of this great nation probably have more to be thankful for than any other country.

Among the many people/things I am thankful for is the Model A hobby. With our Model A, we have had a number of memorable experiences with our car and those within the hobby.

When we first bought our Model A, we didn't even know how to start it, let alone drive and maintain it. Through members of this club we have learned so much. The Utah Valley Model A Club has been a blessing for our family. The camaraderie of fellow Model A owners, and those outside of the club who share the same enthusiasm for Model As, have made this a very enjoyable ride.

In some hobbies, and even ours to an extent, it is all about competition, and rivalry. Nicholas and Greg found this out when they joined the Mustang Club of Utah. I am thankful that in the Model A world, we don't have to deal with that.

Whatever you are thankful for, I hope the Model A hobby is one of them. 🍷





Model A Ford Club of America

Established 1937

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




MAFCA President, Jay McCord

The Chapters of MAFCA are where the Rubber Meets the Road. These club meetings are where friendships are begun. It has been fun to visit many meetings this year. I have enjoyed seeing clubs conduct their business, present programs, hold raffles for Model A items, and enjoy refreshments. The bottom-line regarding club meetings is to make them a fun activity that your members want to attend. One club provided name tags so when someone new attended, they were self-introduced. It has been rewarding to watch MAFCA grow this year.

By now, you should have received your MAFCA membership renewal form, the election information and an offering of new products that are available for your holiday shopping. I urge you to renew your membership now. This will allow you to continue receiving our Award-Winning Restorer Magazine along with the many benefits of membership. Another important duty we all have is to elect our new Board of Directors for 2023. Please read the bios of each of the candidates and select the five who you feel will best represent you and cast your vote. Just put your ballots in the envelope with your renewal and send them to the MAFCA office. There is still plenty of time to get your new Christmas cards, books, hats, and other gifts for friends and club members. Please cast your vote as soon as you receive the ballots and renew your membership promptly. By sending in your ballots and renewal form, you will help our office staff to get the membership renewal process done efficiently.

September was a wonderful month for the Club and me. I have had the opportunity to meet many of you at local club meetings, car shows and Model A Days at the Model A Foundation Museum. It was truly an honor to represent Past President and Life Member, Merle Smith as he was inducted into the Model A Hall of Fame. These events take lots of work and I would like to say thank you to those who host events. Many of you are preparing to attend the Hershey Fall Meet. We will have our usual tent there with seminars, sale items and fun. Please stop by to say hello, see our display, and meet Sandra, our business manager and some of our board members.

Happy Motoring,
Jay McCord 

Model A Ford Foundation Inc.

2022 FORD MODEL A DAYS AT THE GILMORE MUSEUM



As you will have read in the MAFCA *The Restorer* and the MARC *Model A News* magazines by now the Model A Museum celebrated its 10th anniversary at Model A Days on September 16-17 on the Gilmore campus near Hickory Corners, MI. Those same magazines will have published The MAFFI Hall of Fame (HOF) inductees for the 2022 year. You, however, will probably not read any of the inductee's acceptance speeches.


Howard Minner became the first person to make his (HOF) acceptance speech live at the MAFFI Annual Membership Meeting, using "ZOOM" and seen on a big screen television. Below are excerpts from his remarks that history buffs of the Model A hobby will find interesting:

"Two milestone events stand out and I'll make them very brief. Once MAFFI decided to establish a museum, two issues became an immediate focus.

"The first was the obvious question of where the museum would be located. I ended up spending time with other Board members, personally visiting a number of possible sites. Among them the AACA Museum in Hershey, the Henry Ford Museum in Dearborn, the Peterson in California, the Gilmore, of course here in Michigan and the Early V-8 Museum outside of Auburn, Indiana. The latter had been a prime consideration. But MAFFI Board members subsequently visited the Gilmore and agreed this is where we wanted to be.

"Thereafter, the question arose, what should our museum look like? I, along with Louie Smith and Stan Johnson, came together and brought along pictures of various Ford dealerships from the Model A Ford Era. By chance, I brought along a May 1929 article from a magazine called Ford Dealer and Service Seal. This was a private magazine for dealers and edited by Mary Bronstein. Page 40 showed a front face view of a suggested medium size Ford dealership building. That drawing eventually won the day, and that is what you now see as the facade of our MAFFI Museum here at the Gilmore."

You now know, "the rest of the story."

Thank you,
Mike DuBreuil
MAFFI 





Classified Ads

If you have a Model A or Model A parts you would like to sell, send ads to: mack4759@yahoo.com. Ads will be taken down after two months unless you make other arrangements.

Watson
Motor Works

We Buy Model As



1930 Model A \$13,500



1926 Dodge Deluxe \$12,500



1929 Hudson \$30,000



1951 Hornet \$26,000



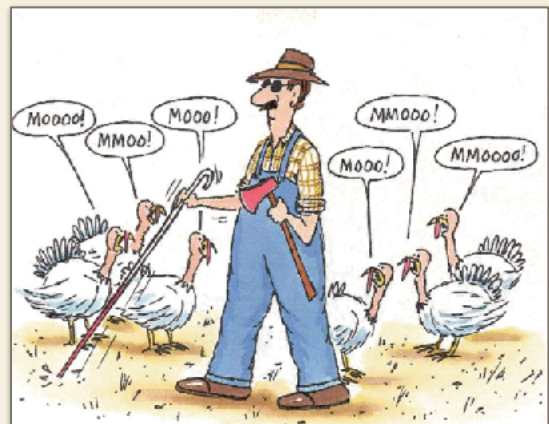
1956 Cushman Eagle \$5,500



1959 Cushman Highlander \$5,000

(801) 607-1385 - Sales
205 E. State Road
Pleasant Grove, UT

1928 Roadster for sale. Car has been stored inside for five years. Good paint, upholstery and top. It was running when stored. Best offer with a good home. Call Roger or Brice at 801 294 7040.





Model A Ford Club of America

Join on line at **MAFCA.COM**

~Membership Benefits~

The *Restorer* magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines
 • "How to Restore Series • Judging Standards and Restoration Guidelines

Dues per year are
 U.S. Membership- \$50
 Canada/Mexico Membership - \$60
 International Membership - \$70
Make checks payable to Model A Ford Club of America

New Membership

Optional Initiation Package For New Members Only

1—Back issue of *The Restorer*
 1—MAFCA Lapel Pin
 1—MAFCA Decal
 1 0 Name Badge
 Only \$11 extra

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Permission to publish my telephone number in future Membership Rosters? Yes: No:

Return this Form and Payment to
MAFCA

250 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone _____

Chapter: _____ Email Address: _____

Check here if you prefer to receive your newsletter via email.

Family Membership:

____ Annual \$25.00 ____ 3 Year \$70.00 ____ Life \$350

Club Membership:

\$_____ A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional tax deductible contribution of: \$_____

Please apply additional contributions: Displays or Endowment

Fund. Total Contribution Enclosed: \$_____

Please print and mail this form to: MAFFI, PO Box 28, Peotone, IL 60468-0028

Answers to Six Different Things

