



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 7 No.4

2018 MAFCA Newsletter of the Year

April 2019



IN THIS EDITION:
WE LOST ANOTHER CLUB MEMBER
Olmsted Power Plant Tour

PRODUCTION
FIGURE
SURPRISES

DOWDLE
FOLKART
TOUR





UVMAC Mission Statement

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo.

2019 Club Officers

CLUB OFFICERS

Board Chairman	Reid Carlson	rcarlson1964@yahoo.com
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Vice President	Howard Eckstein	h_eckstein@hotmail.com
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Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Bill Thompson & Colette Thompson	bthomps1951@msn.com cocoaspunk@yahoo.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	kcam1999@yahoo.com gregmack02@yahoo.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Howard Eckstein	gregmack02@yahoo.com h_eckstein@hotmail.com
Newsletter	Robert Mack	mack4759@yahoo.com

Dottie was taking an afternoon nap. After she woke up, she told her husband, Hazen "I just dreamed that you gave me a pearl necklace for my birthday. What do you think it means?"

"You'll know tonight," he said.

That evening, the man came home with a small package and gave it to his wife. Delighted, she opened it only to find a book entitled "The Meaning of Dreams."



President's Message

CLYDE MUNSON



I used to love Christmas, as a kid it was absolutely magical. Or, perhaps the anticipation was magical. The Sears "wish book" would show up and I would spend hours pouring over the pages looking at all of the cool things I could beg for to make my young life amazing. When Christmas would arrive it was

great, and my parents did an amazing job of getting me most of the things I asked for - pretty cool considering I had an entire book full of stuff that I wanted.

As I have become older, Christmas has lost its luster for me. Now my anticipation centers on it being over. I have few wants (other than Model A parts) and working in retail has definitely ruined the "magic" for me. For the "most wonderful time of the year" it seems most people are anxious, irritated, short tempered and at times abusive to their fellow man. Now, I do not wish to disparage the religious aspects of the holiday, but for me those are buried under a heavy blanket of behavior of the people I have to deal with. The worst part has to be the music, from Thanksgiving to Christmas Eve I am subjected to mostly substandard, sappy tunes on constant repeat. Feel free to challenge me on this point but understand that the fact that "Santa Baby" exists makes my argument for me.

Now, the time of the year that has the "magical" anticipation for me is the days leading up to Tip Out Day.

Tip Out Day is, of course, the first day of the year that the time, feeling, and temperature are perfect for tipping out the windshield on your Model A and going for a ride. Driving around when everything is green, flowers are blooming, birds are singing is like waking up from a long nap. The beauty of the world is surrounding you. One of the best parts of Tip Out Day is that it is a beginning, unlike Christmas Day which is a destination. Tip Out Day is the start of the best time of the year; Model A driving season.

The one song associated with this time of the year is also great. There are few things in life better than connecting your iPod to your Model A's stereo system getting out on a smooth road and playing the Beatles "*Here comes the sun.*"

"Little darling, it's been a long cold lonely winter
 Little darling, it feels like years since it's been here
 Here comes the sun
 Here comes the sun, and I say
 It's all right"

Now that is absolutely magical.

Note: I realize not everyone has a stereo in their Model A - it is ok to sing (just like being in the shower, you will sound better singing in your Model A. (For more info on Tip Out day see the April 2014 newsletter)

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2019 Calendar of Events

April

- 18th — Club Meeting, 7:00 p.m.; Larry H Miller
- 27th — Olmsted Power Plant, 10:00 a.m.; mouth of Provo Canyon

May

- 16th — Club Meeting, 7:00 p.m.; Larry H Miller
- 11th — Historic Rally, Orem
- 25th — Spring City Days
- 27th - 30th — 2019 NCRG Roundup, Santa Rosa, California, hosted by the Sonoma A's.

June

- 10th - 14th — Midwest Regional Meet, Des Moines, Iowa
 - TBS — Utah Lake/Goshen Set Tour
- 20th — Club Meeting, 7:00 p.m.; Larry H Miller

July

- 4th — Freedom Festival Parade, Provo
- 18th — Club Meeting, 7:00 p.m.; Larry H Miller
- 20th — Mapleton Pioneer Day Parade

August

- 15th — Club Meeting, 7:00 p.m.; Larry H Miller
- TBA — Tintic Silver Festival Parade, Eureka

September

- International Model A Day, Iron Chef Cook-off

October

- 6th -10th — Canyonlands Hub Tour, Kanab, Utah. This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. Registration materials are available on the MAFCA website

November

- Radio Show/Mocktail Party

December

- 5th - 8th — MAFCA National Awards Banquet,

Automotive History in the Making

April

- 2nd 1875 Walter Percy Chrysler, born in Wamago, Kansas; son of a railroad engineer,
- 7th 1947 Henry Ford dies at his estate in Dearborn, MI at age 83,
- 11th 1888 Henry Ford marries Clara Jane Bryant, 22, in Greenfield, MI,
- 16th 1946 Arthur Chevrolet, race car driver and brother of Lewis Chevrolet, commits suicide.
- 17th 1964 The Mustang debuted at the New York World's Fair, 22,000; ordered across country that day,
- 22th 1933 Founder of Rolls-Royce, Frederick Henry Royce, dies in a plane crash,
- 27th 2009 GM announces discontinuance of Pontiac

courtesy of "MyQuarterMile.com"

1st Richard Tucker
2nd Diane Furr
6th Judith Judd
6th Sharon Holland
19th Natalie Mack
22nd Jan Jacobs
20th Wayne Atkinson

Happy Birthdays



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

Vern Cope has the engine and transmission back in his hard top truck. Earlier a broken starter drive blew up and scattered pieces down in the bell housing. He had to remove the engine to get them out. The truck needs the radiator and lights reinstalled.

It is nice to have **Janelle and Bob Todd** back from French Polynesia, Bob is still feeling the effects of the mold from such a humid environment.

Amber and Dave Morrell are making steady progress on their car. Their most recent endeavor is putting in a new wiring harness. Now they are working on getting the horn working.

Jan Jacobs is doing as well as she can be for what she is going through.

Howard has again been busy under the hood of many Model A's. However, this time it's under the trunk, not the hood. He has been helping **Richard Tucker** change his trunk to a rumble seat. Now all he needs are the seat cushions.



Lest we forget . . .

From the *Kansas City Journal-Post* Classifieds
Monday, March 26, 1934

2-1929 FORD COUPES,
your choice \$30. Apply 30
Bullitt Ave. S.W.

1930 FORD Roadster, runs
good, tires O.K., no top, sac-
rifice, as is \$35.

'29 FORD Pickup \$94
'30 FORD Sedan \$94
'29 FORD Roadster \$69
\$9 down - 18 mos. to pay

'31 FORD Victoria, 4-pass.,
Coupe - Good \$150

'31 FORD DeLuxe Road-
ster, Real Good \$150

1930 FORD Coupe \$95.
Terms to suit you.

FORD Coach '30 - Perfect
motor; nearly new tires.
\$165; \$45 down, \$12
month. 2412 E. 15th

FORD '31 Town Sedan -
Perfect condition; can't tell
from new. \$275. Turgeon
Motors, Inc., 2400 E. 15yth

6 - Model A Fords
'30 and '31's
Coupes - Coaches - Sedans
\$100 to \$150
All in good shape.
Fulton Motor Company
345 W. Campbell Ave.
Dial 7391

Submitted by Jim Spawo, Heart of America Chapter, Kansas City, MO

Tony Jacobs found this in an old issue of *The Restorer*.

This Ford
"Flies"

To
Fliers'
Aid



Aeroplanes sometimes must make quick tire changes and Wynns Tire & Rubber Company at Los Angeles is there with the speed. They use this Ford, with a special body built like an aeroplane, to hurry to the flying field when a call is received. It is shown making a delivery at the recent National Air Races.

Photo by Underwood & Underwood



March Club Meeting

BY GREG MACK SECRETARY/HISTORIAN

Attendance:

Reid and Elaine Carlson, Mike Carlton, Vern Cope, Roger Davis, Howard and Gemma Eckstein, Pat Hansen, Tony Jacobs, Greg, Nicholas and Robert Mack, Amber and David Morrell, Clyde Munson, Larry Taylor, Bob Todd, Richard Tucker

Club Business:

Treasury: Savings \$2,005.87, Checking \$341.21

News

- Todd's are back from French Polynesia, doing well, but Bob is still feeling the effects of the mold from such a humid environment.
- Morrell's have been working on their car, they have rewired it and are working on getting the horn working.
- Diane had some medical situation and was not able to attend tonight, she should be able to attend next time.
- Jan Jacobs is doing as well as she can be for what she is going through.

Correspondence

- There is still time left to purchase raffle tickets from the Pasadena High School Model A Club. Only 351 of the 750 tickets have been sold so odds are looking pretty good. The raffle tickets are \$100 each. They are raffling off a 1929 Roadster that they are restoring.
- Bill received contact information about someone in Lehi who might be inheriting a Model A. We should try recruiting them, Bill will give us more information later.
- Howard and Clyde attended the Beehive A's meeting. Howard presented his spark plug presentation. Their meeting was very well attended, maybe 50 people.

Dues

- Those who have not paid their dues will no longer receive post cards about club events. We are updating the roster, those who have not paid will not be printed in the roster, nor will they receive one. Please send info and updated picture to Robert at mack4759@yahoo.com

Splash Apron Magnets

- Instead of using paper signs on the doors during parades that identify the car and the owner, we are ordering splash apron magnets with this information on them for members who would like them. A couple of orders have already been placed. An order form has been created and passed out during the meeting. There are now numerous orders. the cost is \$25 for the pair. So, if you would like a pair, please submit your order soon!

**Club Patches**

- Patches from Salty's are woven patches not embroidered. Clyde is still looking into it and will update as new information comes along. Salty's got patches from the Beehive A's, but the Beehive A's cannot remember where they got them from.

Awards

- 2018 - Roger Davis, and Robert and Greg Mack have all earned their 13+ Awards.

Activities:**March**

- 30th – Eric Dowdle Art Studio, 1280 W 200 S. Lindon – When we visit the studio we will get to see some artwork as well as art that is in progress. The artists will not be there, but that will relieve some pressure on us as to not disturb them as they work. We will eat at Chubby's afterward.

April

- 27th – Olmsted Power Plant – The plant is located at the mouth of Provo Canyon and has been there since the late 1800's. They stopped allowing tours a couple years ago, but are now allowing tours again. We have the opportunity to take a 2 hour tour of the facility, but we must submit a list of names for those attending at least two weeks in advance due to federal security reasons. Photographs can be taken in the historic structures but not in the new part of the facility. Let a board member know if you want to go so that they can submit your name. Only those who have their names on the list will be allowed to enter the power plant. We will meet at the Harmon's grocery store parking lot at 9:30 a.m.. It is best that we arrive as a group.

May

- 10th - 12th 150th Anniversary of the Golden Spike.
- 11th — Historic Gimmick Rally based in the Orem area. This one should be a bit easier to follow. Howard will be doing two different routes so that we cannot follow each other. The rally will pass by the site of an old prison camp, the area where a woolly mammoth was discovered, and pass by an old service garage. There used to be a railway that passed through Orem, the city was named after the owner of this railway. One of the original train stations is still there, but has been repurposed. Orem City Mayor would like to join the tour with us. We will end at Orem History Museum.
- 18th – UVU Swap Meet
- 25th – Spring City Days

**June**

- Orem Centennial Parade – will NOT be our official activity for the month. Orem City is looking for cars that are older than 1919 to escort their dignitaries in the parade. If you have a vehicle or know of someone who has one, please let Howard know.

July – Mapleton Parade Saturday 20th

August – Eureka Parade?

September – International Model A Day, Iron Chef, Possible location, Genola then drive around the south end of Utah Lake to Lincoln Beach

October – 6th-10th National Tour, most Beehive A members that are attending will be trailering their cars; we have not heard from the Salty A's so we will most likely just do our own thing.

November – Radio Show/Mocktail Party

December – Christmas Party

Tech Talk:

Extracting stuck bolts or studs. Before wrenching on a rusted bolt or nut, think about it first, apply lubricant and let it sit. Use a torch to heat it up. The heat will cause it to expand, when it contracts it will hopefully break loose whatever is holding it together. A couple heat cycles will help. Also, apply penetrating oil between cycles to give it some lubricity. Also, do not always just force it in one direction to get it off, go back and forth to help break it loose. Also use toilet bowl wax, heat it up and let it soak in, then heat the bolt. Heating will burn off penetrating oil but the wax will not burn off?

You can also use a center punch to punch at an angle around the perimeter of the head of the stuck bolt; this will kind of act like an impact wrench to remove the bolt or nut. You can also use a stud extractor or easy out. If when using the extractor and it goes into the bolt too far and you put too much pressure on it, it will expand the piece you are extracting and actually make it harder to extract. Also, make sure the extractor turns the opposite direction of the bolt, when you tighten the extractor, the bolt should be loosening. A left handed drill bit can also do the same job. Drill slowly, if you do it slowly sometimes it will grab and pull the bolt out before even having to use an extractor.

Another option is to weld a nut on it and use the heat from welding to break it loose. The welded nut gives something to put a wrench on it.

Using a flat punch to flatten out the surface will allow you to get your drill centered so you can drill it out. Also, the impact from the punch will help loosen whatever is causing it to stick. You can also use a jig to help center the drill. A machine shop can drill a centered hole in a bolt of the same size thread that you are trying to remove. The drilled bolt acts as a jig that can be installed over the stuck bolt to get drilled in the center.

Refreshments: Amber was gracious enough to provide us with treats tonight. Thanks!



The Loss of Another Club Member

BY ROBERT MACK

Club Member Allison Mack, 62, sister of Robert & Becky Mack and aunt of Greg and Nicholas Mack, completed her earthly journey surrounded by her loved ones on February 17, 2019 after a short illness.

She was born February 25, 1956 in Provo, Utah to Lloyd E. and Elma Terry Mack. She was the cherished sister of Robert and Karen.

Allison grew up in Provo in a “car family.” Her father, who was a consummate backyard mechanic, taught her the basics of auto maintenance. In her youth she could change a tire or the oil without the help of a doting father or brother. She was accustomed to riding in luxury because her parents would turn their car in for a new one every two years. She lived within a home of controversy. Her father was a Ford fan whereas her mother was a dye-in-the-wool GM lover. Allison’s first car was a 1965 Mustang, Robert’s was a 1966 Pontiac. Friendly competition existed between Allison and Robert, but Allison’s led foot meant she usually won.

After graduation from high school Allison, attended Dixie College where she graduated with honors and her associate degree. Allison furthered her studies at Brigham

Young University. She excelled in English and became a master in both pen and speech. Consequently, she helped edit the club’s monthly newsletter. Professionally, Allison spent her career working in the computer software industry as a trainer. She enjoyed meeting new people and treasured the friendships she made with her co-workers and those she met.

As a youth Allison was involved with music in both band and A Cappella. She loved sports and enjoyed playing on various softball teams. Allison loved adventure and traveling with her family. Allison’s passion was sailing and lighthouses. She loved her trips to visit lighthouses, but especially to Maine and sailing on the Schooner, Mary Day.

Allison was an active member of the Church of Jesus Christ of Latter-day Saints serving in the Primary, Sunday School, Relief Society and as a missionary. In her youth she enjoyed being a missionary at the Palmyra Pageant. Allison loved learning, teaching, and serving others.

Allison was known as the “favorite and fun aunt”. Her nieces and nephews adored her, and Allison loved them as her own. Her grand nieces and nephews were just like grandchildren to her. Her family and being with them brought her so much joy. She will be dearly missed.





Dowdle Studio Tour

BY GREG MACK



One of the many challenges that the Model A Club encounters is that of coming up with activities for the year. A good deal of time is spent sifting through the pieces of past activities and coming up with new activities. Each of these pieces are combined to create the puzzle we call Touring Season.

For the past couple of years the idea has been thrown around to visit Eric Dowdle's Art Studio which is located right here in Utah County. With the dream of getting our cars painted into one of Eric's creations, a few emails were sent and arrangements were made with Scott Richey, the marketing director, who agreed to spend his Saturday giving our peculiar group a tour.

In the beginning, Eric was originally focused on fine art, but his work really took off when he found a niche in turning his whimsical art into puzzles. The majority of his artwork typically highlights destinations such as a National Park or someone's home town, as this is what many people can connect with. Eric spends a lot of his time traveling the world visiting these destinations, searching for stories and identifying the subjects or objects that are most significant to that place. He then comes up with a concept sketch and fine tunes it. Once he has what he wants, he and his team of artists paint the piece



CENTERFOLD OF THE MONTH
1929



ED STILSON
50-A SPORT COUPE



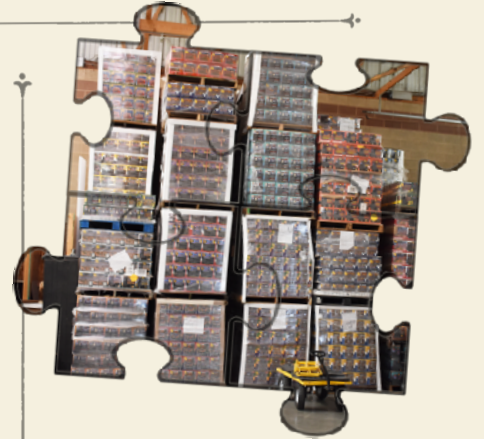
over his concept sketch, adding color and life to the image that was envisioned. Eric typically works with the artists for a couple of hours each day to help ensure that the piece comes to life the way he imagined. This process usually takes about two months to finish.

Upon entering Dowdle's facility we were greeted by a show room with puzzles adorning the walls and shelves. There was a large assortment of products ranging from 100, 500 and 1,000 piece jigsaw puzzles to 3D puzzles and fine art. There were even some sample puzzles set out for guests to assemble.

As we entered the actual art studio, the first thing we came upon was four giant puzzle pieces that each stood approximately 15'x5'. These pieces contained a map of the United States featuring many National Parks and monuments as well as unique destinations. Eventually these four pieces will be combined with a number of other pieces to create the world's largest 'Wall Puzzle.'

When the awe of these large pieces wore off, we noticed the work stations where the artists worked their magic in bringing each piece of art to life. Each station was equipped with an easel that contained an original piece of art, all in varying stages of completion. Photos and sketches used for reference and inspiration were scattered across the desks. A wide assortment of supplies, tools and fine tipped paint brushes were tucked away and in their proper places; and a large collection of clear plastic cups containing every color imaginable were neatly stacked. It looked like the ultimate Paint-by- Numbers kit! Taking photographs in this area was limited as some of the artwork being worked on was "classified" as information on these pieces had not yet been released to the public.

Adjacent to the studio was a small production room with a couple of large format printers, a mounting station and a laser cutter. Aside from the jigsaw puzzles which are printed on the east coast, the majority of their products are manufactured in this facility and in the building across the parking lot. Some of the projects sitting on the workbench were Stratascapes, Dowdle's premium product. Stratascapes are three-dimensional images that are printed then mounted onto a masonite type board, and laser cut. A craftsman carefully assembles each layer one



continued on page 17

1930 & 1931 Ford Roadster

PRODUCTION FIGURE SURPRISES

Reprint from
Mar/Apr 1960 Restorer
courtesy of MAFCA
by Franklyn K Brown

Have you ever noticed that most of the 1930 and 1931 Model A Ford Roadsters that you see are of the DeLuxe type and not the Standard type (which made up 65% of Roadster production for the two years)? Considering that the famous Wall Street stock market crash occurred in October of 1929, and led to the Great Depression in which many great automobile companies (especially those which made the more expensive cars) closed their doors, it seems odd that in such economically disastrous times so many people would opt for the more expensive of the two Roadster models when buying about the least expensive make of car. While this discussion is primarily about U.S. made 1930-1931 Ford Roadsters, a brief look at their best selling sister car, the two-door (Tudor) Sedan will be useful, even though the Tudor was generally slightly more expensive than the Roadster. Table 1 contains comparable new car prices.

Model	Year	
	1930	1931
Standard Roadster	\$435	\$430
DeLuxe Roadster	\$495	\$475
Standard Tudor Sedan	\$490	\$490

Table 1. Prices.

The production figures for the Tudor Sedan were 376,271 Standard Tudors for 1930 and 148,425 Standard Tudors plus 21,984 DeLuxe Tudors for 1931. In both years the Tudor outsold any other Ford of those years. It seemed to be the best choice for all-around use, especially for a family car. On the other hand, the Roadster seemed to appeal to the younger and sportier type of driver (or to his fond father who bought it for him).

However, according to production figures given in that excellent book, "The Ford Model A As Henry Built It" by DeAngelis, Francis and Henry, plus other sources, the popularity of the DeLuxe Roadster (once it became available) seems to be one reason for their survival. Table 2 contains the production numbers.

Model	Year		Two Year Total
	1930	1931	
Standard Roadster	112,901	5,499	118,400
DeLuxe Roadster	11,313	52,997	64,310
Annual Totals	124,214	58,496	182,710

Table 2. Number of Roadsters made.

DeAngelis et al tell us that in 1930, more than 22,000 Standard Roadsters were made in April alone, but by late summer that figure had dropped to less than 600 per month. The DeLuxe was introduced in August of 1930, and as you can see, became a big hit whose relative popularity continued throughout 1931, whereas the production of the Standard Roadster declined dramatically in 1931.

The significance of the numbers in Table 2 becomes more obvious if we convert them to rounded (to the nearest whole number) percentages. Table 3 shows this conversion.

Model	Year		Two Year Total
	1930	1931	
Standard Roadster	91%	9%	65%
DeLuxe Roadster	9%	91%	35%
Annual Totals	100%	100%	100%

Table 3. Rounded percentages of Roadsters made.

Even though the rounded percentages did a perfect flip-flop from 1930 to 1931, the overall percentages for the two years still show that almost twice as many Standard Roadsters were built as were DeLuxe Roadsters (65% Standard Roadsters versus 35% DeLuxe Roadsters). Further study reveals that about 10 times as many Standard Roadsters were built in 1930 as were DeLuxe Roadsters, and just the opposite was true for 1931, percentage-wise. Charts 1 and 2 reduce these tables to graphical form for easier interpretation and understanding.

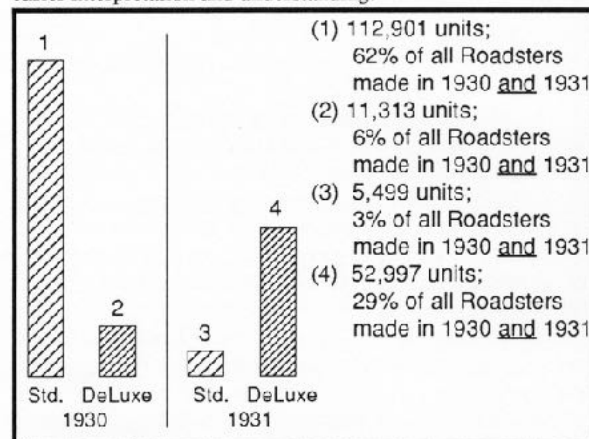


Chart 1. Number of Roadsters made.



Chart 1 is drawn from the numerical data presented in Table 2 and includes percentages of total production.

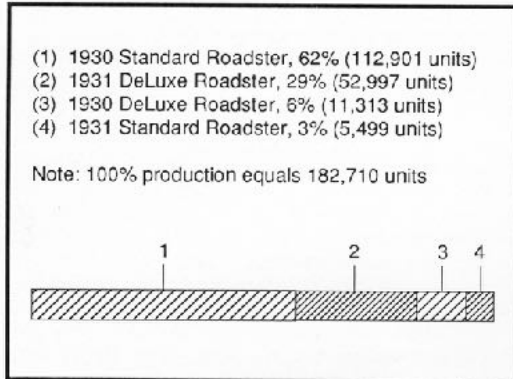


Chart 2. Rounded percentages of all Roadsters made.

Chart 2 is also drawn from Table 2, but the emphasis is on the relationship of unit data to the total production.

Although the percentage values in Table 3 are indeed revealing, the actual numbers as given in Table 2 are even more extraordinary for there we see that about 20 times as many Standard Roadsters were built in 1930 as were built in 1931. But in 1931, the DeLuxe Roadster became the majority, as about 4-1/2 times as many DeLuxe Roadsters were made as were in 1930. Although the total production (for both models) of Roadsters in 1931 was 32% of the two-year production for both models, it was only 47% of the previous year's total for both models. This is consistent with what was happening in the auto industry as a whole at that time of the Great Depression. For example, Ford built a grand total of 1,045,000 cars of all body styles in 1930, but only 47% of that number, or 488,059 cars of all body styles in 1931. It is of interest to note that percentage-wise, total Roadster production (of both models) remained the same, 12% of the grand total for each year.

In view of the data and observations above, why do we now see so few Standard Roadsters of either model year, especially 1930? Admittedly, the following is largely an inference deduced by studying these data, and is presented in this spirit. Comments from readers will be welcome.

The 1930 Roadster, even though introduced as a Standard Roadster only, was apparently seen as an improvement in styling over the 1929 model (both the 1928 and 1929 Roadsters were offered only as Standard Roadsters). These "Plain Janes," being lower in price than any other Ford car (except the four-door Phaeton) were perhaps considered as more utilitarian and therefore subjected to more severe service, thus causing them to tend to become worn out and discarded or converted to other service such as homebuilt tractors, etc. The later introduced, sportier, and somewhat more expensive DeLuxe Roadsters were perhaps better cared for, and therefore had a better chance of surviving.

For 1931, the mere preponderance of DeLuxe Roadsters (91%) over Standard Roadsters (9%) assured a greater number of 1931 DeLuxe Roadsters today. This ratio raises another interest-

ing question. Why, when the Great Depression was well underway, did so many people choose the more expensive DeLuxe model both in late 1930 and in 1931? One possible explanation is that some, at least, chose the more expensive model of a less expensive make (a variation of the big fish in a small pond approach).

While the foregoing are interesting and debatable concepts, a more likely explanation of the current imbalance of Standard Roadsters versus DeLuxe Roadsters is the relative ease with which a restorer can "upgrade" an original Standard to a DeLuxe. For instance, Table 4 indicates some of the principal differences.

Feature	Year			
	1930 Standard	1930 DeLuxe	1931 Standard	1931 DeLuxe
Cowl Lights	No	Yes	No	Yes
Sidemount	No	Yes	No	No
Trunk Rack	No	Yes	No	No
Color Options*	9	12	5	4
Windshield and Top Profile	High	Low	High	Low
Top Color	Black	Tan	Black	Tan
Upholstery	Black/ Brown Leatherette	Tan Leather	Black/ Brown Leatherette	Tan Leather

* Revision 1, Judging Standards & Restoration Guidelines

Table 4. Original equipment supplied with Standard or with DeLuxe Roadsters.

Certain items, such as one or two sidemounts, trunk rack, cowl lights (to be added to the Standard cars), etc., could be ordered at extra cost, either at delivery or attached later by the dealer.

The original 1930 DeLuxe Roadster had a styling advantage over the 1931 in that it had both a sidemount (on the left side) and a trunk rack on the back as original equipment. Both of these features were dropped for 1931 as a cost-saving move, although they could be ordered as an extra. The right sidemount could be ordered as an extra in either year. All frames were factory-drilled for attaching sidemount brackets, both sides, for both years, for all models. Therefore, it can be seen that when restoring either a 1930 or 1931 Standard Roadster or a 1931 DeLuxe Roadster, the left sidemount (or both sidemounts, for that matter) and a trunk rack can easily be added. It takes only a little more effort to install cowl lights, and installing the lower (by an inch) windshield and top bows is only a matter of procuring the right units from the restoration parts dealer. The top material and color can also be easily upgraded, as can the upholstery. Most restorers, however, substitute a good grade of modern leather-like vinyl for the seating surfaces, due to the high cost of leather.



One possible clue to the originality of a 1930 DeLuxe Roadster is the smooth rear panel below the rumble seat deck lid. Whereas the 1930 Standard Roadster and 1931 Standard and DeLuxe Roadsters used a rear spare mounting bracket, adding a sidemount required using three plugs to cover the bracket holes. It is not clear if Ford used plugs or a smooth panel when a 1931 DeLuxe Roadster was ordered with a sidemount. This is not a surefire item, however, as some meticulous restorers "fill" these holes to create a smooth panel. There may be other clues, but this author is unaware of them. The painted upper radiator shell and the modified steering column bracket were supplied on the Standard and on the DeLuxe models for 1931.

Therefore, we may conclude that a principal reason for the number of 1930 and 1931 DeLuxe Roadsters seen now is the result of upgrading during restoration. Although the "purist" may not approve of upgrading, this author sees nothing wrong with it. Antique cars should be enjoyed, and if upgrading (as long as the upgrading is "correct") enhances the owner's enjoyment, then it is no problem (or shouldn't be).

Interestingly, there is another side to the preservation and/or creation of the more popular DeLuxe models, and that is the current relative rarity of the Standard Roadsters of either model year. As pointed out by DeAngelis, Francis and Henry, the 1931 Standard Roadster is indeed a very rare car, as only 9% of that year's production was of Standards. We point out that low figure has been made effectively lower by restorer upgrading.

Thus if rarity appeals to you, consider obtaining or restoring a 1930 or a 1931 Standard Roadster. Or you might even contemplate (please pardon the expression) "downgrading" a previously upgraded car when you do your next restoration. Parenthetically, this author wishes to make it clear that he, having a truly originally configured 1930 DeLuxe Roadster, has no vested interest, directly or indirectly, in promoting Standard Roadsters. Indeed, looking for, and occasionally spotting and admiring, a well done 1930 or 1931 Standard Roadster is one of the many enjoyments of this hobby.

About the author: Franklyn K. Brown is Professor Emeritus of Engineering Graphics and Design at Northeastern University in Boston, Massachusetts where he taught 31 years after having spent 20 years in industry. He has written three textbooks including "Graphical Kinematics." He is a member of MARCOM (the Model A Restorers Club of Massachusetts).



A police officer called the station on his radio. "I have an interesting case here. An old lady shot her husband for stepping on the floor she just mopped."
 "Have you arrested the woman?"
 "Not yet. The floor's still wet."

piece at a time to create a unique masterpiece. These images take countless hours to complete and are very impressive! They also come with an impressive price tag ranging from \$900 to \$5,000. Needless to say the people assembling these masterpieces have a lot of patience and a keen eye for detail.

While on the topic of production, Colette took the opportunity to throw out the idea of doing a puzzle for the Model A Club. Scott was kind enough to go over the logistics of creating such a puzzle. Unfortunately the amount of puzzles needed to be sold to make the project worthwhile was well above the amount we could ever dream of selling. We were however informed that for a price, we could have ourselves, or maybe say a Model A, painted into one of Dowdle's existing pieces.

The final room on the tour was the shipping and receiving department. For puzzle lovers this room was a

dream as there were thousands of puzzles all stacked and wrapped up on pallets that reached clear to the ceiling!

We ended the tour back in the showroom. With our new found appreciation for all of the hard work that goes into creating each piece, we were free to shop to our hearts content. Not many of us left empty handed and while perusing the various puzzles, Clyde was able to spot Henry Ford and even Top Gear's 'The Stig' in some of the Dowdle artwork.

A special thanks goes to Scott for spending his day off showing us around, making it possible for us to place one more piece into our 2019 Touring Season puzzle.

Photographers: Scott Richey, Clyde Munson, Howard Eckstein, Greg Mack





The Olmsted Power Plant

HOWARD ECKSTEIN/ WWW.ET.BYU.EDU

Today Richard Judd and I went on a scouting mission to select historic properties in Orem for our upcoming car rally. One of the places we checked out was the Olmsted power plant at the mouth of Provo Canyon. It is fortunate Richard was with me as the power company was his career. He was heavily involved in an administrative capacity as it related to the water and power projects of our area in recent years. We drove onto the power plant property to scope out the location for one of the rally stops. We were met by Jon Babb who is one of the supervisors over the new power station at the site. After a half-hour discussion, we learned that the facility is open for tours when appointments are made in advance. The tour would include the historic power generators and the new installation. This tour would take about 2 hours.

This beautiful location, hidden at the mouth of Provo Canyon, actually has its history in the gold mining days of the 1890's. While high-grade ores were easily mined, low grade ore mines needed a nearby power source to process the ore. Steam engines were used, fueled first by wood and then as wood became scarce, by coal. Because of the difficulty transporting coal over primitive roads, other sources of energy were needed. Fast moving mountain streams could be used to generate electricity, but there was no known way of transmitting the power to the mills.

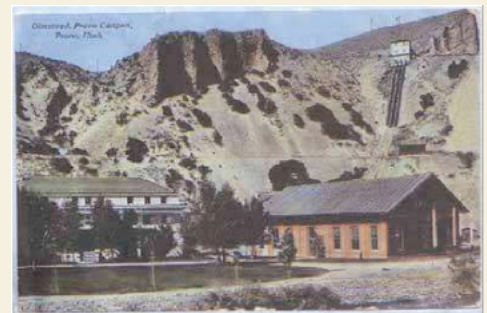
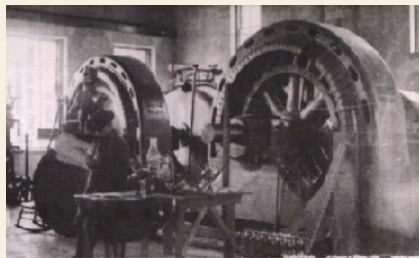
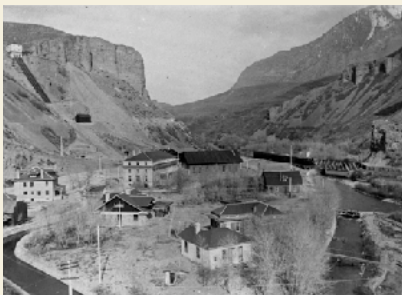
Lucien L. Nunn had come west in 1880 at the age of 27 to seek his fortune. By 1888 he was manager of the Gold King Mine near Telluride, Colorado and had bought interest in other mines. Nunn promoted the idea of using high voltage alternating current to transmit power over long distances. L. L. Nunn used \$50,000 in gold to persuade George Westinghouse to design and build an alternating current system. In

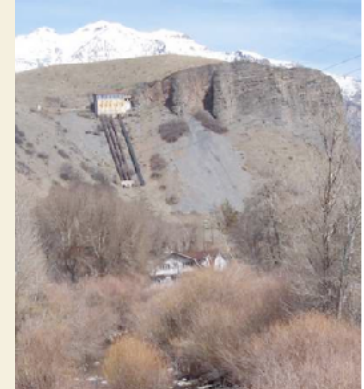
1890 it transmitted 3,000 volts of electricity 2,000 feet from a stream bed up the mountain to the mines. Thomas Edison and scientists all over the world were astonished.

In 1897, Nunn's Station in Provo Canyon was completed. It transmitted electricity 32 miles across Utah Valley to Mercur, carrying 44,000 volts. It was the first such long distance, high voltage line in the United States.

Nunn planned to expand by building an 80-foot high dam across the Provo River. However, because of the fears and objections of Utah Valley residents, only a 16-foot high dam could be built. High water pressure was needed to profitably make electricity.

Fred Olmsted, an engineering student from Michigan designed a system where the water from the small dam was diverted into a twelve-foot square





wooden flume. The flume hugged the canyon wall and carried river water to a large cement box more than 300 feet above the generating station. Steel pipes carried the water at a steep angle down the mountain to the generating station. Before the plant was completed, Fred Olmsted died from tuberculosis, but the plant was named after him. In 1903 the Olmsted plant opened and replaced the Nunn's Station. It generated power sent to Mercur and the mines in Eureka.

One of the unique features of the Olmsted Power Plant was that it used some of the most knowledgeable engineers in the country to establish on-the-job training programs for its employees. At the time, Olmsted offered one of only two competent training programs in electrical engineering in the entire United States, with the other one offered at Ohio State University.

In 1912, with less than 1,000 residents living on the Orem Bench, poles were erected to carry electric wires

which were supplied with power generated at the Olmsted Power Plant. Also in 1912, Utah Power and Light Company purchased the Telluride Power Company, which included the Olmsted Power Plant. This plant is still a fully operational power plant, operated by PacificCorp, Utah Power's new owners.

The third image on the previous page is probably the best early postcard of the Olmsted Power Plant, from 1910. The large white building to the left is the dormitory and classroom area of the Telluride Electrical School. The red sandstone building to the right houses the hydro-electrical power generation equipment. The small white concrete building on the hill is where the long green pipe in Provo Canyon ends. The water drops through the descending pipes generating electricity. This area is almost the same today as it was a hundred years ago, but the trees are much bigger and today you can't see the building as well as you can in this old photo.

We must turn in the names of each person attending by April 6 so that they can do a security check as this is a Federal installation.
You may take photos in the old buildings but not in the new one.
We will meet at Harmon's parking lot on 800 North in Orem at 9:30. We are expected at the power plant at 10:00. **Don't be late!**



The Kid's Corner

FROM GARTH SHREDING

Can You Find All Ten Things That Are Different?



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The Ladies Fashion Journal

“OVERALL APPEARANCE” WHAT JUDGES LOOK FOR

By Patti Jones
MAFCA Fashion
Committee



“Overall Appearance” What the Judges Look For

By Patti Jones

As an entrant and a judge, this area has a special “mystique” on how it is judged. “Overall Appearance” is the only area that has no “guidelines” as to what score a judge would put down. I’m hoping this article will take some of the mystery of how it is judged.

Overall Appearance, is judged in every category. It can be the determining factor for “Best of Show” or an Award of Excellence. It is the judge’s personal opinion/discretion if the entrant looks like they stepped into the judging room during our Model A era. Here is how I judge this area and what I look for in the entrant.

As an entrant comes into the room, I immediately look for color, tones of fabrics, and is the outfit “complete” in my mind. Does the outfit require a hat, purse, coat, etc.? I’m not actually judging whether the individual areas are correct, but how the entrant has put together the complete outfit. Have they gone the extra “mile” with era style makeup, hair and nail polish?

The major garment determines how I judge if the entrant has put together their outfit in my mind. Assuming from the above picture, the entrant is a woman as a point of discussion. I would not give her full points because my eyes are drawn to the hat and its’ color. It’s too bright a color for the outfit worn by the entrant. If it’s evening or daytime, did they add a wrap, coat, fur, etc., did they carry gloves, and the style of purse and shoes helps determine the score. Did she wear leather shoes with an evening dress, or did they wear an evening hat with a daytime dress. I next look at the fit and year the entrant has put on their entry form. If it’s a 1928, is the hemline at or below the knee? If it’s a 1930, is the hem at mid-calf. Length isn’t the only area of concern. How tight is the bust and hip area? I’d deduct a point if it appears that the fabric is stretched in these areas. This is my opinion on what I look for in judging “Overall Appearance”.



Classified Ads

Vern Cope has purchased a roadster pickup so he is selling his old truck. \$11,000. Vern can be reached at (801) 377-0657.



Shayne Oleen, is selling a 1930 Model A chassis. The engine still runs, it has the original tires, seats, and many parts, but no body. It needs to be sold ASAP so please make me an offer (801) 550-6516.



Joan Bird, from Delta is selling her husband's 1930 Tudor with a Model B engine and hydraulic brakes. It has a two-barrel down draft manifold, Mallory distributor. She is asking \$12-13,000 and can be reached at: (435) 864-2145.



Tony Jacobs has lost his mind! He is selling his gorgeous Rose Beige phaeton. All the details can be found on the Facebook Marketplace, or call Tony directly at: (801) 796-0396.



My superpower is holding on to junk for years and throwing it away a week before I need it.



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News from the Board

BY DOUG CLAYTON



Doug Clayton

The heartbeat of MAFCA is heard in the club meetings of more than 285 chapters. Like the majority of MAFCA members, I belong to a local chapter of MAFCA, the Delta A's in Stockton California. It's a small chapter with a cadre of longtime members who enjoy each other's company and are willing to help each other with the fun of old car ownership. Over the past few years we have continued to slowly increase in size and our monthly meetings are well attended (naturally with lots of good food).

So, I have often wondered about other MAFCA Chapters – are they the same as the Delta A's? What is it about the Model A Ford that attracts members? Last weekend, Debbie and I got a little insight into those questions. We received a special invitation from the Capitol As' chapter in Sacramento California to attend a "Diamond Jubilee" celebration of their 60 years as a MAFCA chapter – the second oldest chapter in the state!

This turned out to be a fantastic, extremely well planned event. Many members attended in Era Fashion outfits and were clearly enjoying seeing and visiting with each other.

We were greeted warmly and met new members as well as some that we have known for many years. I felt honored to present the club President, Dennis Martin, with a certificate from MAFCA in recognition of their 60 years as a chapter.

In reflecting on the event, I concluded that the Capital A's meetings were very much the same as Delta A's meetings – it was a lot of FUN! Good fellowship, great food and a warm inviting atmosphere. In addition, they were adding

new members just like our club. Some of the new members have joined within the past couple of years and many had joined within the last 10 years.

It was remarkable how well the club has divided up the routine tasks that keep the club going. A large number of the members have taken on leadership roles in planning and executing their events. Thus, the burden of organizing events is spread out and not dependent on the hard work of a few. I came away with a great admiration for the Capital A's chapter!

My theory about why the Model A Ford attracts new members is this: we are the descendants of the people that drove these cars during the darkest days of the depression. As such, we are self-reliant and willing to support our fellow members. Most of all, we get together to have FUN!!!

MAFCA members that have not yet joined a local chapter are missing out on the terrific benefits. If you do not live near a chapter, get together with 4 others and start one!

Kids Corner Puzzle Answers

1. Wheelbarrow gone
2. More wood in the pile
3. Object on roof gone
4. Rot on left rear wheel missing
5. MAFCA Decal
6. Missing bush in background
7. Lug nut missing on left rear wheel
8. Bracket on side of AA changed
9. New bush added
10. Rib on back of cab missing



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Chapstick

