



UTAH VALLEY

- Model A Club -

MOTOMETER

Vol. 11 No. 5

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

May 2023

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WHO INVENTED THE CAR RADIO?
Seventh Engine Install
Member Spotlight - Sam Korologos
MODEL A
SPOKED
WHEELS
IDENTIFYING
YOUR
CARBURETOR



Clyde Munson, photographer



UVMAC MISSION STATEMENT

2023 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 held on the third Thursday of each month — 7:00 p.m. in the Clyde Companies building at 730 N. 1500 W. Orem, Utah. Use the north side entrance. The meeting room is on the immediate right.

CLUB OFFICERS

Board Chairman	Brad Christofferson	bdc.p51@gmail.com
President	Brian Lindenlaub	b.lindenlaub@gmail.com
Vice President	Roger Davis	rldavis1929@aol.com
Sec/Historian	Elaine Carlson & Jennifer Paulson	sewingbird@msn.com jenpaulson74@gmail.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

APPOINTED POSITIONS

Awards	Jeff Niven	jeffreyniven@gmail.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
	Howard Eckstein	h_eckstein@hotmail.com
Librarian	Mike Carlton	mcarlton1@gmail.com
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Newsletter	Robert Mack	mack4759@yahoo.com
Photographers	Greg Mack	gregmack02@yahoo.com
	Howard Eckstein	h_eckstein@hotmail.com
	Amber Morrell	mystuff@live.com
Tech Talks	Buster Hansen	buster_hansen@msn.com
Web Page	Nicholas Mack	kcam1999@yahoo.com
	& Greg Mack	gregmack02@yahoo.com

Let's Drive Down Memory Lane

Car Show with a hot dog lunch provided

Saturday May 20 - 11:00 a.m.

Covington

Assisted Living

1925 N. State St
Orem



President's Message

BY BRIAN LINDENLAUB



You undoubtedly know that we have many talented people in the Utah Valley Model A Club. But you may not be aware that there are several musicians among them. I am one of them. I started playing the clarinet in 5th grade. I switched to the bassoon in

high school. I continued playing the bassoon in college, but like a lot of musicians, I stopped playing when I got older. School, family, job, and other adult responsibilities seemed to take up all my time. But I missed it. About 20 years ago I acquired an old used bassoon and found time to resume playing. Since then I have played in several bands and orchestras, including two seasons with the American Fork Symphony.

This spring I had the privilege of playing with the Utah Valley University (UVU) Concert Band. Just prior to the concert at the end of the season, our conductor, Dr. Donald Miller, gave us a little "pep talk". He reminded us that when we play music, we change lives - not just our

own lives, but also the lives of the people around us. I realized that the same can be said about owning and driving a Model A.

Creating music has been shown to increase brain function, reduce stress, and boost creativity. It improves math skills with an understanding of intervals and by learning to count notes, beats, and measures. It improves reading and listening skills and boosts confidence. Music increases patience and discipline. It helps people express themselves and connect with others. And perhaps most importantly, it brightens other people's lives. Listening to beautiful music can soothe, comfort, uplift, inspire, or invigorate. Studies have shown that almost all parts of the brain are used simultaneously when we perform or listen to music.

Model A ownership provides many of these same benefits. Driving a Model A requires a lot of cognitive involvement, yet for many owners it is more relaxing than driving a modern car. Maintaining a Model A teaches development of a questioning attitude and disciplined problem

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MAY 2023						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4		6 
7	8 	9	10	11	12	13
	15	16	17	18 	19 	20  
21	22	23	24	25	26	27
28	29 	30	31			

MAY CLUB CALENDAR

-  = Club Meetings
-  = Activities/Tours
-  = Other Clubs' Activities
-  = Other Activities
-  = Birthdays

Enlarge the calendar by zooming in on your PDF reader.

Template © calendarlabs.com

Continued from page 3

solving. And judging by the number of smiles and waves I get from passers-by, driving a Model A definitely brightens other people's lives.

I hope that your Model A is improving your life and the lives of those around you.

May 20th — Service Project at the Covington Assisted Living

June 3rd — Eagle Mountain Pony Express Days Parade

June 10th — Springville Art City Days Parade

June 11th-16th — High Country Tour, Midwest Regional Tour

June 24th — Saratoga Springs Temple Open House

Happy
Birthday

6th — Andrew Watson

8th — Karl Pope

19th — RaNae Hansen

20th — Becky Mack

March Club Meeting

BY ELAINE CARLSON

A ttendance: Jason Beadle, Jennifer Brown, Paul Bush, Brad Christofferson, Roger Davis, Stephen Dutton, Howard & Gemma Eckstein, Rod Gardner, Buster Hansen, Joe Jeppesen, Brian Lindenlaub, Sam & Tia Korologos, Theon & Lauren Laney, Greg & Robert Mack, Amber & Dave Morrell, Clyde Munson, Jeff Niven, Par & Patsy Palmer, Jennifer & Darren Paulson, Dale Penrod, Karl Pope, Madeline Reed, John Salzl, Bill & Colette Thompson with their granddaughter, Bob & Janell Todd, and Andrew Watson.

New Members:

We want to welcome thee new members. Boyd Hash, who lives in Riverton and owns a 1929 Roadster, Mason McAllister who bought a 1930 Tudor from Watson Motor Works, and Paul Woodbrey who recently purchased a 1929 Tudor. We are excited that they have joined us and will enjoy the club.

News:

- Larry Uzelac, a lifelong collector of Model A cars and parts has decided it is time to sell everything. In addition to numerous parts he is selling a 1931 six-wheel complete chassis and a 1931 Deluxe Roadster that he bought from the original owner. He lives in Bountiful at 1756 S. 1175 E. Larry can be reached by phone as well. His work phone is (801) 295-1288 or his cell phone number, (801) 541-7230.
- Roger Davis showed the group the plastic pages he organizes the Model A related business cards he collects. He recommends using these plastic sheets to keep them organized and all in one place. He photocopied the business cards he has collected and passed them out to the club members present. He also brought several Snyders catalogs and gave them to the new club members.
- When Theon Laney's father purchased his Model A, he received the booklet "A Manual for All Model A Owners". Theon was kind enough to copy it for all members present. They were well received by everyone at the meeting. Thanks, Theon!
- Roger Davis knows of a well restored 1928 Model A pickup for sale. Family issues are the cause of its sale. See page 32 for details.

2023 GOALS

1. 18,000 driven as a club.
2. Get one of Greg's Model As running.
3. Recruit new members and reactivate old ones.
4. Carry out another community service project.
5. Finish speedster by International Model A Day

Club Business:

Finances: All bills have been paid in a timely manner and there is a zero balance on the club credit card.

Goals Update:

Speedster — Dave Morrell found an uncompleted speedster project with several parts that could be used for the Watson Motor Works Speedster project. Andrew was able to purchase these parts as well as a part of a row boat for the rear portion of the body.

Awards: Jeff Nevin, Awards Coordinator, created a form to fill out when you have earned an award. By filling this out and submitting it to Jeff, he will make sure you receive your award ASAP. The form can be found on page 33.

Future Activities:

- **May 20th** — Service Project at the Covington Assisted Living in Orem (1925 N. State Street) will be begin at 11:00. The car show will give residents an opportunity to reminisce about “the good ole days”. If car owners would like to provide rides, the residents would be appreciative. During the car show the facility will provide a hot dog lunch.
- **June 3rd** — Eagle Mountain Pony Express Days Parade will begin at 10:00 a.m. Club members participating in parade will need to meet at 8:30 a.m. at Cory Wride Memorial Park 5806 Pony Express Parkway in Eagle Mountain. We'll meet at the staging area near the park.
- **June 10th** — Springville Art City Days Parade, 8:00-12:00. Meeting location still to be determined
- **June 11th-16th** — High Country Tour, Midwest Regional Tour, Breckenridge, Co. Follow this link to find out more: <http://www.mafcc.org/high-country-tour.html>
- **June 24th** — Saratoga Springs Temple Open House, more information to come.
- **July 4th** — Provo's Freedom Festival Grand Parade. More information will be coming soon.
- **August 11th** — The Mayor of Lindon has asked the club to provide rides for city dignitaries and veterans. Parade will start at 7:30 p.m.

Non-club Sponsored


Activities:

- **Saturday, May 6** — Police Memorabilia Open House at Les Langford Residence at 500 Melanie Lane in Pleasant Grove. Come any time between 10:00 am - 2:00 pm
- **May 19-20** — UVU Swap Meet
- **June 3** — Rat Fink car show in Manti City Park. The form to fill out for early registration is: <https://www.ratfink.com/events/21st-annual-ed-big-daddy-roths-rat-fink-reunion-2023> Early registration to guarantee a T-shirt is \$40.00. Early registration without a T-shirt is \$20. Bill Thompson will try to save spots on the south side of the lawn where there is some shade for club members that notify Bill in advance. People can register when they arrive if they didn't register in advance. The website doesn't say if it costs more the day of the show. The show is held in the Manti City Park.
- **June 11th-16th** — High Country Tour, Midwest Regional Tour, Breckenridge, Co. Follow this link to find out more: <http://www.mafcc.org/high-country-tour>

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2024 National Awards Banquet: Tia Korologos is making final arrangements for using the Salt Lake City Merritt Hotel in Research Park. Room rates will be \$129 a night. Merritt is also proving a hospitality room and AV equipment free of charge.

Tech Talk: Howard Eckstein showed a 1930 Ford factory film about fabricating a Model A from start to finish. Howard narrated the “action” for those who weren’t familiar with the process.

Refreshments: Sam Korologos and Paul Jarome provided refreshments tonight. I’m sure Tai helped with the food because there was plenty for everyone. Thank You! 

**Non-club Sponsored
Activities continued:**

- **August 11th-12th** — Beehive A’s overnight trip to Evanston WY. See information in the April newsletter and history of the Evanston roundhouse in this issue on page 12.

It’s Driving Season!

BY ROBERT MACK — EDITOR


It’s finally here! I wait from December to May to be able to drive my Model A with fellow club members. Greg and I get out and drive each month so we can qualify for the 13+ Award. But, it isn’t nearly as enjoyable as traveling with friends who have an interest in Model As.

If you haven’t looked at the activity schedule for this year, you should. Every month we have several club activities and meetings. For example, there is a Temple Open House with a possible drive around Utah lake afterward. There are several parades this year that we have never participated in. The Beehive A’s invited

us on an overnighter to Evanston, Wyoming. We’ll have our own four-day, three-night tour to south central Utah.



I’ve started listing non-club supported activities that club members can take advantage of. On these ventures you can either do them by yourself or you can call around and see who else is participating in them. Let me know at mack459@yahoo.com if you are planning to participate in a non-sponsored

activity. I’ll send an email out to everyone to let them know you are planning to participate. It is likely that others will join you. 

Member Spotlight

SAM KOROLOGOS



"OMG, Not again!" This would be just one of the exclamations of any parent today whose child constantly tears apart theirs and their friends' mechanical items and electronic devices. For Sam Korologos' parents, this was a common occurrence which would simply cause them to giggle, shrug their shoulders and sigh "Here we go again".

From an early age, Sam would take apart radios, hand mixers, toasters, and vacuums. The good news is he [usually] would put them back together! He would explore on his own and study how things were made. This fascination with 'things' was so obvious that it overshadowed people's recognition of Sam's ability to also study people and figure out what made them 'tick'.

Who would have thought then that this start was just a precursor to a life as a successful machinist and



University of Utah Hospital

business owner? The early 'tinkering' led to much more as Sam graduated to figuring out and making parts for the first artificial heart (remember Barney Clark?) to large oil and mining equipment. These types of mental 'challenges' and the subsequent manufacturing of the parts is what Sam truly enjoys and why one of his favorite sayings is "Machinists were created because engineers need heroes too!". (All due respect, of course, to the bright engineers around us.) This is also why his time at the University of Utah to study business was 'boring'. He had more fun learning machining from an old German World War II Survivor, Fritz, who also became his fishing buddy and historian – straight from running from Hitler's army because he believed it would be better to die from a bullet while running than to die in a Russian work camp. This tenacity combined with his grandparents' 'old world' beliefs and ethics concerning work and family are at the core of his successes.

The same beliefs and ethics are shared with Sam's business partner. After spinning off from his job at EIMCO to start his own business in a cold, warehouse rental space,





Sam quickly saw growth and potential and the corresponding need for help. That's when Fritz suggested he consider Albert, a Syrian immigrant, as a 'partner'. More than 40 years later and in a 27,000 square foot shop with some of the largest state-of-the-art machines, Fritz proved to be right! If only Fritz was still around, perhaps he would have other suggestions as to how Sam can switch from working from 5 am to 5 pm most weekdays, to enjoy more time in his 'garage of passion'. And in that garage, you might ask, he started with go-carts and mini bikes so many years ago and progressed to vintage cars, trucks, and motorcycles. And, of course, among those are the cherished Model As.

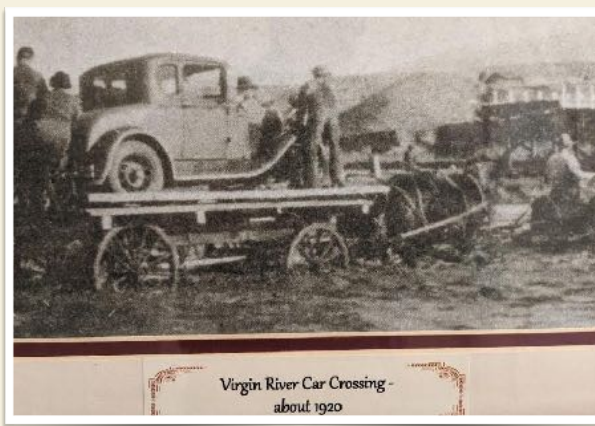
Along with his Model As, one of the newest found passions, Sam is also growing his bucket of hobbies which include beekeeping, banjo lessons,

gardening, fishing, pheasant hunting, cooking and smoking, history, travel, people, and a quest to see the Northern Lights at their height!



The Adventures of Reid & Betsy

Every so often Reid Carlson sends in an interesting picture, often with a tall tale to go with it. Here's one of those submissions.



Do you have an experience to share? Let Robert Mack know.

Most of us hate to work on our brakes so, here is another approach to brake problems.



From the Sullivan Trail As

Heard it Through the Grapevine

OUT AND ABOUT

We are sad to learn that **Brian Lindenlaub** lost his mother about a month ago. Mothers are so precious, it is hard when we loose them. But, Brian conducted the club's monthly meeting, then flew out the next day for the funeral. We are very sorry for your loss.

We learned at the April club meeting that **Bob Todd** has been a member of MAFCA for 54 years. Congratulations Bob, that is longer than some club members have been alive.

For his birthday, **Nicholas Mack** got a a generic brand of car window air conditioner similar to the Thermadore or the TurboKool. He tried it out and found out it did a wonderful job at cooling his Tudor, in fact it did the job too well.

Because of the ice inside the cooler, the occupants were freezing and wet after fifteen minutes on the road.

Roger and Geena Davis are like some of our other club members — they collect trophies. They went to visit their grandchildren in Idaho Fall, Idaho. Since they just happened to have



their Model A, they decided to participate in a car show. It was a good thing they did. They won a another trophy!

Don't put your socks on! **Robert Mack** was putting his shoes on when he heard a loud snap and a severe pain that went from his knee to his foot. After three months dealing with the pain he finally went to the doctor for both knee and shoulder pain. The doctors found a torn meniscus in his knee and a partial tear of the rotator cuff in his shoulder. Robert will need his shoulder scoped and a full knee replacement.

We need to hear from YOU! If more club members contribute to "Heard It Through the Grapevine," we could learn more about each other. The reason you see submissions from the same people is because they turn in news each month. The club would like to see what's happening in your life. Please contribute. You only need to send in one paragraph and a picture if you have one.

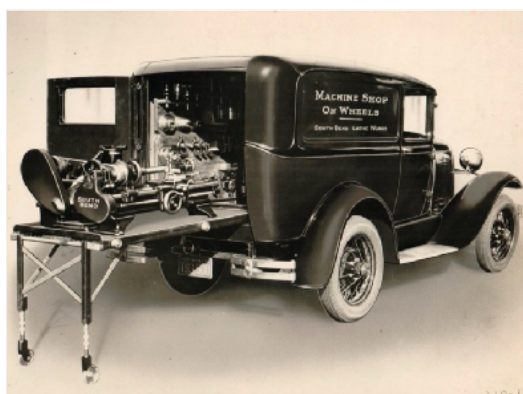


July 16-21, 2023 MAFCA National Tour

BY HAPPY BEGG

This year's MAFCA National Tour, hosted by the Southeastern Touring Group, is a wonderful snapshot of US automotive history. This organized tour, which gives you the opportunity to see automotive marvels at your own pace, will let you delve into the depths of automotive history as you would like. You can tailor your tour depending on your interest. For more information, visit <https://www.southeasterntouringgroup.com/2023-mafca-national-tour>. You can also see what to expect by watching this short YouTube video.

<https://www.youtube.com/watch?v=yRVdEcc2TJE&t=72s>



Beehive A's Evanston/Mirror Lake Hwy Tour

PROVIDED BY THE CITY OF EVANSTON, WYOMING

One highlight of the tour is a special visit to the historic Union Pacific Roundhouse. This brochure, provided courtesy of the City of Evanston, gives a short history of the roundhouse.

There is much more to see in Evanston, watch this newsletter for more information, or contact Dennis Thompson at (801)510-5837 or at dennist30@omcast.net or Roger Davis.

1871 - The first Roundhouse
Built by Union Pacific Railroad (UPRR), Evanston's Roundhouse & Railyards is a site to behold, the 27-acre complex was used to primarily service and repair rail cars and engines. In 1871, (left) the first Roundhouse was constructed on the grounds currently occupied by City Hall today.



1912 - Building of the Roundhouse & Railyards commenced in November. The many structures include a machine shop, carpenter's shop, power house, cafeteria, oil house, mineral building, and of course, a four-section roundhouse with 28 bays.

1926 - With the advent of diesel engines, and the ability of such locomotives to travel further distances without repair or refueling, UPRR decided to close the site; however, the citizens of Evanston rallied and beseeched them to remain open as a recreation plant. Without the operation of the Roundhouse & Railyards's facilities, the community faced a dire economic crisis. At various times in its history, the site employed over 300 people.



1927 - UPRR agrees to reopen the plant, and the site continues to operate for another 45 years under UPRR's management.

1930s-1950s - The UPRR workers at the Roundhouse & Railyards participated in many civic groups and events, including baseball leagues and the Union Pacific Male Chorus.

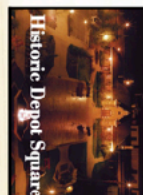


Train Wreck (Nov., 1951) - Sixteen people lost their lives in this wintry train wreck just three miles west of Evanston. Many of the victims were doctors returning from a conference. Mr. & Mrs. George Vandercil, New York, of the famous railroad family, were among the passengers on the City of San Francisco when it crashed. Authorities said neither Mr. and Mrs. Vandercil, nor their poodle or their more than 50 pieces of luggage were harmed.



1971 - The Roundhouse and Railyards are officially closed by UPRR. The following year, UPRR would deed the entire 27-acre site (with the exception of the Power House building) to the City of Evanston. The City leases the property to a series of railroad repair companies until 1998 when the last tenant relocates to a new facility down the street.

1991 - The depot building in Historic Depot Square on Front Street is one of the first railroad areas in Evanston to be renovated.



2004 - The Machine Shop is fully restored. Equipment used on the UPRR mainline was repaired here. Today it is utilized as a place for both public and private events, ranging from the Evanston High School prom, the annual Renewal Ball fundraiser to weddings and graduation parties.



**Machine Shop
2000 & 2004**

2009 - The first of four sections of the Roundhouse is completely revitalized. The semi-circular roundhouse is one of a very few completely intact and still standing structures of its kind its curved walls stand a remarkable 80 feet high, with a total of 28 train stalls. The facility operated by placing a rail car or engine onto the turntable and pushing it into one of the bays where mechanics repaired it. Impressively, the metal turntable remains operational!



**Roundhouse
2000 & 2009**



2010 - The turntable is fully renovated. The metal sidings and the wooden decking are repainted and repaired, respectively.

For over 30 years the Evanston Urban Renewal Agency has hosted the Renewal Ball, a fundraiser for various restoration efforts in the downtown district, on the first Saturday in June. The money raised during the annual event is used for the renovation of the Roundhouse & Railyards, as well as, other downtown sites and projects.

2011 - The J.T. & Phyllis Patterson Visitor Center is primarily created due to a generous donation from members of the local Patterson family. The building, formally known as the "Oil House," is transformed into the site's main structure for tourists.



2012 - Roundhouse Restoration Incorporated (RRINC) and the Evanston Historic Preservation Commission led the charge to renovate the Superintendent's Office and the Wash House. The buildings are rehabilitated with the assistance of local individuals, businesses and organizations, Rocky Mountain Power, WYDOT and the Wyoming Cultural Trust Fund.



Partially Renovated Sections 2,3 & 4
In 2017/2018, the remaining (vacant) three sections of the Roundhouse (30,000 sq. ft.) were partially restored. In 2019, more restoration work will take place with the help of two separate private donors. The sections will be available for business use. It is ideal for retail, light manufacturing, technology, R&D and/or office space.

Identifying Your Carburetor

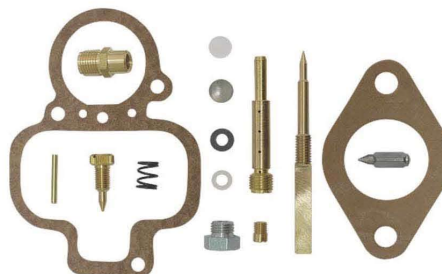
BY JIM CANNON

When ordering parts or looking up adjustment specs for your carburetor, it is important that you identify which one you have. Below are 4 of the most common carbs used on a Model A with the gasket sets they use, which gives you a feel for the shape of the casting and bowl. Until next time, *Have a Model A Day!* Jim

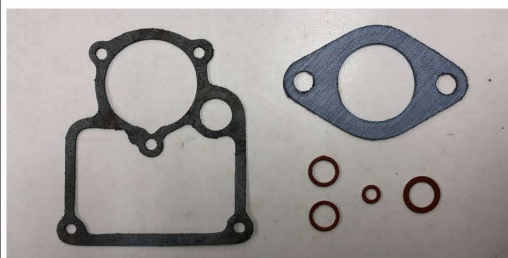
Zenith Model A



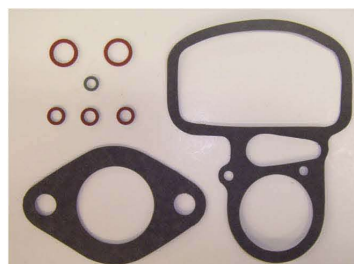
Tillotson Model A



Marvel Shebler Model A or B



Zenith Model B

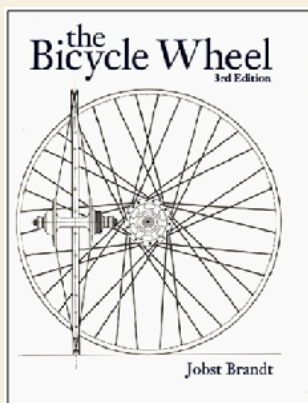


Model A Spoked Wheels

Do the Hubs Stand or Hang, and Why does it matter?

BY IEFF NIVEN

About 40 years ago, I bought a book called "The Bicycle Wheel" written by Jobst Brandt. Jobst was a mechanical engineer with a degree from Stanford University. Jobst consulted for



Avocet Inc., which was a major supplier of bicycle equipment at that time. While attending college, I had worked in a bicycle shop, and already knew much about the mechanics of bicycles, but had very limited knowledge of how to build and assemble metal spoked bicycle wheels. In Part 1 of Jobst's book I read the following:

"Many people believe it is self-evident that the hub hangs from the upper spokes, and that these spokes become tighter when you get on the bicycle. This type of misconception is similar to the belief, once widely held, that the sun rotates around the Earth." ("The Bicycle Wheel, Brant, P. 6)

When I read those words, I was startled, but even more so when Jobst Brandt described how the hub actually stands on the bottom spokes. I said to myself, "This guy doesn't know what he is talking about. How can a thin wire spoke support the weight of a 200-pound rider?" I felt so strongly about Brandt's claims, that I proceeded to toss my new book into the garbage can.

Fast forward about 30 years, I found myself



working as the Wheelwright at the Pioneer Village in Provo, Utah. I had graduated from a local university in Mechanical Engineering many years earlier, and thus had a much better understanding of the design of spoked wheels, especially the wooden spoked wheels used on covered wagons during the 1800s. I had even built a number of wagon wheels including the 52-inch diameter wheel in this photo. In doing so, I learned how wooden spoked wheels are made and how they transmit the vehicle's load from the hub to the ground. I soon realized that Jobst Brandt had been correct when he

described in his book how the weight of a vehicle is supported by the lower spokes. However, I also realized that this fact was completely counter-intuitive and was very difficult for most people to understand.

Fast forward another 10 years, in 2022 I became the proud owner of a 1930 Model A Ford Tudor Sedan, (which we all know has metal spoked wheels.) I also joined the Utah Valley Model A Club and began attending their monthly meetings.

On more than one occasion, I had heard people



describe how the hubs of the Model A car, are essentially hanging from the upper spokes of the wheels. As a victim, myself, of that same misconception (as Jobst Brandt had referred to it), I decided to devote an article to describing how the weight of a covered wagon, or a bicycle rider, or even a Model A Ford does not hang from the upper spokes but actually stands on the lower spokes of a spoked wheel. It is important to realize that while all of the spokes on the wheel are essential to maintain the circular shape of the wheel, only the lower spokes actually support the load that is placed on the wheel. And because of that fact, care must be

taken to ensure that Model A spokes are straight. More on that later.

Let's first examine the example of a wooden spoked wagon wheel, like the one in this photo. This type of wagon wheel is built as follows: A hub is fabricated into which the larger ends of the spokes are inserted into rectangular holes.



Next, the other, smaller diameter ends of the spokes are inserted into the round holes in curved pieces of wood, which are called felloes. Finally, a steel band or "tire" is fabricated such that it is slightly too small to fit around

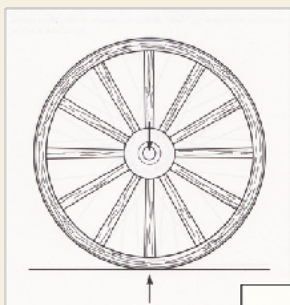


the outside of the circular wooden assembly. The steel tire is then placed in a large



fire, and as it is heated, its circumference increases until it finally is able to be placed around the wooden wheel assembly. Immediately water is poured onto the hot steel tire, and as it cools, the steel returns to its original length, squeezing the wooden wheel assembly with a tremendous force, which holds the entire wheel together. Each of the spokes is now in high compression between the felloes and the hub.

After the wheels are installed on a wagon and the weight of the wagon is applied vertically to the hub, the hub pushes down on the lower spokes, which in turn, transmit that force through the felloe to the ground. All the spokes are in compression, but the lower spokes are compressed even more since they are the ones that are supporting the load. The load cannot be

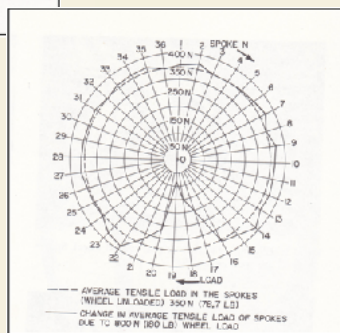


carried through the upper spokes, since they have no mechanism with which to hang on to the felloes at the top of the wheel. They are simply round pegs in round holes.

From the wooden wheel, we next turn our attention to the assembly of a steel spoked bicycle wheel. Instead of large diameter wooden spokes in compression, the thin spokes of a bicycle wheel are all in tension, but the

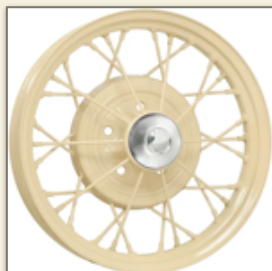
same principle applies. The chart below shows an example of how the tension in the spokes on a typical bicycle wheel change as a load of 800 Newtons (180 pounds) is placed on the hub. Each of the spokes on this wheel originally had 350 Newtons (about 78.7 pounds) of tension in them before the load was applied to the hub (dashed line). After a 180-pound load was placed on the hub, the tension in all of the spokes varied less than five pounds except for the bottom five spokes, which decreased in tension, especially the lowest spoke (#19) which lost about 75% of its tension (solid line).

The key concept here, is counter-intuitive, but it is critical to understanding what is happening. It is that the lowest spoke's tension (#19) went from its original 78.7 pounds to about 18 pounds of tension when under a compressive load. In doing so, it is essentially supporting a compressive load of $78.7 - 18$ pounds, or about 60 pounds of compression. The thin wire spoke must always be in tension in order for it to carry a compressive load. As Jobst states in his book,



"In order to work, wires must be tensioned to prevent their buckling under load. With tension, wires can support compression loads up to the point where they become slack [buckling]. The same loads that increase compression in wooden spokes, reduce tension in wires. As in algebra, where negative and positive numbers are combined to give algebraic sums, in spokes tension and compression are the negative and positive forces, whose sums depend on built-in spoke tension and the carried load." ("The Bicycle Wheel", Brandt, P.7)

Tensioned spoked wheels are also available for Model A's as well as other car models. The inner ends of the spokes are welded to the hub, but the outer ends are held in threaded spoke "nipples", which allow for the spoke tension to be changed in order to keep the wheels true.



Next, let us consider the original Model A spoked wheel. If you watch how the Model A wheel was fabricated, you will see that the individual spokes were carefully held in position in a special jig and then welded to the hub (on one end) and to the steel rim (on the other end.) They were not in compression or tension in this unloaded condition.

The '30 and '31 Model A spokes were fabricated from steel rods that were 0.265 inches in diameter. There were two lengths that composed the spoke pattern in the '30 and '31 Model A



wheel. Ten of them were seven inches long, as you can see from this photo, and the length of the other 20 spokes was four inches. While these two lengths of spokes work together to support the wheel, they primarily serve different purposes. The 7-inch long spokes are arranged

radially and angled outward to the tip of the hub. Their primary function is to support the wheel during turns, when the wheel must resist side loads, as is also the case when the car is driving on a slanted road.

The four-inch spokes are not angled outward, but are arranged almost in a flat plane within the rim. In addition, they are crossed in 10 pairs around the wheel. These four-inch spokes are the primary support for the vertical wheel loads. But more importantly, by crossing the spokes and arranging them so that they are not radially oriented, like the longer spokes, these shorter spokes also enable the engine torque to be transmitted from the hub to the rim. If they were oriented radially, like their longer brothers, they could not transmit torque from the hub, but would simply bend at their welds and eventually break. This non-radial and crossing arrangement is also used in the rear wheels of bicycles where torque must be transmitted from the hub to the rim.

The spokes on a Model A are different than wood wagon wheels or steel wire bicycle spokes in that they experience neither compression nor tension in their unloaded condition. However, just as is the case with the wagon spokes and the bicycle spokes, as a load is applied to the hub of a Model A wheel, and that load is supported by



the lower spokes as they are compressed between the hub and the rim.

The spokes on a Model A must be able to withstand that compressive load without buckling. Buckling happens when a straight slender column is compressed to the point that it can no longer maintain its straightness and suddenly, without warning, it bends. That load is called the critical load, and depends on the length of the column, its diameter, the material from which the column is made, and how it is supported at the ends. Model A spokes are designed not to buckle under their maximum expected loads, which would include, the weight of the car as well as a full load of passengers and their luggage. In addition, the spokes must be able to withstand shock loads such as when the car hits a bump in the road.

Because the primary failure mode of a Model A spoke is buckling, it is important that the spokes be straight prior to being loaded. If the spokes are not straight, such as from hitting curbs or other objects, their ability to withstand the expected loads is greatly diminished. It is important to inspect your spokes often to make sure they are straight. Special spoke straightening tools, like those shown here, are available if they become bent. Not only do bent spokes detract from the appearance of the



Model A wheels, but far

more importantly, they reduce the integrity of the wheel, they decrease the life of the spokes, and can lead to the dangerous condition of broken welds, which attach the spokes to the hub and rim.

In summary, with all spoked wheels, the hub of the wheel does not hang from the upper



spokes, but instead, it “stands” on the lower spokes. Because of this fact, it is essential that the spokes be able to support the weight of the vehicle including passengers and luggage as well as bumps in the road, without buckling. In addition, the wheels must also be able to withstand side loads during turns, and be able to transmit torque from the engine to the ground. For slender spokes, like the Model A, the spokes are large enough in diameter to resist buckling as long as they are straight and their ends are securely welded in place. If the spokes on a Model A become bent, they can be straightened using special tools. If the spoke welds on a Model A, break, **safety** dictates that the car should not be driven until the wheel can be repaired or replaced.

Light-weight spoked wheels have been around since 2000 B.C., and have demonstrated their ability to safely and efficiently support incredible loads. Like all wheels, however, they must be maintained or their reliability and strength will suffer.



BRAD & LYNNE CHRISTOFFERSON
A-190 VICTORIA

CENTERFOLD OF THE MONTH
1931





Let's Have Some Fun

FROM A WORLD A MAFCA PUBLICATION FOR KIDS

Can you find the 6 differences?



The Club's Seventh Engine Install

BY THEON LANEY

The Utah Valley Model A Club held a Garage Day in April in the garage of club member Theon Laney. Fifteen club members attended to install a newly rebuilt engine and transmission in Theon's 1928 Tudor. Fortunately the weather had warmed sufficiently to melt the six foot snow banks that lined the driveway, so there was room to park.

The activity began with the adjustment of the clutch contact and mating the transmission to the engine. Once the engine was in the air it was a tight fit to get the engine over the head light bar and into the compartment. That was accomplished with an expert on the engine hoist

and a sharp eye below the engine compartment. It was a team effort — forward an inch and drop two inches. forward an inch, drop two inches. until we got it in.

The next challenge, as seems to be the case, was the rear engine mounts. With Clyde, Bob and other's ingenuity we beat those engine mounts.

Next was the installation of the accessories. After about four hours of work, it was time to hear that engine purr! purr! purr! Thanks to the collective expertise of the club members, the April Garage Day was a success.



Clyde Munson & Greg Mack, photographers

Who Really Invented the First Car Radio?

BY ROBERT MACK

Editor's Note: Tia Korologos found an article about the first car radio and gave it to Sam to read. Sam thought it might be interesting to pass along to the club. Even though it doesn't pertain directly to Model As, the two are contemporaneous. I have used their article to write this one.

History is different depending on which country you live in. Two good examples of this are the first successful aeroplane and the car radio. It all depends on how you define "first".

According to the Canadian publication, *The Globe and Mail*, historians argue that the credit for the first car radio doesn't belong to William Lear and Elmer Wavering, or even Paul Galvin, the founder of Motorola. The credit belongs to Kelley's Motors in New South Wales, Australia, who installed a radio in a Pierce-Arrow in 1924.



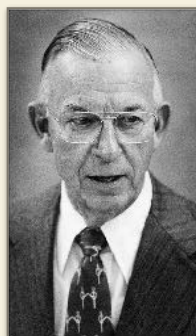
Lamm, an auto historian, says the first entrepreneur to go into radios commercially was William Heina, who founded Heinaphone Corp. around 1926, which later became Philco and was eventually acquired by Philips.

Mental Floss claims the first car radio was introduced by Chevrolet in 1922 and cost around \$200. It was a behemoth! The antenna covered the top of the car and the batteries barely fit

under the front seat. The two large speakers were attached behind the seat, "**it was about as convenient as taking a live orchestra along for a ride.**"

Most Internet sites I visited give credit for the first car radio to William Lear and Elmer Wavering. Yet there are varying stories as how the first radio actually came to be.

One story is that Bill and Elmer, who were friends, were on a double-date at "lookout point" with their girlfriends. After one of the girls suggested that a romantic evening would have been made better by music. That comment got



Lear and Wavering thinking about building a car radio. After much trial and error, they were able to



build a functional radio and install it into their car. At this point, they sold the idea to the Galvin Brothers who were the founders of Motorola.

Another narrative suggests that the double-date never happened. In Elmer Wavering's 1998 New York Times obituary, it states that "...when he



was in high school, he worked in a radio parts store run by Bill Lear. They helped customers build their own radios.

By tinkering and absorbing engineering on his own, Mr. Wavering worked with Mr. Lear and built a car radio that could withstand the rigors of bumpy roads and severe climate

changes.” They took their completed car radio to a radio convention in Chicago where they met Paul Galvin who purchased their product.

A third rendition of the story says that, “After completing eighth grade, Lear quit school to become a mechanic and at the age of 16 joined the navy, lying about his age. During World War I, Lear studied radio and after his discharge designed the first practicable auto radio. Failing to secure the financial backing to produce the radio himself, Lear sold the radio to the Motorola Company in 1924.”

The last anecdote I found, states that the two friends came up with the concept of a car radio, and sold to Paul Galvin.

Regardless of which tale is really true, we do know that Bill Lear and Elmer Wavering were friends and that Elmer worked in Bill’s radio store. Also known, is the fact, that they did come up the car radio concept. So, given those facts, it is safe to say that Bill Lear and Elmer Wavering developed the first radio that was sold to Paul Galvin who manufactured the first



commercially successful car radio, named the Motorola 5T71 Motor (Motor car) + ola, slang for anything to do with radios or sound. The new Motorola 5T71 was expensive. It cost \$350 where as a new 1930 Deluxe Sport Coupe cost around \$585. Needless to say, those who could barely afford a Ford certainly couldn’t afford a car radio.

Sources:

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- Automotive Hall of Fame; <https://www.automotivehalloffame.org/honoree/elmer-h-wavering/>
- The History of Car Radios; <https://www.caranddriver.com/features/a15128476/the-history-of-car-radios/>
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- When the Car Radio Was Introduced, People Freaked Out; <https://www.mentalfloss.com/article/29631/when-car-radio-was-introduced-people-freaked-out>
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- The History of the Car Radio; <https://citroenvie.com/history-of-the-car-radio/>





Ladies Fashion Journal

A BACKWARDS INTEREST IN DESIGN

By **Lynda Davis**
Dallas & Fort Worth Model
A Clubs
MAFCA

In their 1928 winter magazine, the Fifth Avenue luxury department store B. Altman and Company describes evolving fashion trends as the “playful imagination of fashion [that] is constantly conceiving delightfully fanciful things, some of which live while others wither and die. How frivolous one can feel in billows of tulle and chiffon—in a youthful bouffant frock, . . . or, when dining and dancing in crowded spaces, how smart the sophisticate appears in an evening gown of more restraint—one that falls in straighter, softer lines and follows the body rather [definitively].” Altman’s observation aptly reflects the evolution of style during the 1920-30 decade.

McCalls, October 1929. Illustration taken from *The Fashion Files*, p 70.



“Artificial silk bias-cut evening gown by Donguy of Paris, ca. 1930s”

The decade dawned with women’s voting rights and freedoms (leading to shorter dress hems) and ended with the cataclysmic crash of a booming economy (in which hem length dropped along with stocks). B. Altman’s statement marks the fashion-pendulum swing from the frilly garden party and elaborate and beaded flapper dresses (with hem lines reaching their height in 1927 to just below the knee), to the advancing trend towards more conservatively-styled, longer and sleeker gowns “of more restraint,” what Altman called the “straightening out’ feeling.” These dresses were typically made from velvet, heavy silk, silk crepe de Chine, silk pongee, lace, and the new Rayon, and they hug the body in ways that Jean Harlow would later make famous.



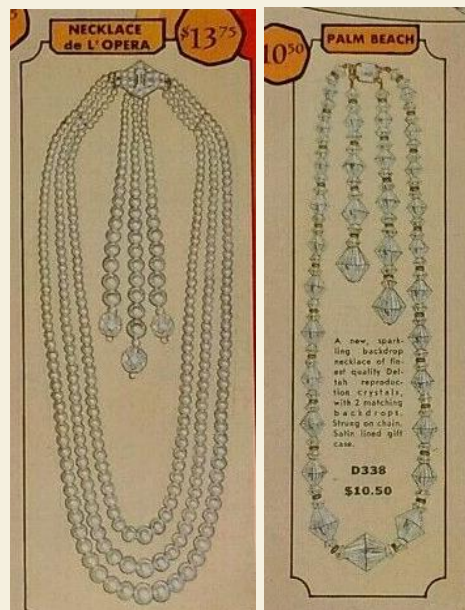
Above: Backless gowns featured in *McCalls Magazine*, January 1930, and found in *The Fashion Files*. Notice the backdrop necklace on the model left of center.

Right: A dancing couple. Picture from 1930, *Modern Ballroom Dancing*, 1930, by Lillian Ray

The likely reason for displacing the focus to the dress-back may have something to do with dancing. With shorter dress hems, women had free range of movement, enabling them to enjoy dances such as the Charleston. But with longer dress lengths, inhibited movement likely encouraged slower dancing, "cheek to cheek." Altman's magazine speculates that it is from behind that the "sophisticate" is better able to show off her formal evening dress when "dancing in crowded spaces."

The most interesting notation in Altman's magazine describes a "decided back-ward interest in formal gowns." These gowns frequently have a front that appears "quite plain"; however, when "backs are turned ethically, bodices and waistlines are found to be attractively elaborated" with "stress—and often *strass* [rhinestone adornments]—on many a low decollete" (*sic*). Just a few years earlier, shorter hemlines exposed women's legs, increasing hosiery sales and making ladies' legs an area of interest. As fashion approached the 1930s, hemlines dropped to the mid-calf and longer, shifting emphasis from the legs to the back, and often those backs were bared to the waist.





Of course, bobbed hair and bared backs do provide nice landscapes for ladies to show off their jewelry. How often have we heard tales of our grandmothers or great grandmothers wearing their long necklaces backwards down their lovely backs. To illustrate a bit of *strass*, as Altman puts it, look to the 1931 illustration above left and to MAFCA member Tammie Jones below. Here the fashionable models wear rhinestone clips at their back décolleté. Then, too, capitalizing on the desire to accentuate the feminine back, manufacturers produced and sold “backdrop” necklaces especially for that purpose. Backdrop (sometimes spelled “back-drop”) necklaces, like traditional necklaces, decorate the neck-front and

Photo on left shows a model from the 1928 *La Gazette du Bon Ton* which also appears in MAFCA’s Fashion Files, p 68. The backdrop necklaces above appear in the annual illustrated catalog of *Leonard Krower & Son’s* 1931.



fasten in the back; however, the “backdrop feature,” as seen in the figures above and the photo of Myrna Loy at the right, typically sport two or three strands that “drop” down below the coiffed hair-bun at the neck’s nape and dangle between the shoulder blades. Model A Era fashions prove to be beautiful when women are both coming and going. The women of our era really knew how to make an exit!

Left: MAFCA Member Tammie Jones
Right: Myrna Loy. Photograph taken by Max M. Autrey.





UVMAC Membership Application



Membership Application and Renewal Form

Name _____ Birthday _____

Spouse _____ Birthday _____

Address _____

Email _____

Cell Phone _____ MAFCA Membership ☐ Yes ☐ No

Membership in the Model A Ford Club of America (MAFCA) is optional but highly recommended. Free memberships are available for first-time members.

Tell Us About Your Model As

Year _____ Body _____ Color _____ Odometer _____ ☐ RoadworthyYear _____ Body _____ Color _____ Odometer _____ ☐ Roadworthy

Other Classic Car: Year _____ Make _____ Body _____

Other Classic Car: Year _____ Make _____ Body _____

Dues are \$25 each year per family, payable in January. This includes an award-winning monthly electronic newsletter. Hard copies of the newsletter are available by arrangement at an additional cost.

Announcements of upcoming events are sent electronically. Postcards are also sent. If you don't need postcards, please opt out, thus saving the club the costs of printing and postage. ☐ Please send the postcards ☐ No need to send postcards

Check your favorite kinds of activities to do as a club:

☐ Local Day Trips☐ History Tours☐ Industry Tours☐ Half-Day Trips☐ Progressive☐ Era Fashions☐ Multi-day Tours☐ Luncheon☐ Picnics/Fairs☐ Car Shows☐ Manifold☐ Garage Days☐ Parades☐ Cookoff☐ Museums



Model A Ford Club of America

Established 1957

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



Robert Bullard
2023 President

May is an exciting month for all of our youth connected to the Model A hobby. As outlined in The Restorer's January/February article titled: May is Model A Youth Month, written by Emily Ellway, the Model A community sets aside the entire month, worldwide, for the recognition of the

young people involved with the Model A hobby and is dedicated to activities designed to engage our youth into our hobby. According to the Annie Casey Foundation and U.S. census data: 12% of the U.S. population, or approximately 30 million people are between the ages of 18 – 24. Think of this wonderful resource as our future and we need to engage them now to help set their future in our hobby.

Emily states in her article: "The Goal of the Model A Youth Month" is for each local Model A club to host an event that exposes as many youth and young adults as possible to the Model A Ford." A great way to get them engaged is to host events that let them touch and feel the car. I've noticed a marked increase in interest when I let young people honk the horn, sit behind the steering wheel, stand on the running board or rumble seat or let them sit in the back seat. Their eyes always open wide and a big grin spreads across their face when they honk the horn. Nothing like that Ahooga - Ahooga sound to get their interest. Not only does it warm their heart, it warms mine as well.

As Emily points out, "Generally, activities that are hands-on or up-close are the best for encouraging participation and generating questions. But whatever you choose takes us one step further in fostering involvement and creating interest." Just remember, you just can't go wrong regardless of the activities your club hosts. Your own enthusiasm for the Model A is contagious and the kids or young adults will respond in kind.

Another resource for youth involvement ideas is the March/April 2023 Restorer article by Dr. Wilber Smith about the Pasadena High School Model A Club's "third" Model A car raffle. Here is a group of kids after my own heart. They are totally immersed in all aspects of the Model A operation and restoration. Take a moment to reread the article and you might see the path for similar success in your local



Beehive As Youth Activity



community. Dr. Smith serves as Technical Director for the club and offers his email at: pshmafc@gmail.com for reference. I'm sure he stands ready to assist anyone with advice on starting a similar program at a local school to you.

Model A Ford Foundation Inc.

MAFFI NEWSLETTER MINUTE



For starters, a little history of the Model A Foundation, Inc. In 1984, trustees of the Model A Ford Club of America (MAFCA) began to discuss formation of a foundation with tax-exempt, charitable status. By 1987, a separate organization, MAFFI was officially recognized, with the goal of building a museum dedicated to the preservation of the Model A Ford car and related items of the era. The foundation grew and developed plans to build, and finally settled on the Gilmore location. The current building was completed in the fall of 2012, and the Grand opening was held in May, 2013.

Membership has steadily grown, and MAFFI has not had an increase in dues since well before the Museum existed. However, the cost of operating the Museum has continued to rise. The MAFFI Board of Trustees, in careful consideration of all the facts, has voted to implement the following dues structure, effective May 1, 2023. Note that each membership includes the named member and spouse/domestic partner.

Annual Dues - \$35
3 year membership - \$100
Lifetime Membership - \$500

Please note that MAFFI is the only partner museum at the Gilmore that offers a Lifetime membership, and... we maintain the lowest annual dues on the campus. Consider the many benefits that MAFFI membership brings, in particular... paid members enjoy free admission to the Gilmore Car Museum all year. This alone is worth the cost of dues. You can find all the benefits of membership on the MAFFI website, www.maffi.org, where you can also join or renew and pay your dues using PayPal or your

credit card. MAFFI membership is a great way to support this fascinating hobby!

Please watch on the website, and at the MAFFI Facebook page for information on the Model A Days, to be held September 15 & 16. It promises to be a great experience for the whole family again this year! Here's hoping that you will have a great year of enjoying the Model A hobby!

Joe Fox
President - MAFFI

Dear Model A'ers,
Model A Days are set for Saturday and Sunday, September 16-17 this year. As always, it will be held at the Gilmore Museum Complex in Hickory Corners Michigan. It is not too early to book your hotel. Information for the Host Hotel is available at the following location:

Ford Model A Convention Block 2023
Delta Hotels Kalamazoo Conference Center
2747 South 11th Street Kalamazoo, Michigan
49009:
1-269-375-6000

Last Day to Book: Tuesday, August 22, 2023
\$129.00 USD per night. MAFFI Model A Days Events and Registration forms are available now on the Gilmore Website or by searching, "Gilmore Car Museum/Ford Model A Days". To participate in some activities this year you must preregister by September 1, 2023.

Charles M (Mike) DuBreuil
MAFFI Trustee/Secretary



MAFCA First Year Free Membership Form



Free 1st Year Membership 2023

USA Application

Please Print

Name: _____

Spouse: _____

Address: _____

City, State, Zip: _____

Sponsoring MAFCA Chapter: _____

- Provide Digital Copy of *The Restorer* (email required): Yes ___ No ___
 - o Email: _____
- I give MAFCA permission to publish my name and contact information: Yes ___ No ___

Requirements For Free Membership

- Only families never having held membership in MAFCA may apply for free membership.
- Must be sponsored by a MAFCA chapter.
- Free membership includes *The Restorer* magazine from the time the application is received by the MAFCA Office until October 20, 2023.

Visit MAFCA.com to view merchandise store

Popular MAFCA Store Items Include:

- *The Coupe Book, Tudor Book, The Victoria Book*
- *Mechanics handbook Vol. I, Vol II and the Trouble Shooting Guide by Les Andrews*
- *Model A Restoration Guidelines and Judging Standards*
- *Model A & AA Paint & Finish Guide and the New How to Restore Your Model A Vol 10*



Mail Application to:
Model A Ford Club of America
250 S. Cypress St.
La Habra, CA 90631-5515



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



1929 Blind Back \$15,000



1931 Closed Cab PU \$18,500



1931 Tudor \$16,000



1951 Hornet \$26,000



1984 Shay Roadster \$16,500



1959 Cushman Highlander \$5,000

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

H A P P Y

MOTHER'S
day

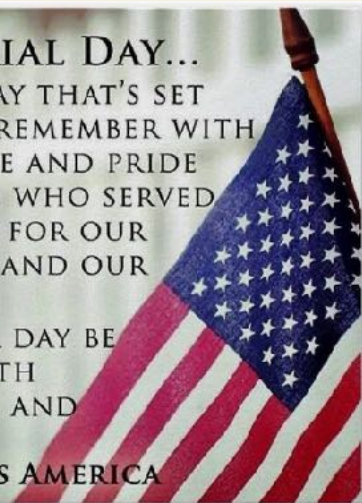
A mother is God's reflection. Mother's Day is a splendid occasion to express and convey deepest love, regards and gratitude for everything she has done for us. Make this a special day the mothers in your life.

MEMORIAL DAY...

...IS THE DAY THAT'S SET
 ASIDE TO REMEMBER WITH
 GRATITUDE AND PRIDE
 ALL THOSE WHO SERVED
 AND DIED FOR OUR
 COUNTRY AND OUR
 FREEDOM.

MAY YOUR DAY BE
 FILLED WITH
 MEMORIES AND
 PEACE.

GOD BLESS AMERICA



*Application for Club Awards*

Today's Date _____

Club Member's Name _____

Award Requested:Bent Rod - ☐ (trophy for avoidable or self-inflicted Model A mishap)Crying Towel - ☐ (for Model A mishap - unavoidable or caused by others)Mileage - 500 - ☐ 1000 - ☐ 1500 - ☐ 2500 - ☐ 5000 - ☐ 10K - ☐13+ Award - ☐ (Driving car 13 consecutive months including to club mtg)Golden Wrench - ☐ (writing newsletter article re. your Model A car work)

Justification/Details/Information, etc. _____

**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 _____

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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