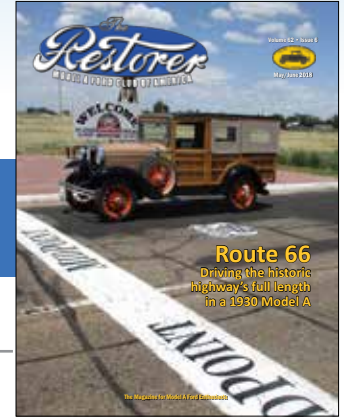


The Restorer

MODEL A FORD CLUB OF AMERICA



Official Publication of the Model A Ford Club of America

Guidelines for Writers

DO YOU HAVE AN INTERESTING MODEL A EXPERIENCE, useful technical advice, or a recently discovered trunk full of clothes from your great-grandparents? Write about it for *The Restorer*!

The Restorer magazine is published bimonthly and mailed to some 12,000 MAFCA members and chapters. For each issue, the club seeks interesting, useful information from many sources. We especially invite members and their families to send us articles on a variety of topics, including:

- How-to-Repair/Restore Technical Articles
- Stories About Model A's, Their History, or Owners
- Reports of Model A Events and Tours
- Era Fashion Articles
- MAFCA Meets and Events
- "Tiny Tips"

MAFCA welcomes all member contributions for *The Restorer*. Material sent via email should be sent to: Restorer@MAFCA.org. Although electronic submissions are preferred, physical material should be sent to: Model A Ford Club of America, 250 S. Cypress Street, La Habra, CA 90631-5515.

How-to-Repair/Restore Technical Articles

We especially invite instructional articles about various phases of restoration and repair of Model A Fords. Such articles are first reviewed by the Editor. If selected, they are reviewed by the MAFCA Technical

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Telephones answered 10:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday

The Model A Ford Club of America is a non-profit corporation of California and a national historical society dedicated to the restoration and preservation of the Model A Ford automobile as manufactured from 1928 through 1931.

Don't Blow a Gasket

Treat the cause, not just the symptom.
By Howard Eckstein



The Role of the Head Gasket
The head gasket on a Model A serves the same purpose as those in modern cars. That is to isolate compression pressure and the oil and water passages between the engine block and the cylinder head.

This is more difficult with modern engine beds with aluminum heads which can over-heat. Even one spark expand at different rates at the same temperature. For the Model A, when the head and block are both made of cast iron, the difference of lateral expansion is small, but it still exists.

High compression engines with aluminum heads used in block and head have given the technical improvements in the head gaskets of today. Compression ratio of a modern engine can be more than triple that of the Model A. Consequently, the new style head gaskets are engineered to work with the demands of the latest engines.

Model A gaskets are made from the same materials as the modern gaskets. But the modern gaskets are made from materials that are guaranteed they won't fail if installed correctly.

Figure 1 shows a modern style gasket with less than 1/8" of setting time. It was installed in service with a replacement head we put on. (The original head cracked due to wear the frame is in over the water) You can see

the black bars marks on the top rings for cylinders 2 and 3. Compression gases leaked into the large water jacket passage in the center of the gasket and sealed every corner of the passage. Most likely this gasket was not properly torqued down.

Prepping a Bad Head Gasket
One of the most difficult jobs that something can do with a head gasket. Here are a few things you can observe before starting your engine and looking off the cylinder head. (Many of these symptoms can indicate a cracked head or block.)

1. Bubble the water: Raising the engine at a moderate idle, produce cooling and run the water at the radiator. After each, this is a sign of a compression leak because a cylinder seal the water jacket. See Figure 2.

(This photo was taken of the culture on the car with



Figure 2. Modern gasket with black marks on the top rings for cylinders 2 and 3.

Director for technical accuracy. (Rarely, the Technical Director may deem an article not publishable.) While most technical articles are accepted, the Editor or Technical Director may request clarification or revision of certain points.

Technical article photos.

We highly recommend sharp, detailed photos and/or illustrations for technical articles. Before sending any, check the tips for **Photos and Illustrations**.

If sending physical copies, mail them in a flat, well-protected envelope. Please do not fold or staple photos or illustrations. If you wish materials to be returned, please include an addressed, postage-paid envelope.

Stories About Model A's, Their History, or Owners

Readers of *The Restorer* enjoy articles about all things related to the Model A Ford. Such articles have broad boundaries but may focus on specific cars or trucks and their adventures. Preferably these articles are about your own experience, but family members or good story-tellers can also do a fine job.

Good photos or historical documents really add to an article's interest and readability. (Be sure to include caption information such as who and what is in the photo, plus where and when it was taken.)



My Town Sedan's Saga
From a club project, to a door prize, to my neighbor's friend, to me
by Paul Scherzer
photos by Andy Scherzer

My 1930 Buick Roadster was purchased in early 1950 by Herman Cook of Kalamazoo, Michigan. I received her for a door prize in 1952. It was a 1930 Buick Roadster, an old friend and my first car.

The Buick Roadster of 1930 was a top up on blocks at the side of my driveway. The neighbor had bought it from the Buick dealer in 1930. The Buick Roadster was purchased by the Kalamazoo Antique Auto Restorers Club in 1952. The club then gave the car a special restoration.

The club did have this used decades later, while being in Ansonia, California.

Stump Must Drive First
The car was damaged and transformed into a very desirable antique vehicle. Many club members helped in the restoration by donating glazing, painting, sanding, and polishing parts. All donors have been acknowledged in the magazine. The car has been restored and is now being driven by my neighbor's friend, Richard, who lives in Ansonia, California. There was a \$100 donation to the club when they accepted the car into their collection. Richard is going to drive, since he was the driver.

In the middle of the restoration there was a drawing.

Era Fashion articles

Articles about Era Fashion are welcome. Similar to the procedure for technical articles, era fashion articles are reviewed by the Fashion Editor and the chair of the Era Fashion Committee before acceptance for publication. These reviews help ensure the information is accurate and of interest. Photos and/or illustrations are a must.



MY FORAY INTO MODEL A ERA IMAGE ATTIRE "ON THE CHEAP"
By Russ Cochilio
My total out-of-pocket expenses for four different looks: only \$88

My era dress was a vintage 1930s dress from 2003. I found it at a vintage store. I thought it was a good find. I also found the Sears Chapter in Clark, California.

I was inspired by almost everything I took note of the dress of women to see looking and read all the articles about it in the book. The outfit seemed to go so well with the Model A.

One chapter participants in many community events. I thought having "the period" would add to my enjoyment, and lengthen my readers.

LOOKING THROUGH MY WINDOW, I looked at the most interesting things I saw in my window (expensive) and not my style.

The new issue of *The Restorer* is now on the shelves.

MAFCA Meets and Events

The MAFCA National Convention, Regional Meets, and the Annual Membership Meeting and Banquet qualify for special coverage in *The Restorer*. Each of these events has a written agreement between MAFCA and the host group that includes details about the type and amount of coverage in *The Restorer*. Host groups are urged to appoint a contact person to work with the editor to maximize this opportunity. The editor can offer guidance about pre- and post-event coverage.

POPULAR ARTICLE TOPICS INCLUDE:

- The history of my car
- How I acquired my car
- Interesting parts or era accessories
- Trips, tours, or adventures
- History of Henry Ford, Ford Motor Company, or suppliers
- Model A use in the '20s and '30s

Reports of Model A Events and Tours

Many chapters hold regional meets and special tours. Often these are the highlight of the year and are held at historical or other distinctive locations. Nothing is as special as a large group of Model A Fords on tour or gathered for group fun. So reporting on these events makes for good reading.



TRAVELING THE JEFFERSON HIGHWAY
2,400 miles retracing the northern section of the old Pines to Palmers Highway.
by Theresa Guenther

While one of the most famous Model A highways is the Lincoln Highway from New York City to San Francisco, here in the central United States there is a lesser known but still significant route. Named after President Thomas Jefferson, the highway runs from Washington, Missouri, Canada to New Orleans, Louisiana. Running from the great city of Canada to the gates of Louisiana, this first paved international roadway was built in the "Pines to Palmers" Highway.

A few years ago, I went about the Jefferson Highway and have written on it through the Kansas City area. At the time, I was a member of the Kansas State Model A Club and had a Model A Ford. I was always looking for a way to drive a Model A on the old Pines to Palmers Highway. I had a Model A Ford and had a Model A Ford. I was always looking for a way to drive a Model A on the old Pines to Palmers Highway. I had a Model A Ford and had a Model A Ford.

June 18. Early Sunday morning, the group headed out from Chicago. Our first stop was at the Stoneville Inn, where we had a breakfast. The day's longest paved segment was near 100 miles. We headed north through Tennessee and North Carolina, and then to South Dakota, where we had a lunch. Our next stop was at the home of the late, and I believe, the last of the Model A Ford Club members, and I believe the last of the Model A Ford Club members. We had a lunch at the home of the late, and I believe, the last of the Model A Ford Club members. We had a lunch at the home of the late, and I believe, the last of the Model A Ford Club members.

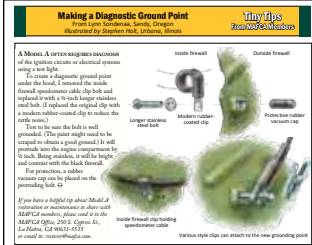
If you are the event's designated reporter/photographer, feel free to submit your story about what happened. Some tips:

- Send ample photos, and

- include specific caption information (especially people's names and car information)
- Stick to the key, interesting facts. (Readers seldom need to know what time you stopped for gas or lunch.)
- If you report the results of events at a regional car show (like an era fashion show, gymkhana, or Hubley derby), take care not to criticize other participants.

"Tiny Tips"

Members are welcome to submit small articles of a technical or mechanical nature for this feature, which is currently included in each issue. (Check recent issues to make sure your idea fits this format.) Be sure to include a single photo, drawing, or illustration.



Making a Diagnostic Ground Point
From your Dashboard, Lamps, Oregon
Illustrated by Stephen Peck, Clatskanie, Oregon

A Model A owner might notice a decrease in the ignition circuit or electrical system. To create a diagnostic ground point under the hood, I removed the battery terminal ground cable clip bolt and replaced it with a 1/2 inch long positive steel bolt. I replaced the original clip with a modern rubber-covered clip to reduce the rattling noise.

First, be sure the bolt is well grounded. (The point might need to be secured to a clean ground.) It will provide the right connection to the battery. Being smaller, it will be lighter and easier to handle.

For protection, a rubber cover can be placed on the protruding bolt tip.

IF YOU HAVE A LIGHTER COLOR MODEL A, replace or maintain in blue with MAFCA member, blue and it is the MAFCA logo. 2013 - 2015. La Habra, CA 90631-0115. E-mail: rpeck@comcast.net

Tiny Tips
Plus MAFCA Member

Vehicle ground point

Photos and Illustrations

Nothing adds more to a magazine than outstanding photos. *The Restorer* seeks to use as many pictures as possible — if they are of good quality and add to the article. But a bad photo can ruin an otherwise excellent piece. Make sure your pictures are clear, well exposed, and in focus. The best pictures fill the frame with the subject. So get close or zoom in. Some tips:

Digital Photos

- **Send high-resolution photos.** If your camera or cell phone produces images rated at less than 3 megapixels, those images are too small to reproduce in a printed magazine.
- **Set your camera to its highest resolution/image size** before taking pictures you intend to submit.
- **Rename the file for each digital photo** with your last name and the subject matter, such as: *Ernie Smith*

1930 Town Sedan 01; Sally Jones Colorado Tour; or J.P. McCarthy Brake Tiny Tip.

- **Include a caption/photo description** for each image file you send.
- **Email photos as attached files**, not embedded in the message.

Physical Photos:

- **Either color or black-and-white** photos are acceptable.
- **Physical photos should be printed on smooth matte or glossy paper.** (Photos on textured paper lose detail when scanned.)
- **Do not fold, staple, or bend photos.**
- **Never crop photos with scissors.** If something needs to be cropped from an image, write a note describing the area.
- **If photos are not already labeled,** use a sticky note to identify them with your name and the subject matter.
- **Include a list of captions/photo descriptions** for all the pictures you send.
- **If you wish to have your photos returned,** enclose a self-addressed, postage-paid return envelope.

Historical, One-of-a-Kind Prints

Readers truly enjoy seeing old photos of our Model A's. Such images can make a story come alive, so we highly recommend them. Send important photos by certified mail or other means that will give you a receipt that they were received. Don't worry if old photos have scratches, tears, or stains. We'll scan them, then do our best to retouch the digital copy for the magazine.

Scanning Physical Prints

For scans of printed photos to work in *The Restorer*,

scans must be made at 300 dpi (dots per inch). If you know how to set your scanner for 300 dpi, go ahead. (If you don't, send us the photo for scanning. Most scanners are set at 72 dpi as the default, far below our requirement.)

Do not do make any color correction or adjustments to brightness or contrast. We'll do that.

Author Photo and Bio

At the end of your article, include a brief author bio. Give your name, where you live, your MAFCA Chapter membership (and if you're currently an officer) and what Model A's you drive. For example:

John Doe, of Broomfield, Colorado, belongs to the Mile High Chapter. He drives a 1930 Roadster and a 1931 Briggs Town Sedan.

Also, send a recent head-and-shoulders photo (possibly at the wheel of your Model A or even in the rumble seat!) ☹



Do's and Don'ts

- **Do include your name, phone number, email address,** and mailing address in all correspondence.
- **Do submit electronic photos as attachments** via email.
- **Do rename electronic photos** (or do a "save-as") with one that reflects both you and the subject matter (such as "Joe Doakes 1931 Coupe.jpg" or "Mary Smith Yellowstone Tour 001.jpg").
- **Do feel free to submit physical (non-digital) photographs.** If you want them returned, enclose a self-addressed, postage-paid return envelope. We'll take good care of your pictures and see that they're mailed back to you when we're done.
- **Do put your name on everything,** including articles, letters, photographs, and CDs.
- **Do not submit scans of photos printed on your home printer.** The quality just isn't good enough for magazine use.
- **Do not physically cut or trim photos.** If you have a suggested crop, use sticky notes or draw a sketch to explain what you'd like to see.
- **Do not attach files containing your chapter news.** Instead, insert or type these items of 75 words or less into the email form.
- **Do email Restorer@mafca.com** if you have any questions.

(revised April 2018)