

UTAH VALLEY

- The M.A.C. Club -

MOTOR METER

Vol. 10 No. 12

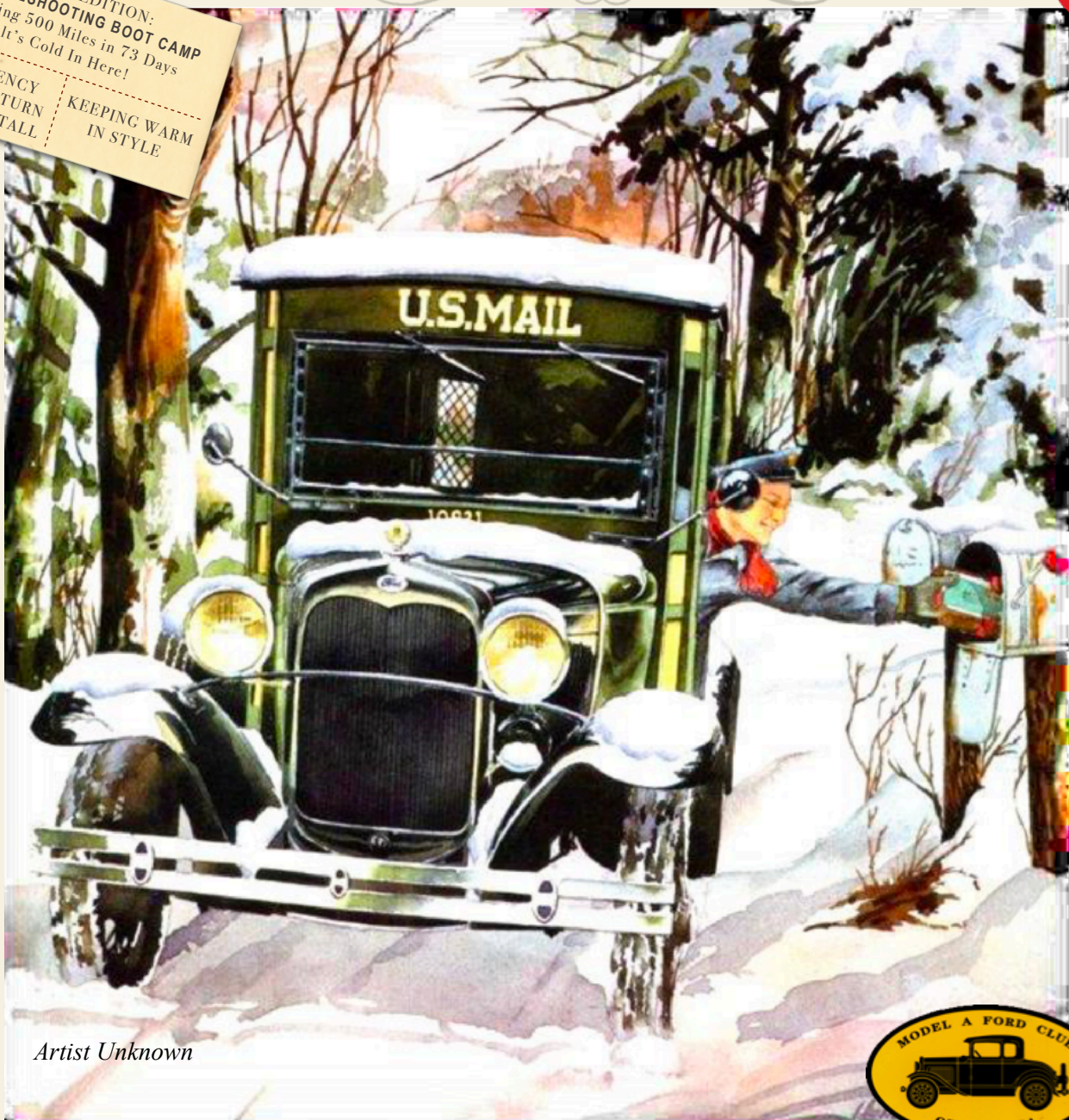
• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction •
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year •

December 2022

IN THIS EDITION:
TROUBLESHOOTING BOOT CAMP
 Driving 500 Miles in 73 Days
 It's Cold In Here!

EMERGENCY
 BRAKE RETURN
 BRAKE INSTALL

KEEPING WARM
 IN STYLE



Artist Unknown



**UVMAC MISSION
STATEMENT**

2022 Club Officers

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.

CLUB OFFICERS

Board Chairman	Greg Mack	gregmack02@yahoo.com
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December Activity



Christmas Luncheon
Saturday December 3rd
12:00 Noon

Golden Corral
171 W. University Parkway
Orem

Model A Period Attire Encouraged



President's Message

BY BRAD CHRISTOFFERSON

It has been an eventful year in the Utah Valley Model A Club! As Thanksgiving has just passed, and we have only one month left in the year, I just wanted to thank all the club members for your support and contributions to the club in so many ways. I want to especially express gratitude to members of the board and other directors who give so much time and effort to making the club a vibrant and enjoyable organization. There have also been many members who helped organize activities, provide refreshments, presented technical information, and given service to benefit other club members. To all of you – Thank You!

Although we were saddened to lose some amazing club members this year, we gained some great new ones who will strengthen the club now and in the future – Welcome to you!

I have very much enjoyed my year serving as president of the club, being connected to friends who all have a common interest, but also connect on many other levels. Writer, actor and comedian Ben Stein wrote, “Personal relationships are the fertile soil from which all advancement, all success, all achievement in real life grows.” I

submit that having relationships with fellow club members allows us to enjoy the hobby of owning and driving Ford Model As much more than if we kept to ourselves. The learning, understanding, and camaraderie that develop as we meet, share, work, and play together, build us in ways that we don't even expect. I have learned and grown so much from the relationships with people I probably wouldn't have otherwise met had it not been for the UVMAC. Thanks for enriching me.

I wish all of you and your families a very Merry Christmas. May you continue to enjoy the hobby, and more importantly, value the personal relationships of family and fellow club members.



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November Club Meeting

BY ELAINE CARLSON

Attendance: Reid & Elaine Carlson, Brad Christofferson, Howard Eckstein, Buster Hansen, Harley Jacobs, Joe Jeppson, Brian Lindenlaub, Sam Korologos, Greg & Robert Mack, Amber & Dave Morrell, Clyde Munson, Par & Patsy Palmer, Dale Peterson, Jeff Niven, Andrew Watson

News:

- More information and photos have been added to the *TheUtah ValleyModelAClub.org*. Check it out. More Motometer issues and upcoming event information is available.
- Condolences to Diane Brimley and her family on the passing of her son Michael Moroni Brimley.
- It's a complement to have an article printed in *The Restorer*, but in the December issue, Howard had TWO articles in the same magazine. Congratulations Howard!

Club Business:

Finances: Diane Brimley was not present, so no financial report was given.

Elections: Brad Christofferson recommended a change from previous election years's results. He recommended having new "fresh blood" in the board as often as possible.

Brad also wanted to get more club members involved in leadership to both lessen the load board members have had to carry and to allow other members the opportunity of performing out leadership responsibilities. In this spirit he recommended adding new appointed positions. In addition to the existing appointed positions, five others would be added: Awards Director, Merchandise (SWAG) Director, Refreshment Director, Technical Director, and Librarian/Historian. The Refreshment and Technical Directors would be responsible for finding individuals to fulfill the monthly duties.

Awards:

- The Bent Rod Award was earned by Nicholas Mack this month. Please give him a pat on the back the next time you see him.
- Jeff Niven has earned his 500 Mile Award and a Good Wrench Award in the same month. Congratulations Jeff!



Past Activities: There was a good turnout at The Troubleshooting Boot Camp last Saturday. It was very successful. Howard explained and demonstrated the setting of points. Bob Todd explained and showed us fuel and carburetor troubleshooting. Brian Lindenlaub talked about compression and had several members test the cylinder pressure of Howard's Model A engine. Finally, Buster Hansen went through several display items and showed us how to time the engine. Then Buster demonstrated, with the help of volunteers, how to time the engine.

Future Activities:

- **December 3rd** — Christmas Party at the Orem Golden Corral, 12 noon.
- **December 15th** — The last day to turn in unwrapped gifts to Andrew Watson's dealership (Watson Motor Works) at 205 E. State Road in Pleasant Grove.
- **January 14th** — Speedster chassis rebuild. This will take place at Brad Christofferson's shop at 3020 N. 600 E in Lehi at 10:00 a.m. If you have items that you took home to clean and paint, please bring them to Andrew's shop before January 14th, so they can organize the parts and order what is needed.

TechTalk: Tonight's TechTalk was given by Clyde Munson. His topic of discussion was wheel safety. Here are some of the items he brought to light:

- Steel drums are not as good as cast iron drums. Henry Ford insisted that the drums should NOT be turned. Clyde pointed out that the 28-29 steel drums had a beaded rim, so turning the drums wouldn't work, they would warp.
- In late 1931, Ford converted the rear drums to cast iron.
- When there are bent spokes on wheels, the pressure, while driving, will cause them to snap. Front spokes break more often than rear spokes.

Things to watch for when installing rims:

- Make sure the spoke welds inside the rim are smooth,
- Watch for cracks in the rims,
- Lugs should be flush with the back of the wheels,
- It is wise to use lug washers/rim savers,
- If a dime can pass through the lug hole, the hole is too large.

Refreshments: Robert Mack brought white and chocolate milk to wash down petite-fours. 🍪

When discussing the speedster chassis rebuild, Buster Hansen said, "When rebuilding the chassis, you do the same thing in reverse order as you do when you disassemble it ... all you do is crank the wrench the opposite direction."

- ★ = Club Meetings
- ★ = Activities/Tours
- ★ = Other Club's Activities
- ★ = Other Activities
- 🎂 = Birthdays

🇺🇸 December 2022						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 ★
4	5	6	7	8 🎂	9 🎂	10 ★
11 🎂	12	13	14	15 🎂	16	17 🎂
18	19	20	21	22 🎂	23	24
25 🎂	26 ★	27	28	29 🎂	30	31 🎂
<small>1: Alabama, 2: HI, NY, MI, NC, ND, OK, SC, TX, VA, WI, 3: LA, IL, WI</small> <small>🎂 Christmas Day: day off 🎂 Christmas Eve: day off 🎂 Christmas Eve 🎂 New Year's Eve: day off 🎂 New Year's Eve</small> <small>©MichelZbinden.com</small> <small>Michel Zbinden / Calendar USA</small>						

Enlarge the calendar by zooming in on your PDF reader.



DON'T BE A HUMBUG!

Come and enjoy this year's annual Christmas Party. The food is good, the company is great and the awards are always fun.

If you have period attire, please wear it, if you don't, come in nice apparel. 🎄

What's every parent's favorite Christmas Carol?
Silent Night

Q: Differentiate between Christmas alphabet and ordinary alphabet?

A: The Christmas alphabet has Noel.

A guy bought his wife a beautiful diamond ring for Christmas.

After hearing about this extravagant gift, a friend of his said, "I thought she wanted one of those sporty four-wheel-drive vehicles."

"She did," he replied. "But where was I going to find a fake Jeep?"

How is Christmas exactly like your job? You do all the work and some fat guy in a suit gets all the credit.

HAPPY BIRTHDAY

8th — Clyde Munson
 9th — Diane Brimley
 11th — Tim Isaksen
 15th — Sharon Lindenlaub
 17th — Brad Christofferson
 22nd — Colette Thompson

Designed by pngtree



Heard it Through the Grapevine

OUT AND ABOUT

Great news from **Jeff and Barbara Niven**. Jeff has been driving his Tudor almost every day. They



h a v e
o w n e d
t h e i r
M o d e l A
f o r 73 d a y s
a n d i n t h a t
t i m e t h e y
h a v e
d r i v e n 500

miles. He is going for 1000 miles by the end of the year.

It was mentioned last month that **Roger and Geena Davis** had won a 2nd place Second-Junior from the Antique Automobile Club of America (AACA). Well, here's proof that they earned it.



Howard contacted the **Atkinsons** to see how there were doing, here is their reply: "Thanks for thinking of us. We are doing quite well.

My cancer is still in remission, and I am getting stronger all the time. Jan is doing well. We are just getting older and slower. We are enjoying life and each other. Life is good. I go out to the shop every day and get something done on one of our projects I have."



We are sad to report that **Mike Brimley**, Diane's son, has passed away. He helped the group who assembled to install Diane's

new brakes. We hope Diane and Margaret, as well as Mike's family, are watched over during this difficult time.

Bob and Janell Todd are home from their fourth mission **Welcome Back!**

Becky and Robert Mack now have five grandsons (no granddaughters). Shantell and Lijin had their second son last month.



Grandma Got Run Over by a Model A

MUSIC BY RANDY BROOKS, WORDS BY THE MACK FAMILY

You've all heard the song Grandma Got Run Over by a Reindeer, but at the dinner table one night the Mack Family had fun rewriting the words for a Model A, not a reindeer. Grab the music and sing along:

**Grandma got run over by a Model A
Walkin' home from club meet Christmas
eve.**

**We saw the tire tracks in the snow
But don't know who had done the deed.**

We'd been drinking to much egg nog,
Enjoying the food and show
But she forgot her Bent Rod Award
And she staggered out the door into the
snow.

When they found her Christmas morning,
At the scene of the attack
She had oil drips on her forehead,
And incriminating tire tracks 'cross her
back.

**Grandma got run over by a Model A
Walkin' home from club meet Christmas
eve. We saw the tire tracks in the snow
But don't know who had done the deed.**

Now we're all so proud of Grandpa, He's
been taking this so well, Grandpa's fixing

up the bumper, And replacing that old
radiator shell.


It's not Christmas without Grandma,
Helpin' Grandpa fix the car
And we just can't help but wonder,
When it stalls who'll help him push the car
so far.

**Grandma got run over by a Model A
Walkin' home from club meet Christmas
eve.**

**We saw the tire tracks in the snow
But don't know who had done the deed.**

Now the rally is up coming,
And the trophy is so big
The shiny gold and silver metals,
That would have made her do a little jig.

Now I've warned my fellow members
"Better watch out for your car!"
They should never give a license,
To a man who drives a Model A to the bar.

**Grandma got run over by a Model A
Walkin' home from club meet Christmas
eve. We saw the tire tracks in the snow
But don't know who had done the deed.** 



HOW TO INSTALL AN INEXPENSIVE HEATER IN YOUR MODEL A

The Fall season is already upon us and the temperatures have begun to drop. Last week Utah County had some nighttime temperatures in the 20's. I own a 1930 Tudor with a nice tight interior, but it can still get pretty cold inside the car when outside temperatures get that low. If you own a Roadster or a Phaeton, it may become necessary to wrap yourself in blankets to stay warm. I had a friend who used to heat his car using a red clay brick that had been heated on his kitchen stove. He placed the hot brick on a cookie rack on the floor of his car. It worked great unless you accidentally brushed against the side of the brick and received a severe burn. What other options are available to the owner of a Model A to provide warmth and comfort inside your car on those cold winter drives?

There are at least two safe options for Model A owners who want to heat the interior of their car during cold outside temperatures. Perhaps the most effective way, albeit the more expensive alternative, is by installing a heater that uses hot water from the engine's cooling system. This technique is the same method used in most modern cars today. If your car is prone to overheating, this method can also provide an additional radiator to cool the engine.



HEATER ASSEMBLY 12-VOLT

Part # **A-18480-12** | Model Year **28-31**

This is a universal aftermarket heater. It uses the coolant system for its heat. You will have to run hoses to this unit from your motor. Unit is about 7" square. U.S.A. See radiator section for hook-up kits. You'll want to install a thermostat for optimum performance. 12-VOLTS

Image courtesy of Snyder's Antique Auto Parts

\$189.95 KIT

1

Add to Cart

Additional Information



HEATER HOOK UP KIT

Part # **A-8274** | Model Year **28-31**

Makes installing a hot water heater in your Model A a breeze! Long pipe replaces your lower water pipe. Has a nipple for the original petcock as well as a nipple for the return hose with the fitting. The shorter pipe splices into your upper radiator hose it has a nipple for the temperature gauge as well as the water pick-up connection. Pipes are powder coated black and include clamps for the upper pipe. The upper fitting has a special scooped inlet to force water into heater. U.S.A.

Image courtesy of Snyder's Antique Auto Parts

\$69.95 EA

1

Add to Cart

Additional Information



HEATER HOSE/FITTING KIT

Part # **A-18480-K** | Model Year **09-31**

This kit is required for installing a hot water style heater in your car. The kit gives you 8' of 5/8" I.D. heater hose, elbow style shut-off valve that is 3/8 pipe thread on one side and has 5/8" hose barb on the other, 3/8 pipe thread to 5/8" hose barb, 3/8 ID to 1/2 OD pipe adapter, and 4 hose clamps. U.S.A.

Image courtesy of Snyder's Antique Auto Parts

\$84.95 KIT

1

Add to Cart

Additional Information

Various Model A vendors sell the necessary components, Snyder's parts shown here, can be installed to route the hot water from the engine into a small radiator inside the car and then back to the radiator. A small electric fan then blows the warm air around the interior of the Model A. As you can see here, the cost of such a solution could run you nearly \$500 for the parts alone.



There is a much less expensive method that you may want to consider. This past week, I chose that option and the cost was just over \$100. That method is the Manifold Heater, shown here, installed in my 1930 Tudor. The Manifold Heater simply uses the radiator fan to blow air from the engine compartment into the entrance to the aluminum heater casting and then around the hot exhaust

MANIFOLD HEATER ASSEMBLY



Part # **A-18478-S** | Model Year **28-31**
 This heater bolts onto the stock manifold with no cutting or welding. Complete with firewall valve to control the heat. Easily removed for summer driving. Can not be used with Weber downdraft carburetors. U.S.A.

\$89.95 KIT

1

Add to Cart

Additional Information



manifold. This heated air is then routed through an opening in the firewall near the passenger's legs. There are no moving parts, and no possibility of water leaks. And there is nothing inside the passenger compartment to take up limited space. The majority of the cost of this method is the Manifold Heater casting, which can be seen here, from the Snyder Antique Supply catalog. The heater assembly also includes the manifold heater valve, which fits into the firewall and controls the flow of heated air into the passenger compartment. Here is a photo (left) of the closed valve taken from inside the car down near the floor. Under the hood of the car, the aluminum casting fits snugly around the exhaust manifold, between the cylinder head and the intake manifold.

When the heater valve is correctly installed in the firewall, it will align nicely with the end of the heater casting; however, in my case, the valve had been previously installed about 1/2 inch to the right by the previous owner. I was forced to relocate the valve (a messy prospect) or create an adapter to compensate for the offset. I experimented with a number of methods to deal with the offset, and ended up using a modified steel exhaust adapter (\$5), which I attached to the heater casting using a JB Weld Patch Kit (\$10). As you can see from the photo (far right) it wasn't as pretty as I would have liked, but it fit. I left the aluminum foil around the JB Weld, as it helped seal small air leaks.





The installation of the heater onto the engine is simple and takes less than a minute. First, make sure that the area is clear. Next, position the heater so that you can slide the adapter over the end of the heater valve (left).



Slide the adapter over the exposed tube on the valve and then lower the heater casting down over the exhaust manifold, as shown in these photos.



In order to make sure that the Manifold Heater does not move from its proper location, it can be secured in a number of ways. Many owners bolt it down using either one or two of the cylinder head studs and nuts or to the studs which hold the manifold to the side of the engine. I elected not to mess with the torqued bolts on either of those two methods. Instead I decided to simply use a steel wire and a spring to secure the heater in place to the exhaust



manifold, as shown here. The rear end of the heater is thus secured as it fits nicely around the tube from the heater valve and the wire secures the front end of the heater. One benefit of this heating method is that the manifold heater can be quickly removed during the summer months, if desired.

Once I had installed and secured the Manifold Heater, I took my Tudor out for a test drive. At first I was disappointed in the air-flow through the heater, but then I realized that I had all the car windows closed. As soon as I cracked open the driver's side window, I could feel the blast of hot air coming through the heater valve. Within a few minutes of driving, the air temperature inside the Tudor was nice and comfortable, while outside the air temperature was in the low 30s. 🍷



Troubleshooting Boot Camp 2022

BY BRIAN LINDENLAUB



Saturday, November 12 dawned clear and cold, even by Utah standards. But that

didn't deter approximately 15 men and women from attending the Utah Valley Model A Club's Troubleshooting Boot Camp. The event was held at Brad Christofferson's shop in Lehi. Thankfully, Brad had warmed the shop up to a balmy 50 degrees or so, and with room for several Model As inside, his shop provided an ideal venue for this event.

Howard Eckstein kicked things off by explaining that troubleshooting Model A problems is a series of simple step-by-step processes. One of the most common problems is an engine that won't run. The Model A is a simple machine, so the cause is usually something simple. The challenge is finding that "simple something". The boot camp event gave us an opportunity to learn and practice a structured troubleshooting process for non-running or poorly-running engines.

Howard went on to explain that the Model A engine needs four basic things to run: 1) fuel at the carburetor, 2) spark at the plugs, 3) compression in the cylinders, and 4) the first three things all happening at the right time. The diagnostic steps required to troubleshoot these four things were discussed and demonstrated by

four different people as described in the sections below.



Fuel at the Carburetor

Bob Todd led the discussion on the first topic, which is ensuring that fuel is being supplied to the carburetor. It may seem silly but the first thing to do is to check for gas in the tank. Then, with the gas shut-off valve under the tank in the closed position, disconnect the fuel line at the carburetor. (Bob showed us how to use a small tin can to catch the inevitable drips that occur when disconnecting this line.) Then, have a helper open the shut-off valve and verify that gas flows freely from the open end of the fuel line. If it doesn't, check possible causes such as the gas cap vent is plugged, a filter screen in the sediment bowl is dirty, there is debris in the tank covering the outlet hole, or a kink in the fuel line tubing.

If the engine is hot, also consider the possibility of vapor locking (gas in the fuel line has vaporized). The carburetor will not work properly if it is being supplied with gasoline vapors instead of liquid gasoline. This can be addressed by cooling down the fuel line - ice is best, but a cool wet rag is often effective.

Also consider whether the engine could be flooded (too much fuel to support combustion). One sign of a flooded engine is liquid gas dripping from the carburetor air inlet. This can



be caused by excessive choking or by a carburetor float valve that is not working properly.

Spark at the Plugs

The second topic, making sure there is spark at the plugs, was discussed by Howard.

He began by pointing out that a basic knowledge of the Model A electrical system is very beneficial when troubleshooting. He distributed copies of a simplified Model A electrical diagram that was very helpful to refer to during the discussion. He continued by asking if anyone has an aftermarket auxiliary fuse installed at their starter motor (many do). Age and vibration can cause the clips that hold this fuse to weaken over time, increasing the electrical resistance of the circuit until the fuse blows. The engine will still crank with the fuse blown, but no other electrical circuits (ignition, lights, horn) will work. So one of the first things to check is that you have power to other devices. Next, remove the distributor cap and verify that the rotor turns when the engine is cranked. Then, check that the points gap is approximately .020". The engine will not run or will run poorly if the points gap is significantly different than .020". With the points open and the ignition switch on, touch a screwdriver between the points arm and ground to see if sparks are present when moving the screwdriver around. Next, Howard showed us how to remove the cam and upper plate to inspect the condition of the wire between the upper and lower plates. Worn insulation or breaks in this wire can prevent proper spark.

The next step is to test both poles of the terminal box for battery voltage with the points open. If voltage is present, remove the coil wire at the distributor cap and set it close to a ground. Crank the engine with the ignition on and check for a spark.

Another thing to check for is having the armored cable screwed too far into the distributor body. This can cause a short circuit between the lower plate tab and the distributor body.



To rule out a faulty ignition switch, use a jumper wire to bypass the key switch and check for spark at the coil wire to ground.

Finally, if the previous steps do not produce results, install a new condenser and check for a spark.

Compression in the Cylinders

This topic was discussed by Brian Lindenlaub. He began by reviewing the strokes of the combustion cycle in a four-stroke engine like the Model A:

- Intake - piston moves down in the cylinder, drawing the fuel-air mixture in through the intake valve
- Compression - the piston moves up, compressing the fuel-air mixture
- Combustion - the spark plug ignites the fuel-air mixture, and the expanding gasses push the piston down



- Exhaust - The piston moves up, expelling the burned fuel-air mixture through the exhaust valve

The engine must develop adequate compression in order to run. Reduced compression can be caused by sticky valves, worn piston rings, or a blown head gasket. Compression testing should be performed with the engine at operating temperature, transmission in neutral, spark plugs removed, choke off, throttle wide open, and cranked three to four revolutions. A healthy compression range for a stock Model A engine tested under these conditions is approximately 55-60 psi. Testing under other conditions may yield different values. Additional insights regarding engine health can be obtained by comparing the readings between cylinders. There should not be more than a 10% difference between the highest and lowest cylinder readings.

Two different types of compression testers are available. The first type consists of a pressure gauge on a short hose with an adapter that screws into the spark plug hole. As the engine is cranked, air is compressed to a pressure that is measured on the gauge. The second type is also a pressure gauge with a short stem and a rubber plug on the end. This type of gauge doesn't screw into the spark plug hole, instead you hold it tight in the hole with your hand during testing. If no compression tester is available, you can still perform a rudimentary compression test by placing your thumb over the spark plug hole. You should feel a strong puff of air when the engine is cranked.

Testing was demonstrated on Howard's car with the second type of tester. After the initial conditions were established, several participants

took turns holding the tester in the spark plug hole while the engine was cranked. Some were surprised by the amount of upward force generated by the cylinder pressure and the strength needed to maintain a good pressure seal with this type of tester. The readings were 65-70 psi in each of the four cylinders, good numbers for an engine with a high-compression head.

If any cylinders measure significantly low, look at the valves through the spark plug hole to see if they are closing all the way. If any of the valves don't move up and down when the engine is cranked, they are stuck. This sometimes happens when a car has been sitting for an extended time, especially if gas containing ethanol was used.



If a blown head gasket is suspected, check the oil and coolant for evidence of emulsification (mixture of the two fluids).

Everything Happening at the Right Time (Engine Timing)

Buster Hansen led the discussion on engine timing. He brought an assortment of steering columns, camshafts, test instruments, and tools to show us how to ensure that the engine is timed correctly. The first thing to do is to set the #1 (front) piston to top dead center (TDC) of the compression stroke using the timing pin at the front of the engine. At TDC the timing pin should slip into a very small dimple on the cam gear. On some engines it is a challenge to locate

the dimple with the timing pin. If there is any question whether you are at TDC or not, verify the #1 piston is at the top of its compression stroke through the spark plug hole, and that the distributor rotor is pointed at the #1 terminal on the distributor body (5 o'clock position). If the rotor is not pointing at the #1 terminal, it is possible that the piston is at TDC of the exhaust stroke or that the distributor cam screw is loose.

It is also possible that the cam gear is worn or broken. To check this, remove the timing gear cover and inspect the condition of the cam gear. See if the cam gear easily moves axially (front to back). The plunger and spring should prevent this. Inspect the condition of the gear teeth and ensure the valleys between the teeth are uniform.

If the cam gear turns with the engine while cranking, but the distributor does not, check to see that the distributor drive shaft turns. Also be sure the distributor is properly seated in the cylinder head.

Once TDC is established, verify that the timing is set correctly. Initially we had difficulty setting the timing on Howard's car because of what seemed to be "unrepeatable test anomalies". Eventually we were successful though, and Howard says his car runs even better now after we worked on it.

The following steps for setting ignition timing are based on the method described by Les Andrews in his book, *Model A Ford Troubleshooting & Diagnostics* (aka "The Blue Book"). Non-stock engines such as those with a high-compression head or electronic ignition may require a different approach.

1. Verify that the #1 cylinder is at TDC and that the distributor rotor is pointed at the #1 body terminal.
2. Set the steering column spark lever to the full retard (full up) position.
3. Verify points gap is approximately .020".
4. Connect a voltmeter or test lamp between the tip of the point arm and a ground.
5. Remove the rotor and turn the distributor cam clockwise to remove all backlash.
6. Turn the ignition switch on.
7. While observing the voltmeter or test light, move the spark lever down slowly one notch at a time. The voltmeter or test light should indicate voltage when the lever reaches the 1st or 2nd notch.
8. If the points open and voltage is detected at the 3rd or 4th notch or higher, timing is too advanced. If voltage is detected in the full retard position before moving the spark lever down, timing is too retarded. In either case, adjust the timing by loosening the cam screw and rotating the cam slightly, then repeat the test.

Conclusion

As Howard says, don't be afraid to dig into the parts of your car. They are designed for simplicity and ease of service by the owner. After the car is running, if there is any suspicion about the carburetor, that is the time to look at it. In any case, be sure the four "musts" are established - fuel, spark, compression, and timing.





52 The Literary Digest for December 3, 1927

A COUNTRY EDITOR'S "SCOOP" ON THE NEW FORD CAR

THE VILLAGE WAS AGOG with excitement. What could have happened? Editor F. W. O'Brien, of the Brighton (Mich.) Argus, looked up from his desk and out of the window, and wondered. Brighton (population 1,200) is fifty miles from Detroit, and The Argus is a weekly claiming the distinction of being "a good newspaper in a good town." As Editor O'Brien gazed out wonderingly into the unwanted turmoil of the main street, one of his townsmen shouted to him:

"The new Ford is here—she's parked just north of the First National Bank! Come along and get a look at her!"

Thus did Editor O'Brien record the epochal event of the Ford's visit to Brighton:

"One of the most exciting and possibly the most interesting events of the last week occurred last Thursday, shortly after the noon hour, when it was found that one of the first new model Ford cars to come off the line at the River Rouge plant of the Ford Motor Company was parked on the north side of the First National Bank. News of the appearance of the new car spread like wildfire, altho many who were called by telephone by some of their friends took the news as a joke, and did not seize the opportunity to go and give the new car the once over.

"When information came to the Argus office, the local reporter produced his camera and got some very good snapshots, considering the fact that the car was parked in the shade of the bank building.

"It was found upon investigation that two officials of the Ford Motor Company were eating lunch at the Hotel Lincoln, and when they returned to the car were approached as to the time the car would be placed on the market, and would only say 'in the near future.' This no doubt means soon, as the public realizes that the Ford Motor Company does not lose any time once they get a car off the line.

"The new car that appeared in this city was of the Tudor style, but vastly different from the Model T Tudor.

"This car was carrying a pea-green body, completely equipped with five-wire wheels, speedometer, oil-pump, water-pump, bumpers, four-wheel brakes, standard gear-shift, and bullet-shaped headlights. The car has a wheelbase which we believe to be at least six inches longer than the old Model T. It is generally understood this is only one of the many

models that the Ford Motor Company will produce, and one can truly say that the waiting public will receive the surprise of their lives when the car is finally released for sale through the local dealers."

The Evening Post, in turn, "scooped" New York with Editor O'Brien's snapshots of the supposed new Ford, and the New York Times hastened to reproduce one of them next morning. Still no word of repudiation was heard from Detroit, nor has any been heard up to this writing. One of the latest budgets of information from that quarter is the following in The Evening Post:

If there have been delays in the production of the new Ford, and it would seem that there have been, because an official statement from Ford's advertising agents announced a month ago that the car would be ready in a few days, they are ascribed to the recurring demands of Mr. Ford for some new refinement.

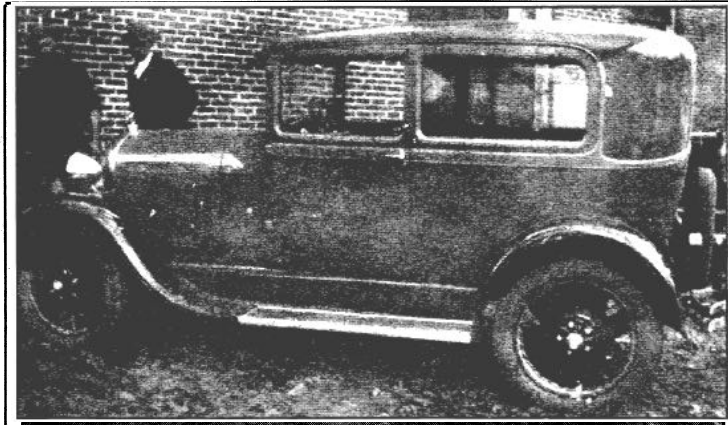
The four-wheel brakes on the new model are of Henry Ford's own design. The car is 600 pounds heavier than the soon-to-be-obsolete Model T.

The extra braking power and weight were big factors in taking the car out of the flivver class. Longer wheel-base, more symmetrical lines, and the speed and power of the new engine also served to round out the idea of a Ford that could not be likened consistently to a grasshopper, a puddle-jumper, or a nimble-footed mountain-goat.

With all these improvements, it seemed that the new edition of the Ford was about ready to go to press, and the advertising agents, from their cloistered chambers in the upper floor of the Hotel Book-Cadillac, gave to the world the finally prepared statement that production soon was to be started.

The publicists, however, did not have a full appreciation of the Henry Ford craving for a car of smooth and flowing power and of dignified appearance; a car that would confound gentlemen in whose minds originate wise cracks and clever lines.

Mr. Ford, it is told, at that time was deeply interested in a device which practically kills motor vibration. Such a device had been used for a year on one of the high-priced cars turned out in Detroit. More recently it was adopted as standard by Ford's



From the New York Evening Post

THIS IS STRONGLY SUSPECTED OF BEING THE NEW FORD "MYSTERY" CAR And—hist!—perhaps it is. A country editor in Michigan photographed it while it was parked near a local bank, and no contradiction has been issued from Detroit.

As a New York Evening Post correspondent gets the story from Editor O'Brien himself, he thought at first that it was "just another one of those Ford jokes." He knew that "reporters from many large cities have been stationed for weeks at the Ford plant, hoping to get a glimpse at the car, and perhaps a photograph," but that "all their efforts have met with naught but polite refusal." Hence he had small faith in the popular belief that a free view of the much-sought and much-concealed Detroit creation was to be obtained by every Tom, Dick, and Harry of Brighton, "just north of the First National Bank." All the same, Mr. O'Brien knew his duty as an editor-reporter. What he saw must have had an electrifying effect on him, for he related to the Post correspondent:

"I was back to the office in about two jumps, got my camera, and snap the pictures."

That was on a Thursday [the correspondent continues]. The Argus would not come out again until the next Wednesday. O'Brien developed the films himself, and took them quietly to an engraver in Detroit.

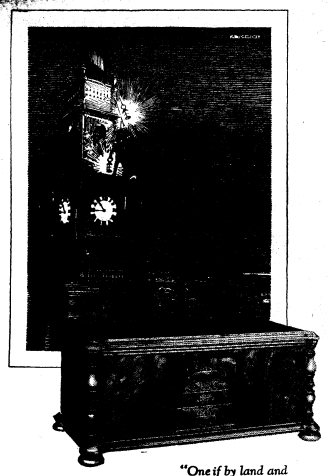
The Argus presented to the folks of Livingstone County, in its next issue, pictures and descriptive matter which big cities have been awaiting anxiously for months.

"I suppose I could have sold these pictures to some big paper, maybe in Detroit, and made a lot of money," said O'Brien. "But you know a small-town editor of a weekly paper gets just as much satisfaction out of a scoop as the daily-paper men do in the big cities. It doesn't happen often. Once, anyway, The Argus scooped the country."

Other pictures purporting to represent the new Ford have been published, but on each occasion the Ford Company has been quick to deny their authenticity. They were merely experimental cars. The Brighton Argus pictures have not been discredited. On the contrary, it has been whispered around the Ford factory, that the head of the Ford secret service department was considering a method of obtaining the films and engravings from O'Brien and taking them out of circulation.



Literary Digest for December 10, 1921



"One if by land and two if by sea."
The simple signal given by two lanterns hung in the belfry of Boston's Old North Church, started Paul Revere on that famous ride of April 18, 1776, immortalized by Longfellow's poem.

Simplicity—The ease and accuracy with which the Grebe Synchrophase Seven operates, has given a new meaning to One Dial control. Its simplicity of tuning is remarkable.

The tone of this receiver, especially when combined with the Grebe Natural Speaker, is unrivaled in its naturalness; the ease with which stations can be sharply separated is unsurpassed.

Durability of all Grebe superior qualities is guaranteed by that sound construction which for over 18 years has been a synonym for the name "Grebe."



Grebe Synchrophase Seven, \$195; Grebe Natural Speaker, \$35.
Send for Booklet D; then ask your dealer to demonstrate, in your home, that you can get it better with a Grebe.



A. H. Grebe & Co., Inc.
109 W. 57th St., N. Y. C.
Factory: Richmond Hill, N. Y.
Western Branch: 448 So. San Pedro St., Los Angeles, Cal.
Makers of quality radio since 1909

PERSONAL GLIMPSES

Continued

Lincoln. It worked with such satisfaction on the Lincoln that the inventive Ford mind devoted itself to the task of developing a contraption that would extract the tremors from the new Ford engine.

Mr. Ford set to work on some ideas of his own, and the story to-day is that a new attachment is being produced for the Ford engine which kills vibration.

Under the title, "The New Chariot," the New York World, addressing "the hundreds of colleges and universities which have now made courses in advertising part of their curricula," exclaims:

We commend the advance advertising of the new-model Ford as a piece of work as important and as classic in its own field as, let us say, Spinoza's "Ethics" in the field of philosophy. Here, if not the completely perfect bit of salesmanship of all ages, and all climes, is something to rank with the top-notchers. It is rumored that the car will be a six. A startled country rubs its eyes. The rumor is contradicted. It is rumored that the famous hood will undergo a change and that the time-honored radiator is to have its face lifted. This rumor too is contradicted. But pictures purporting to represent the new-model car in action and at rest are smuggled to the press, debated by the nation, disavowed by the Ford Company, replaced by other pictures which in turn are half-confirmed, debated, disavowed—and the car-that-is-to-be remains consistently on the front page of the newspapers, thanks to a policy of mystery combined with an occasional tip that looks authentic. Not since the Hall-Mills case have so many people so far from the scene of action been giving each other the low-down and telling each other the inside story.

Of course, it is fairly easy for Mr. Ford to turn a trick like this, and a great deal easier than it would be for any other man whose factory was working nights to stock up with new goods. For Mr. Ford is rebuilding something that has become a familiar landmark on the modern scene. That narrow-chanted little iron monster which he spring upon the national scene twenty years ago is not a mere conveyance in which we gad about the country. It is an integral part of the ethos of our generation. By it we gage the worth of other cars, the wealth of other men, the social standing... *her men, the social standing of our neighbors. With it we are free to challenge time and space, turn our backs upon the dull business of staying put at home and honk off on a Saturday afternoon wherever fancy calls us.*

We live in an age that runs around on wheels, and the Ford car, first in the field to sell to millions, is a symbol of our new mobility. Why shouldn't we be interested in any radical juxtaposition of its parts? Mr. Ford is not tinkering with a car. He is remodeling a great tradition.

From the Ford plant, according to a New York Sun correspondent, comes the official announcement that the factory will be ready "soon" for quantity production on the new line of cars, but—

No date is set and there is no apparent present likelihood that any will be for some little time.

The new power-plant at Fordson is still being equipped and this also is true of the

power-plant at Highland Park, which is undergoing extensive alterations, including the installation of dynamos. When the Fordson power unit is completed there will be eight turbo-generators with an aggregate power development of 250,000 horse-power. Nearly thirty-four miles of piping will form part of the installation. Through these, water will be pumped at the rate of 30,000 gallons a minute, through the condensing coils of each power unit.

Among the items of important new machinery at Fordson is a battery of six power-presses, aggregating 2,160,000 pounds in weight, the largest one being more than thirty feet high. The addition of new welding machinery in large units indicates the extent to which this process is to be used in fabricating the new cars.

The Ford company will utilize five of the steel vessels bought from the Shipping Board for a system of tug-and-barge transportation on the lakes. These have been stripped of boilers and all other mechanism, leaving the hold free for merchandise. A single boiler has been installed to provide power for the donkey engine used in loading and for steering.

No prospect of wide distribution of the new Ford is seen for at least several weeks. When it is considered that it will require practically 60,000 cars to stock the Ford dealers to begin with and at least that many more constantly available to the dealers before quantity sales of the line can be made, it seems unlikely that the factory can get under way in providing the number of cars needed under that length of time.

Some publicity has been given to the fact that Ford dealers have been shown the new car and the impression has arisen that the dealer organization is being brought to the factory in delegations to see the new line. The facts are that very few dealers have seen any cars, and none of them has seen the production car. Experimental cars, showing general line and suggested colors, have been shown, but only to a very limited number of dealers.

Mr. Ford has personally shown some of them the cars from the experimental department. The sales department says positively that the dealers will not be invited to the factory at the present time and even adds that dealers who visit the plant on their own initiative will probably not be shown any cars. The factory, John R. Davis reports, is not prepared to handle delegations of dealers who come to Fordson or Dearborn in the hope of seeing the new line or to learn the date on which they may count on being supplied.

In a flood of rumors and guesswork on the subject may be sundry nuggets of truth; but only the test of time can verify them. Many readers will watch with interest for a verification of this prediction in *The Post*:

In introducing his new model to American automobile users soon Henry Ford will present a novel financing plan that is expected to create a sensation in the industry rivaling that caused by his announcement a few years ago of the famous "\$5 down-\$5 a month" plan.

Under the new scheme, to be known as the "club plan," Mr. Ford proposes to sell the new model for \$150 down and \$12.50 a month, the monthly payment being regarded as a service charge and continuing as long as the car is in use. At the end of the year, if the buyer wishes, he may have the car overhauled for a moderate charge or may exchange it for a new automobile.

This issue of the Literary Digest was found by Roger Davis while at the 2022 Hershey Meet. In order to keep the character of the article in tact, the only part that has been retyped is the 4th full paragraph on this page.

CENTERFOLD OF THE MONTH
1930



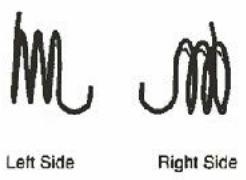
DIANE BRIMLEY
50-B SPORT COUPE



Emergency Brake Return Spring Installation

By Les Andrews, Grass Valley, California
MAFCA Technical Editor

Many have expressed great difficulty in attaching the Emergency Brake Return Spring. There have been several ways described how to make this connection. You can do it the hard or almost impossible way, or you can make the job simple and easy. Here is the easy way!



1. Jack up the rear end and remove the rear wheels for better visibility of the return spring. With the spring correctly installed on the emergency brake arm shaft (Fig. 1), the hook end of the spring can be seen below the arm shaft.



2. From under the car, use the Push Driver to push against the spring hook to push the end of the spring up just above the shaft locking nut (Fig. 2). This will enable the Pull Driver to hook on to the wire from the front side

The first step is to modify the blades on two different screwdrivers. One is a Push Driver, and the other is a Pull Driver. Grind a V notch in the tip of the Push Driver. Grind a hook in the Pull Driver. The hook notch in the Pull Driver must be large enough and deep enough to hold the spring wire.



3. Use the Pull Driver to reach in from the front side between the brake actuating arms and the radius rod brackets to grab the spring hook (Fig. 3). Now push down on the Pull Driver handle, using the brake actuating arm shaft as a fulcrum to raise the tip of the Driver and wire hook up about an inch.

The return springs are made for Right and Left installation as seen in the top photo above.



Continued on next page.



Continued from previous page.



4. At this point, hold the Pull Driver firm in position so a helper can reach in from just above the rear axle housing with the Push Driver (Fig. 4) to apply a push force on the wire along side the Pull Driver.

At the same time the helper is pushing with the Push Driver, the operator on the Pull Handle can now raise the Pull Driver handle up and pull straight back (Fig. 5) just past the actuating arm and place the spring wire hook over the emergency brake actuating arm (Fig. 6)



Now, wasn't that easy!

Roger Davis submitted this article of Les Andrews from *The Restorer* Mar-Apr 2016. After having difficulty reattaching his emergency brake return spring, he thought other members might benefit from Les Andrew's expertise.

After conversing with Howard through e-mails, Howard sent this reply, "I've done many brake jobs involving the e-brake return spring drama. Les' article requires two people to achieve success. I have often had to do it alone. I once cut a slot in the side of a screwdriver, not knowing about Les' article. It helped some, but later on, I broke the tip off.

There's no secret that hooking the spring around the lever is a chore.

I had good results the last time I did a brake job using baling wire and a screwdriver. I looped the wire around the hook of the spring and wrapped

the ends of the wire around a screwdriver which became a handle. Shaped like a "T", I was able to use two hands to pull on the screwdriver and work the spring hook up and around the e-brake lever. Another screwdriver guided the hook over the lever. All that remained was to remove the bailing wire loop.

When I receive finished rear brake assemblies from Randy Gross, the return springs and e-brake levers are installed. To put the brakes on the rear axle requires a choice of techniques:

1- remove the radius rods, install the rear brake assemblies, then reinstall the radius rods.

-OR-

2- Remove the e-brake lever and spring and guide the service brake lever through the gap in the radius rod, install the backing plate and e-brake


carrier, then install the e-brake return spring and lever. Finally wrestle the spring into its place.

I've done it using both methods. The time and effort is the same either way. My preference is method number 2, which doesn't involve crawling under the center of the car to remove the big rusty bolt which is inconveniently half-covered by the brake cross shaft.

Roger is right. As I work on members' cars, I often find that the brakes need attention. Sometimes an

adjustment is sufficient, other times a complete rebuild is in order. There are many details about replacing brake assemblies that experience makes easier. This is why I prefer to have the owners work with me so I can show them the best ways to perform the operation.

It wouldn't be costly or hard to fashion two screwdrivers as explained by Les for the use of club members.

-Howard 




One of the club's goals for 2022 was to "Organize a service activity." You may remember that we had a lengthy discussion during one of our club meetings about what type of service project we would like to do. It was decided that we would participate in the Toys for Tots program. The time is coming fast due that we need to act on this goal.

It turns out that Andrew Watson's sister works with the Toys for Tots program and was very happy to hear that we wanted to participate. We would like to have as many club members as can, bring an unwrapped toy to the Christmas Party on December 3rd at

Chuck-A-Rama in Provo. If you don't have time to find a toy by December 3rd, you could drop off a toy at Watson Motor Works in Pleasant Grove (205 E. State Road) on or before December 15th. Andrew will load them in the back of his Model A Pickup and drive to the collection spot. Although there will be no children there at the time. We thought it would be nice to have as many club members drive with him in their Model As so we can take pictures with the Toys for Tots folks.



More information will come forth during the Christmas party. 



500 Miles in 73 Days

BY ROBERT MACK

If you remember, last year we had a goal of driving a total of 15,000 miles. We were able to accumulate 15,116 miles. We reached that goal, and those members of MAFCA received a sticker, to place on their windshields, in recognition of their efforts.



This year the board increased the goal for 2022 from 15,000 miles to 17,000 miles. Last year we had 20 cars participate. Hopefully we will have more 2023, but if we base our goal on those 20 vehicles, that means we need to travel 100 more miles per vehicle than we did last year. Have you driven your car more than last year? How does your mileage compare to last year's?

You still have time left. In January, Robert Mack will e-mail you a reminder to go out and record your mileage. If you participated in last year's, he will already have your 2022 beginning mileage recorded. If you did not participate, you will need both your beginning and at the end of the year, your ending mileages.

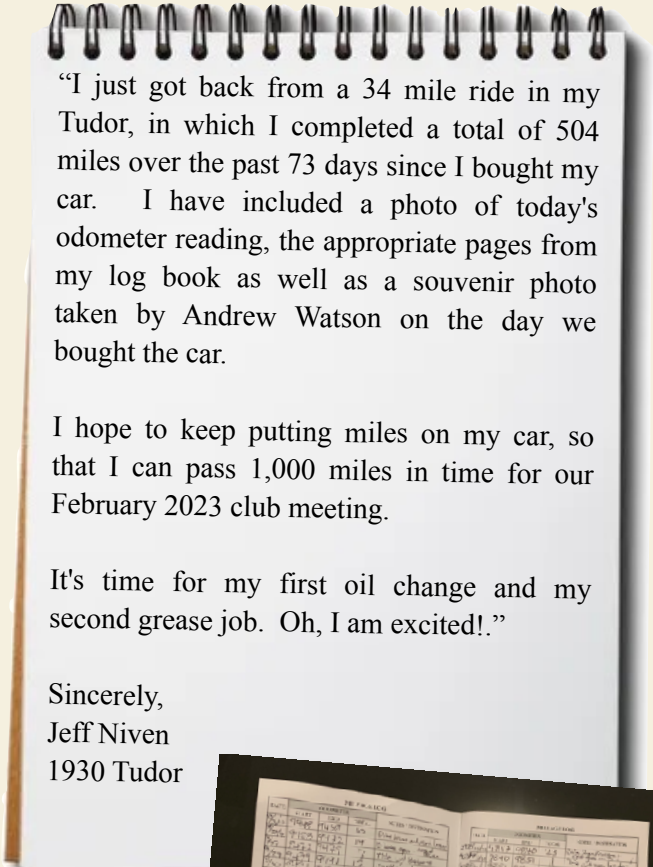
A week or so after, he will e-mail you a request for mileage, please have it ready so we can meet MAFCA's deadline.



Remember, you can earn club mileage awards too. There are awards for 500, 1000, 2,500, and 10,000 miles.

The Poulsons and Nivens have been putting a lot of miles on their cars since buying them. Here is a message Robert received from Jeff Niven.

He even has his log as evidence.



"I just got back from a 34 mile ride in my Tudor, in which I completed a total of 504 miles over the past 73 days since I bought my car. I have included a photo of today's odometer reading, the appropriate pages from my log book as well as a souvenir photo taken by Andrew Watson on the day we bought the car.

I hope to keep putting miles on my car, so that I can pass 1,000 miles in time for our February 2023 club meeting.

It's time for my first oil change and my second grease job. Oh, I am excited!"

Sincerely,
Jeff Niven
1930 Tudor

So now is the time to get out there and chalk up more miles before the weather gets snowy and the temperatures get worse. See you on the road.



Keeping Warm and in Style

BY PATTI JONES

By Patti Jones
Taken From Woman's World
Magazines, Dec. 1931
Fashion Committee

Fur coats and pieces have been a “girl’s best friend” when it comes to style and practicality during the Model A era. Whether you’re on a night on the town or riding in the rumble seat, furs have been overwhelming a trend in women’s fashions. The selection of color is emphasized as to the wearer’s use of fur and was considered equally important to clothing materials.



Browns and blacks lead the list of the most popular colors. With browns, there is an array of various colors to match and complement the wearer’s attire. Mink is starting to become more prominent over fox. Other furs being introduced in browns are seal and muskrat. Pelts of seals are now being dyed a “logwood brown” that is currently the rage. With a Hudson seal pelt, it is often dyed black on top showing a brown color underneath. This gives the entire coat a brownish cast. Beaver is another fur, in that it can be dyed in various colors of brown. This year, Persian lamb ha made a comeback in popular colors of black and platinum.

Many coats are trimmed with contrasting color, texture and depth; using another fur other than the main body of the coat. Seal coats are frequently trimmed with mink or ermine, and later dyed in various brown tones. Persian lamb coats are trimmed with silver fox dyed in various colors. It was noted that leopard or ocelot were discouraged as being too conspicuous to wear. The old faithful raccoon coat is still considered one of the favorites because of its highly rated wearing quality.

Following the general trend of fashions, fur coats are now being made increasing the width above the waistline, but close fitting at the hips. Collars and sleeves are seeing a trend to complement the new styles. Collars are varied in type, but the most popular are collars that stand up on the shoulders and at the back of the neck. The previous style was drooped over the “arms eye”. Sleeves set the style for many coats, and the dolman sleeve is the most popular. Other styles are muff sleeves and leg o’ mutton sleeve. The raglan sleeve is used more for sporty fur coats. The length of the fur coat is also very important. Coats are worn longer in 1931 than in the past, giving the wearer a more slandering affect. This year, a number of lengths have been introduced...classed as three quarter lengths, these fall anywhere from the hips to just below the knees.

The cost of any fur coat depends on the quality of the skins, the amount of labor required for detailing the coat, and the demand of the particular fur. The least expensive coats are made from muskrat. When purchasing a fur coat at a swap meet or antique store, first look at if there are any breaks in the skins...if its brittle, DON’T BUY IT!! This indicates that the skin has lost its oils and will continue to break. If you see a break between the skins, the silk threads that sewed the skins together have rotted. A furrier can repair it, but the cost may override your decision to buy it. Please remember not to store any furs in plastic bags. They’re a natural fiber and need to breathe. My suggestion would be an old 100% cotton sheet or pillowcase or in an acid free box. (Too bad I don’t practice what I preach!)



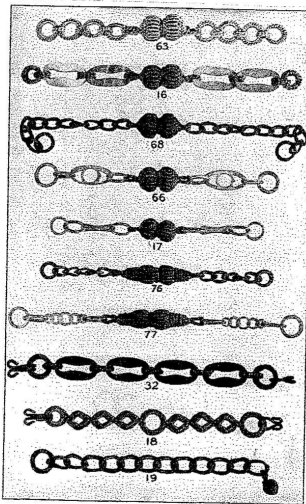
Besides Diamonds, Furs Are a Gal's Best Friend

BY PATTI JONES



The following 5 pages are different articles about furs of the Model A Era. Each article gives the reader an idea of the broad spectrum of styles and furs that were worn during the era.

It should be noted that not all four feet were necessary on a fur scarf. In addition, various fasteners were used, like the ones below, or simply, the mouth of the fur was like a clothespin, that could clip to the tail of itself.





Can you find the six differences in these two photographs?

Let's Have Some Fun

FROM A WORLD, BY SHERRY WINKINHOFFER





I'm Thankful for Our Model A Family

BY ROBERT MACK

An old aphorism by Spanish philosopher, George Santayana says, *“Those who cannot remember the past are condemned to repeat it.”* Or, you can look at it another way. In the words of the German philosopher, Georg Hegel, *“The only thing that we learn from history is that we learn nothing from history.”*

Examples of this are the Great War and World War II. Even though country leaders vowed not to let this happen again, that is exactly what occurred, and in a short period of time. This horrendous loss of life was repeated only 21 years after the close of WWI. The devastation was felt globally. It affected everyone's life.

So what would happen if the opposite were true? What if we did learn from history? Hopefully we could prevent the calamitous events that brought mankind to their knees.

But, how can we as individuals take on such a huge challenge? Look at the individuals who have changed lives i.e. Farnsworth — the television, Ford — a car for the masses, Mandela — abolish apartheid, Ben Franklin - electricity or drafting the Declaration of Independence, Mother Teresa — service to the sick, poor, and the needy just to name a few. We don't have to dedicate our whole lives to one endeavor, we can look for simple ways

we can embrace the positive societal norms of the past. The little acts of kindness are just as important and valuable as big events that cause change. There are many examples of this as well.

It's the little things like smiling and saying “hello” to those you walk passed. I do this often and it either brings a smile or a quizzical look. Other simple ways are helping the proverbial old lady with her groceries, or shoveling the sidewalk of a neighbor.

Turning to our Model As, we can honk at crowds of people as we drive by, or wave and honk at those who are taking pictures of our Model As as we drive down the road.

Just slowing the pace of our daily lives can calm the nerves and slow the heartbeat. Driving through the country, we can enjoy the scenery and think about eras past. How can this help change the course of mankind? If we do it, it may rub off onto other people. Their attitudes and feelings of peace can be shared with others.

Christ came to this earth and brought peace, this is a past we can learn from and emulate. Just like a ripple in a pond, it spreads outward. I may sound melodramatic, but it doesn't hurt to try and make earth a better place.





Model A Ford Club of America

Established 1937

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



President, Jay McCord

As we enter the Fall Season of the year, the weather is changing. It is time to think about others. It is a time for holiday festivities and gathering. This is also a time to reach out to the less fortunate around us. In our area, holiday meals are

served to the less fortunate and many of the clubs are working on projects to gather warm clothing. Others are collecting toys to brighten the holidays for children. I would hope that our chapters would be involved in these community projects.

I would like to call your attention to MAFCA's social media efforts this year. Our Facebook group has gained 10K members. **Michael Eisenbise** and **Melanie Whittington** have spent countless hours to keep our page a safe and fun place to visit. One of our goals has been to welcome anyone who has an interest in the Model A Ford. **Rick Black** has continued to administer our wonderful website where you can keep up on the daily activities of the club. It has been a big job and our readership continues to grow. **Terry Whittington**, our Constant Contact Editor assumed the duties this year and has brought some innovative ideas to these monthly newsletters. If you are not receiving the monthly edition of the *Flying Quail*, please send an email to **Flyingquail @ yahoo.com**.

My number one goal for this year was to grow MAFCA. I am happy to say that our membership has grown from last year, It is often said that our hobby is dying, I am here to tell you that the Model A Ford hobby is alive and well. We are seeing new members join every day. I realize that some of our chapters are having their problems. The best way to build the club and your chapter is to be sure your meetings are well structured with an agenda, a program, a raffle and of course, refreshments. When your members have fun at meetings, they will want to become more involved and come back. A quality newsletter is another thing that will strengthen your chapter. This communication tool is the lifeblood of an active club.

[Our MAFCA Store](#) has introduced several exciting new products this year. Our latest edition in the "How to Restore your Model A series is **Volume 10**. I believe it to be our finest publication to date. We have also added a new, a high-quality baseball cap in Navy Blue, and two new Christmas Cards featuring a Budd Cab Truck and a Phaeton. Proceeds from sales help to offset the costs of running the club. I hope you will continue to support the club and make some of your holiday purchases here.

Wishing you all a happy holiday season.

Happy Motoring, Jay McCord 🍷



Model A Ford Foundation Inc.

BENEFITS OF MAFFI MEMBERSHIP BY SANDY FOX



Museum Membership & Contribution Members play a critical role in helping care for the Model A Ford Museum and enjoy unlimited free admission and other benefits. Consider becoming a member to support the Model A Ford Museum. With each membership, access to the Gilmore Car Museum is included! The Gilmore is the home of the Model A Ford Museum and the membership allows 2 family adult admissions (married couple or parent and adult child) to the entire Gilmore Car Museum Campus.

Another Benefit is the quarterly A Preserver! See the latest issue with all of the Latest Museum happenings as well as Model A Days!

Education Programs

The Foundation is actively involved in several education activities.

Over twenty Model A vehicles and many parts, accessories, and tools are on display for visitors to learn about the Model A Ford. There are displays of era fashions, era classroom, era mail system, and informative displays of Model A Ford production and derivative machines using Model A parts. In addition, the museum has taken on the task of explaining the tumultuous 1927-1932 era, an important historical period for the United States.

A group of support materials for club meeting programs have been assembled and made available to local clubs to use during meetings.

The results from another educational activity can also be found and enjoyed as a member of MAFFI. that is, the Ford Parts Project. In that effort, MAFFI volunteers spent hundreds of hours indexing the microfilmed drawings of Model A Ford parts which were created by engineers during the development and production of the Model A Ford. Over 100,000 drawings were indexed and are now available for people to use in their search for the original drawings of a particular part.

There are at least three different collections of historic materials which the foundation has available.

- A Collection of 333 Model "A" factory photos have been donated to the Foundation by Bob Rentz of Albuquerque, NM.
- Another collection consisting of 627 original Model "A" ads has been donated by the estate of Al Coffield of Phoenix, AZ.
- Finally, three complete sets of Model A Ford upholstery and trim examples have been gathered and placed in three sets of display binders. One set is held by the Foundation, and the other two sets have been given to the Model A Restorers Club and the Model A Ford Club of America.

You do not have to live by the museum to benefit from all the MAFFI Foundation has to offer! Annual Dues start at \$25 per year. Visit <https://www.maffi.org/> to sign up!

Taken from the MAFI Facebook Page:
<https://www.facebook.com/groups/424471569614682> 



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



1931 Sport Coupe \$13,500



1930 Model A \$22,500



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

Tony Jacob's 1930 Tudor is for sale. Asking \$10,000. The new parts are worth the price of the car — new upholstery kit and new engine. Contact Jeff Jacobs at (801) 467-8520



Richard Burr's Car

1980 reproduction of
1929 Model A
Roadster
\$16,000
Call Watson Motor
Works

Mark Layton is looking to clear out his collection of Model A and Model T parts. Howard may have a better idea of all that he has, but he does have several motors (poor condition) and a pile of other parts. If you are interested, please call Mark at 801-361-7300.



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


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

New Membership

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!

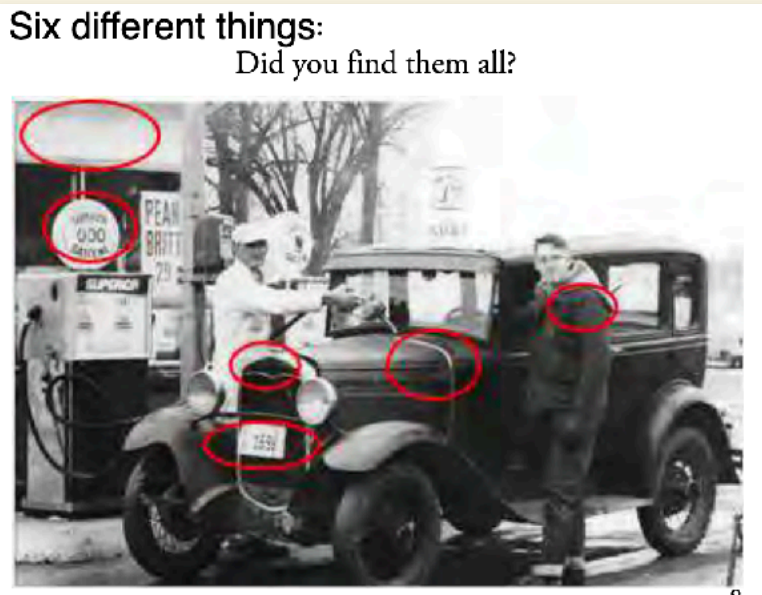
Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Phone _____
 Chapter: _____ Email Address: _____
 ___ Check here if you prefer to receive your newsletter via email.

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



Merry Christmas