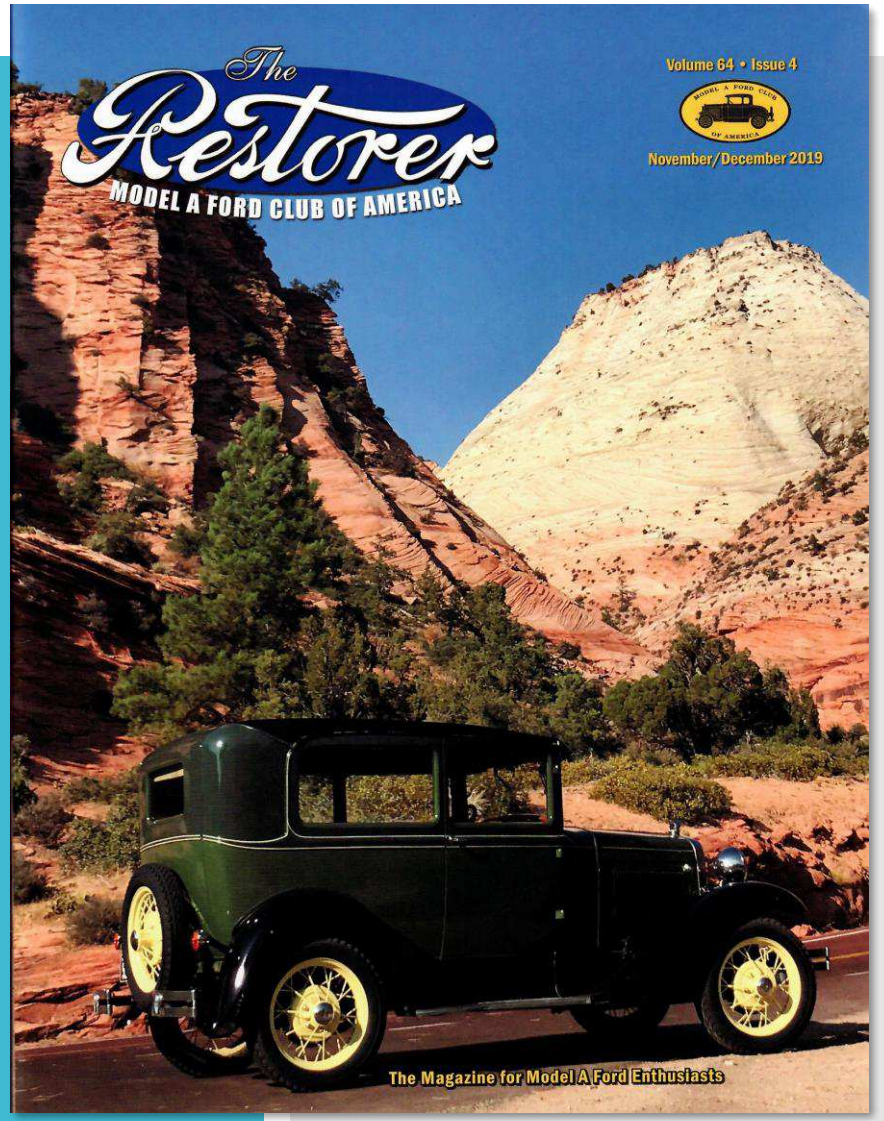
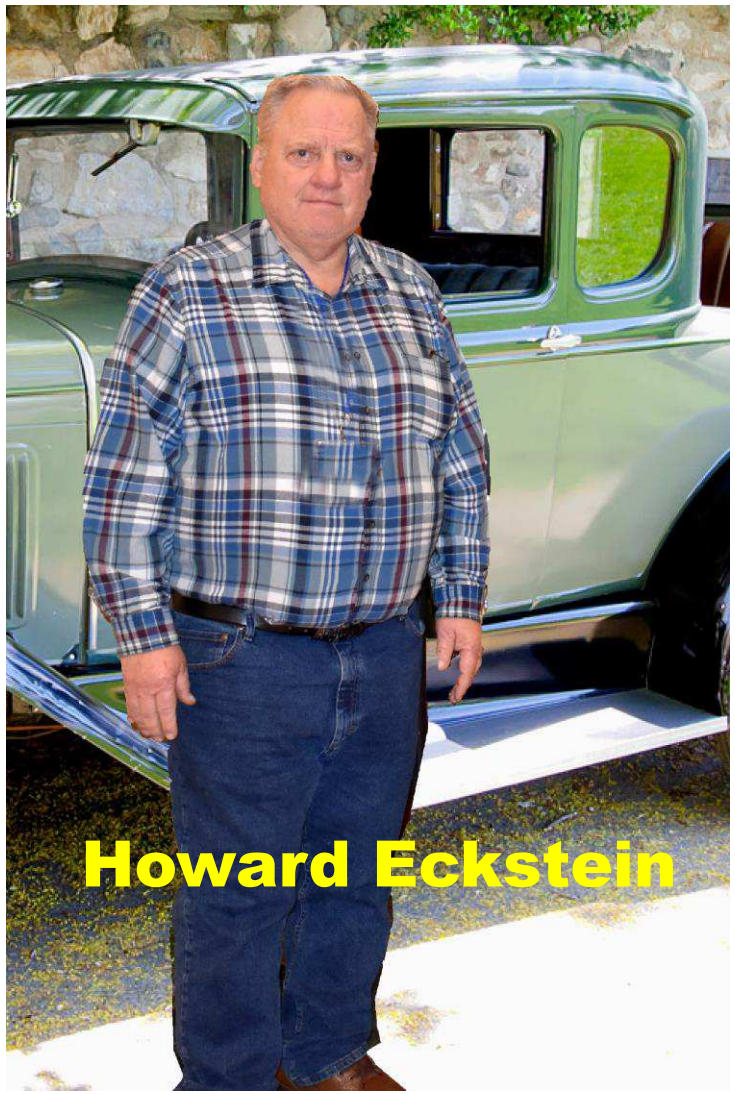
2019 MAFCA Literary Awards



2019 Bill Reeder Literary Award



Diagnosing Your Model A's Misbehavior

Don't just guess, be systematic.

By Howard Eckstein

DIAGNOSING A DRIVABILITY PROBLEM can seem easy when somebody else does it — and they're right. But some difficulties can vex even the most experienced. That's okay if the problem happens in your driveway because you can try the process of elimination. But halfway up an angry grade on a summer day in the middle of nowhere, correct diagnostics takes on a deeper meaning.

CLYDE MUNSON AND I DROVE our Model A's from north central Utah to Sparks, Nevada, for the 2018 National Convention. We were climbing hills at 45 to 55 miles per hour with our high compression heads all day in the 93-degree desert heat.

But as we ascended Sacramento Pass westward to Ely, Nevada, my car had a sudden loss of power. Clyde suggested I was experiencing vapor lock. He produced some ice cubes and placed one on my carburetor to cool it (Figure 1).

After a few minutes, we fired up the Fords and continued on our journey.

Figure 1. Clyde put ice on my carburetor to cool it.

The symptoms returned a while later on Connors Pass, so we took a deeper look. Finding the little carbon brush in the center of the distributor cap worn flat with signs of arcing, I replaced it with a new one from my spares. We also noticed the points block was not in alignment with the breaker arm, but the gap was okay (Figure 2). We put it all back together and drove on.

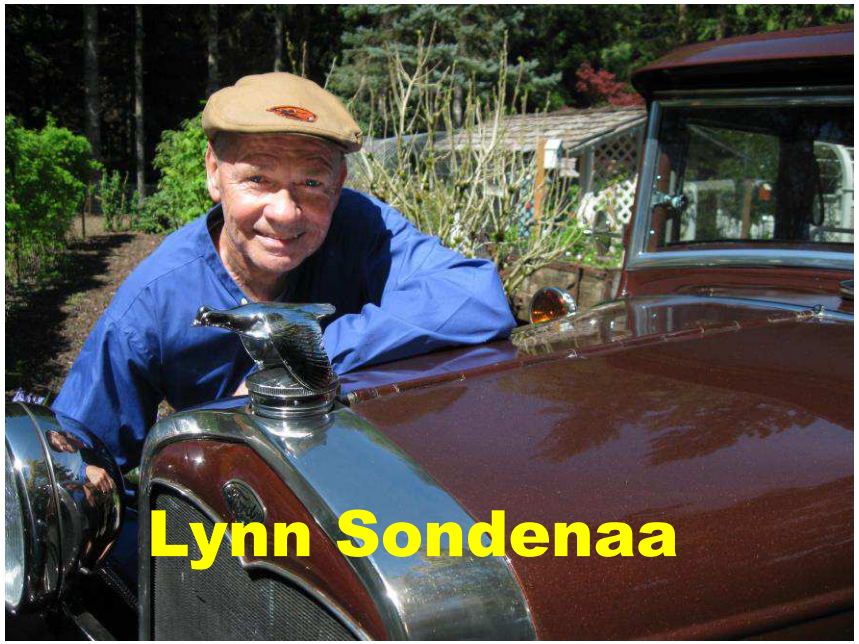
At our motel in Ely, I repositioned and tightened the screws to the points block, supposing a bad ground had caused my loss of power. We made it the rest of the way to Sparks and later drove on the Grand Tour with no issues.

Figure 2. The points block was not aligned with the breaker arm.

The Key to Effective Diagnostics

It's important to understand the principles on which your car was engineered. Knowing how things

2019 President's Literary Award



A 'Dusey' of a Way To Set the Zenith Float Level

I copied Jack Dusenberry's tester and made some improvements.

By Lynn Sondenaa

I WAS HAVING CARBURETOR PROBLEMS, so I asked my good friend Jack Dusenberry. Longtime MAFCA members, Jack and his wife, Pat, live in Vancouver, Washington, and belong to two local clubs, the Volcano A's of Vancouver and the Beavers of Portland, Oregon. Jack offered me his "Jack Dusenberry School of Carburetion," which contained about 18 hours of instruction on how to rebuild and adjust Zenith carburetors.

Jack is a genius on these pieces of cast iron, simple and to the point.

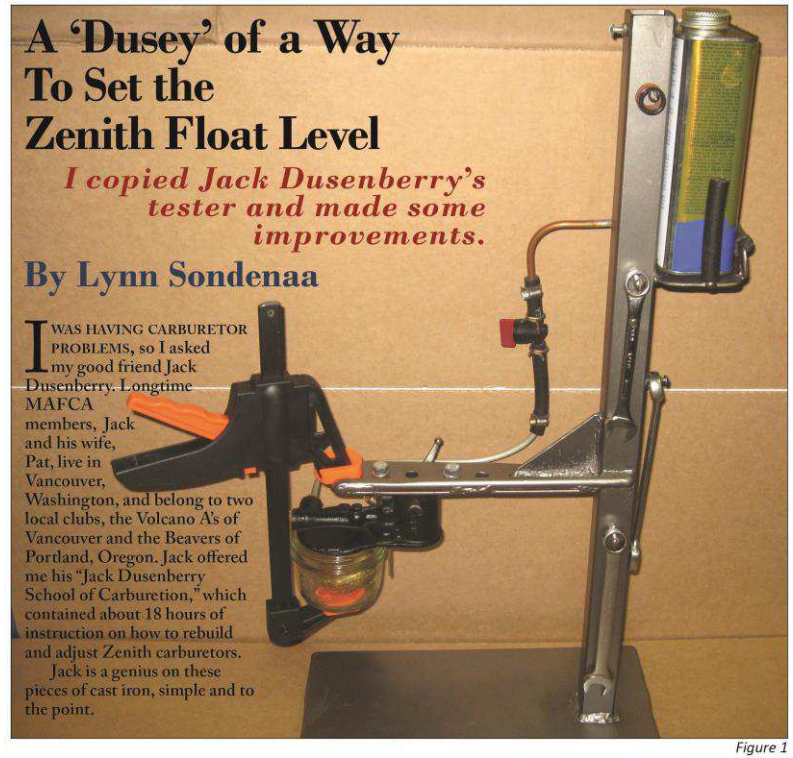


Figure 1

Based on what he taught me, I copied his float-level tester and made some improvements to its function (*Figure 1*).

THE FLOAT TEST STAND IS MADE of ⅜-inch plate steel, 6 inches wide by 12 inches long. Because it is heavy, it is stable and does not need clamping. Still, it is portable.

The vertical post, made from 3/16" by 1" rectangular tubing, also holds the clamp in the end for storage (*Figure 2*).

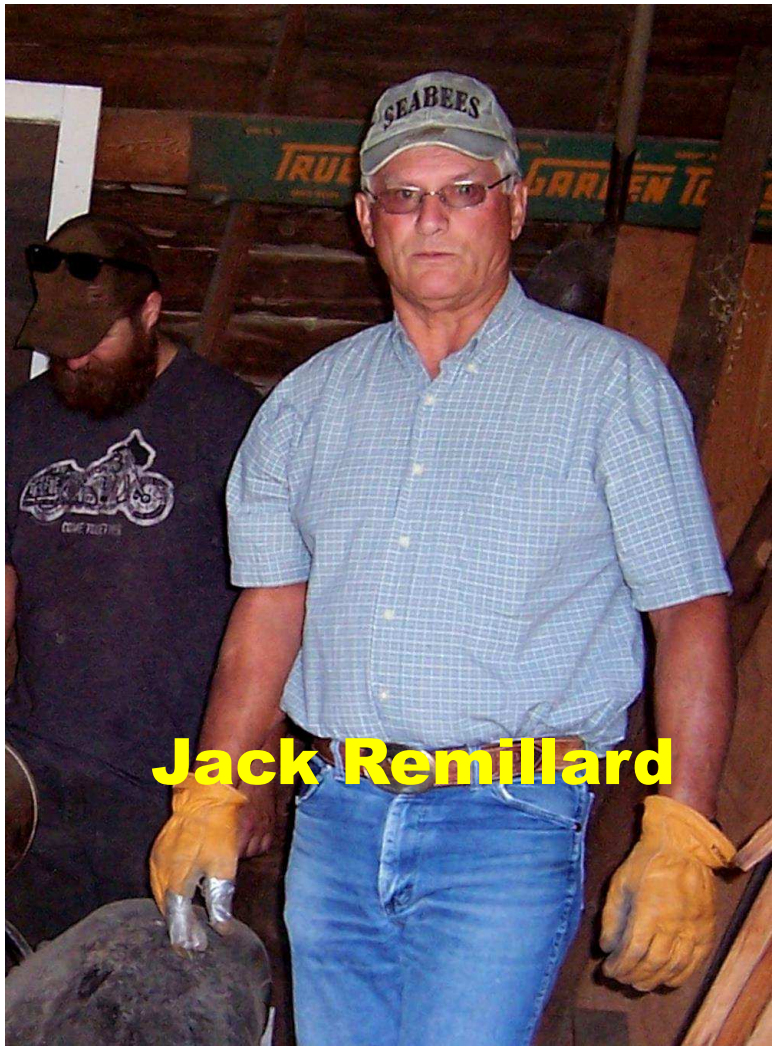
Having the necessary tools on the test stand makes it more convenient. I drilled holes and attached small screws to hold these items:

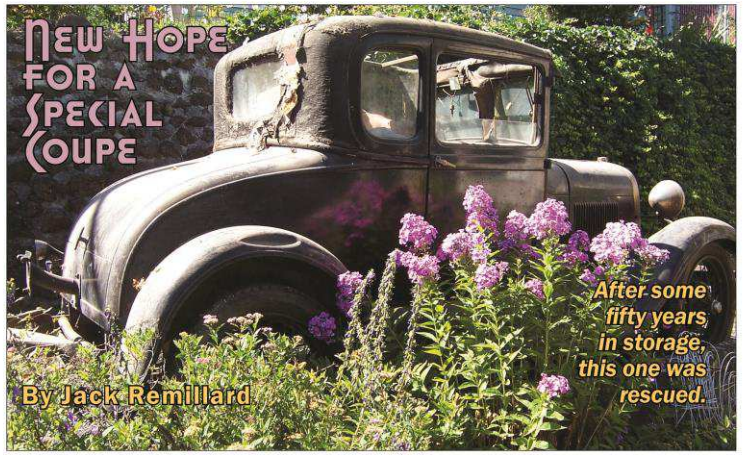
- 8-inch ruler
- three wrenches: 1/2, 9/16, 5/8
- extra float gaskets (*Figure 3*)

I made the fuel tank from an old paint thinner can, but a small gas engine fuel tank could also be used. The tank is designed so the carburetor

Jack and Pat Dusenberry

2019 Editor's Literary Award





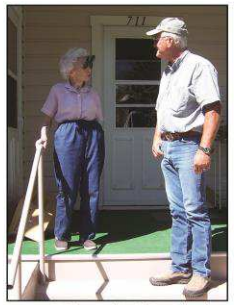
Ninety-four-year-old Hope Fischer walked into my shop and took one look at the car her Grandfather had bought new in 1929. She opened the driver's door and climbed in. As she looked it over, a small crowd took pictures and marveled at her nimbleness. She pointed to the dash lamp and asked me, "Is this the choke?"

"No," I said. "That's the dash light."

Then she noticed the choke knob and said, "That's it."

I had known about the car, a 1929 Special Coupe, since I bought my own 1928 Special Coupe back in '85. The firewall date is 4-3-29, and according to my buddy Steve Plucker, the car was built in the Twin Cities Plant in St. Paul, Minnesota.

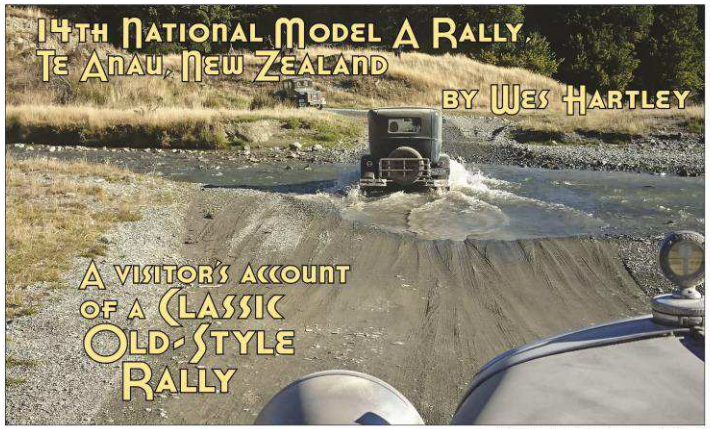
Having no idea back then how to go about restoring a Model A, I joined the Blue Mountain A's and soon learned of a Special Coupe that belonged to Hope and Cecil Fischer, right here in Pendleton. I made several trips



Hope Fischer and Jack Remillard on her front porch

What would the Special Coupe look like when it finally emerged from the garage where it had been stored for so many decades?

2019 Director's Literary Award



What to do when there's no bridge?

With the experiences of the April 2017 Canterbury High Country Run, followed by the 13th National Model A Rally in Napier, New Zealand, still firmly in our memory, we had high expectations of this year's National Model A Rally.

In the early 1980s, members of the Canterbury Chapter in New Zealand slowly transformed a trailer load of Model A parts into a completely original 1928 Phaeton. The Canterbury Club Car, as it has become known, was registered for road use in 1986.

The Phaeton has been lovingly maintained by the club ever since for weddings and parades and whenever a member's car is out of action, covering 24,000 miles. This April, as overseas members of the chapter, Wes Hartley and Beverley Biggs used the car. This has led to a mutual sourcing of vehicles for when Canterbury Chapter members attend rallies in Australia.

The Phaeton, painted Arabian Sand, is original in every respect, including the need to use hand signals when turning or stopping. It does not get much more original than that.

Wes Hartley and Beverley Biggs with the Canterbury Club Car

Knowing something of the rugged beauty of the terrain, my wife Beverley and I, joined by my brother Frank from Los Angeles, happily reunited with the Canterbury Club. On April 13th, we headed off from Christchurch in convoy with *A Ford Script* editor Graham and Anne Evans, along with John and Sandra Olliver. It was a real reunion, as we had hosted both the Evanses and the Ollivers in October 2018 for the 25th National Model A Meet in South Australia.

Driving in a Phaeton served up a reminder that the weather was definitely in late Autumn mode, as we set out on our first day to Omarama, encountering other Model A people en route.

Our second day ventured deep into the hinterland of the South Island as we traveled for an overnight at Cromwell, followed by a tourist Sunday in historic Arrowtown and tourist center Queenstown, before arriving at rally headquarters in Te Anau in the picturesque region known as Fiordland.

Our 1928 Phaeton behaved flawlessly. But in those three days, her passengers increasingly dressed as if we were on an Antarctic adventure, wiping the ice and frost off the car each morning before bracing for a day of crisp, open-air motoring. It was everything one could hope for in re-creating the era of late 20s and early 30s motoring. This is something that Kiwi Model A people know how to do so well.

2019 Era Fashion Literary Award

One, Two, Dress Up My Shoe

By Sherry Winkinhofer

Women would buy a simple pair of pumps, then use shoe ornaments to change the looks.

A large variety of shoe and slipper buckles from the 1928 Carson Pirie Scott & Company catalogue

SHOES IN THE EARLY PART OF THE 1900S were required to be serviceable and durable, but not necessarily attractive as they were not meant to be seen beneath long dresses. But in the 1920s, hemlines began to climb higher, and shoe styles changed with them. Ankles were actually visible, and stylish shoes became more desirable.

An amazing variety of shoes were available in the Model A years, with straps and buckles being popular design elements. But multiple pairs of shoes were expensive, the prerogative of the rich.

Several steel-cut shoe buckles from the 1928–29 Montgomery Wards Fall & Winter catalogue

Figure 1

What to do if you had a modest budget? Why, buy a simple pair of pumps, then use shoe ornaments to change the looks. *Voilà;* your shoes were now a master of disguise, mimicking the look of multiple pairs.

SHOE BUCKLES WERE a popular option. A plain pair of shoes could be dressed up for evening wear by simply strapping or clipping on a pair of cut-steel or rhinestone buckles.

Shoe clips and smaller buckles were also a popular choice, selling for just a few cents in most of the big department store catalogues. The small buckle *(figure 1)* was meant to be slid onto a strap. The shoe buckle *(figure 2)* appears to actually have the small clips underneath that we currently picture when thinking of shoe clips. Figure 3 doesn't show the clip, but describes itself as a "shoe ornament" with a "handy clip."

Figure 2

A pair of rhinestone buckles found with the Evergrip clip attached

ONE THING THAT ALWAYS PUZZLED me was how they attached the larger buckles without damaging the shoes. In some of the older styles, ribbons or laces provided an object to slide the buckle on. But on the new leather pumps, that was not an option.

A recent find provides the clues to how some solved the problem. A pair of rhinestone buckles included a mechanism on the back labeled Evergrip with a patent number.

This mechanism was removable and could be used with different buckles as long as they had the metal bar down the back. A little research resulted in the Evergrip patent application. This

Figure 3

The back of buckles with and without the clip mechanism

2019 Jim Ryner Photograph Award