



UTAH VALLEY

- Model A Club -

Vol. 11 No. 11

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

November 2023

IN THIS EDITION:
South Central Utah Tour
 BYU Engineering Building Tour
It's Lines, Not Style!

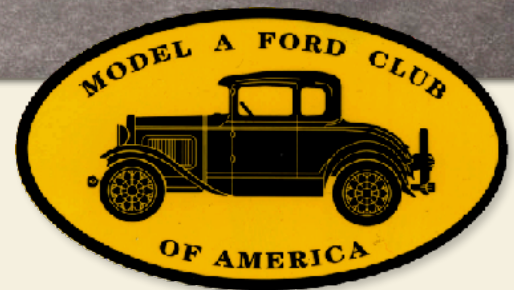
MODEL A
 ENGINE
 PERFORMANCE

CHRISTMAS
 LUNCHEON



Eight Model As and 22 members of the Utah Valley Model A Ford Club pose for a photograph at Kodachrome Basin State Park during their four-day tour of South Central Utah.

Photographer, Robert Mack



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 Chair	Brad Christofferson	bdc.p51@gmail.com
President	Brian Lindenlaub	b.lindenlaub@gmail.com
Vice President	Roger Davis	rldavis1929@aol.com
Secretaries and	Elaine Carlson	sewingbird@msn.com
Historians	Jennifer Paulson	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	jefferyniven@gmail.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Librarian	Mike Carlton	mcarton1@gmail.com
Merchandise	Par & Patsy Palmer	trusspar@gmail.com
Photographers	Howard Eckstein	h_eckstein@hotmail.com
	Amber Morrell	mystuff@live.com
	Buster Hansen	buster_hansen@msn.com
	Greg Mack	gregmack02@yahoo.com
	Nicholas Mack	kcam1999@yahoo.com
Tech Talks	Robert Mack	mack4759@yahoo.com
	Buster Hansen	buster_hansen@msn.com



President's Message

BRIAN LINDENLAUB




As the end of 2023 approaches, I was reflecting on the activities the Utah Valley Model A Club has

sponsored so far this year. We have enjoyed parades, shows, day trips, multi-day tours, and garage days. Everyone has their preferences, and that's OK. I'm thankful that our club sponsors a wide variety of activities - something for everyone - which encourage our members to get out and enjoy their Model A.

Sharon and I did one of our favorite Model A activities a few days ago. We had grandchildren visiting, and we took them out to get ice cream in the Model A. At their ages (4-10) it's hard to say whether they had more fun riding in the rumble seat or honking the horn. Getting in and out of the rumble seat is quite a gymnastic exercise for their small stature, even more so than for adults. This has inevitably resulted in some wear and scratched paint, but that's a small price to pay for the memories created.

Another one of my favorite Model A activities is tinkering. This year my tinkering included adjusting the front end alignment and replacing the radiator. I'm hoping the new radiator solves my Model A's chronic overheating problems. I didn't get it installed until mid-August, after most of the hot weather passed, so the real test of the new radiator will come next summer.

Henry Ford didn't intend for his vehicles to stay dormant all winter. We are fortunate in many parts of Utah that we can drive them occasionally during the winter. It can be cold, but it is doable. Winter is also a time when we can work on our cars. My garage isn't heated, but there are usually enough warm winter days that I can work semi-comfortably. I'm planning to install turn signals on my Model A this winter.

The highlight of the club's calendar for many people is the annual Christmas party. This year's party will feature a catered turkey dinner on Saturday, December ninth. I hope you can join us for good company, good food, and some reminiscing about past activities at this year's Christmas party. 

WHAT'S INSIDE

2 Mission Statement	10 BYU Engineering Labs Tour	30 Editor's Viewpoint
Club Officers	13 Letter to the Editor	31 2023 National Awards Banquet
3 President's Message	15 South Central Utah Tour	32 MAFCA News
4 October Club Meeting	21 Model A Engine Performance	33 MAFFI News
7 Out and About	25 Spring 1931 - It's Lines, Not Style!	34 Classified Ads
8 2023 Calendar of Events	28 Let's Have Some Fun	35 Club Awards Application
Birthdays	29 Christmas Luncheon	MAFCA/MAFFI Applications

October Club Meeting

BY ELAINE CARLSON

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



1000 & 1500 Mile Awards
Bob Todd

Welcome: President Brian Lindenlaub, conducting

Attendance: Jason Beadle, Reid & Elaine Carlson, Brad Christofferson, Dean & Janet Davis, Roger Davis, Stephen Dutton, Howard & Gemma Eckstein, Buster Hansen, Paul Jerome, Alan Justeson, Theon & Laurel Laney, Brian Lindenlaub, Greg & Robert Mack, Clyde Munson, Ralph Nair, Jeff Niven, Darrin Paulson, Madeline Reed, John Salzl, Bill & Colette Thompson, Bob Todd, and Andrew Watson.

News:

- Jason Beadle made an important announcement tonight. He is leaving his two MGs and Tudor for two years to join the missionary effort in Monrovia, Liberia English speaking. Several members volunteered to take care of his cars while he was gone.
- Alan Justesen stood and thanked the club for sending flowers to his wife's (Pat) funeral service.

Club Business

Goals:

- Please continue to keep track of your mileage. At the end of the year the club tallies up the mileage to see if we have accomplished our goal.
- Since Greg couldn't find a mobile welder he welded it himself.
- The service project for this year was to visit the Covington Senior Living.
- Our goal has been modified. The club will have reached its new goal if the speedster can drive around the block on its own power.

Awards: Jeff Niven

- This is the third month in a row that members have reached mileage mile stones. The club's South Central Utah Tour added a lot of miles to participant's Model As. Jeff gave awards to:
 - Bob and Janell Todd — 500 miles
 - Stephen Dutton — 1000 miles
 - Theon and Laurel Laney —
 - Jason Beadle —
- Again, because of the Tour, there were a lot of candidates for the Bent Award this month.
 - Todds — Bendix drive got stuck in the fly wheel,
 - Laney's — lost there tailpipe extension on a really rough road, it was picked up by Nicholas Mack, so it was found again,

- Clyde Munson — “Henry”, his Model A, vapor locked on several occasions,
- Thompsons — carburetor/gas cap issues,
- Stephen Dutton — experienced a couple problems, 1) broken coil wire, 2) overconfidence in his new radiator - engine ran dry,
- G and R Mack had a flat tire - a constant on long tours,
- N and N Mack — Model A more reliable than tow vehicle - truck wouldn’t start without a 15 mile trip to get starting fluid and Nicholas left his wallet on the car while getting gas; he found it the next morning three miles away in the middle of the road,
- Ecksteins — had two flat tires without even leaving home,
- Hansens — only car towed (three miles) a dragging sound typical of brake problems was solved by uncoupling the speedometer cable.
- And the winners are: Stephen Dutton and Buster Hansen!
 - R & G Davises were the only Model A without any problems.

Speedster Progress: Jeff Niven and Roger Davis helped Howard Eckstein attach the “boat tail” to the chassis.

MAFCA National Awards Banquet 2024:

Howard called the BYU dancers to solidify their performance at the Welcome Party. He met with Tia Korologos to finalize the budget. In a conversation with Jay McCord, Jay said the raffle room cans they are using at the 2023 NAB are ours to use at the SLC NAB. All Howard has to do is transport them to Utah.

Rumor Mill: It is amazing how fast the rumor mill can spin. Many club members heard that Jeff Niven had been very ill to the point that he was hospitalized. These rumors were not quelled until tonight’s meeting. When learning all the facts, the story changes.

Jeff’s illness was news to him. He didn’t know he had been deathly ill until concerned club members asked about situation. As it turns out, Howard had called Jeff to see if he could help with the speedster project. He said he couldn’t. Madeline reports he had a hernia that resulted from a recent surgery which led to internal bleeding, sepsis and kidney failure. It turns out that Howard had called Jeff Jacobs, Tony’s son, not Jeff Niven. We’re glad that Jeff Niven is okay, but hope that Jeff Jacobs recuperates quickly.



1500 Mile Award
Jason Beadle



1000 & 1500 Mile Awards
Laurel & Theon Laney



1500 Mile Award
Roger Davis

Paul Bush and Curt Martinson were not present but both earned mileage awards that will be presented next month.



Bent Rod Award
Buster & Stephen

Past Activities: Several club members commented on the South Central Tour.

Bob Todd: Even though we were only there for the first day, we really enjoyed it. The weather was perfect.

Buster Hansen: It was a great tour. It was driver intensive at 45 mph. Great people to be with. I used the tour as an object lesson during my last work presentation.

Theon Laney: The traveling speed (45 mph) let us see the sights.

Howard Eckstein: The guide book must have taken a long time, it was very well done.


Greg Mack: Nodded his head and said it was awesome, I really enjoyed it.

Roger: This could be a great national tour.

Future Activities:

- **November 4th** — Tour of BYU Engineering Building. Jeff Niven, engineering professor, will lead the tour and explain some of the projects the students are working on. Park on the north side of East Campus Drive. The tour will start at 10:00 a.m. Afterwards we will have lunch at the Wilkinson Center Cougareats (food court).
- **November 16th** — Annual Club Meeting. Officer nominations occurred in October. On the 16th, club members will vote for the officers for 2024. It is an important meeting to attend. Be there.
- **December 9th** — Annual Christmas Luncheon. This is the last activity of the year. If you like food, this is the place to be. There will be a catered meal by Marvelous Catering. Club members pay \$15.00 each to help defray the cost of the meal, the club will pay the rest. It will be held at the Clyde Companies conference room at 12:00 noon. Please wear era attire or Sunday best.

TechTalk: It's movie night! Jeff Niven found a 13 minute video by George Bell that covers, "The Model A Transmission — How it Works". A flurry of questions were asked at the conclusion of the video. George Bell's presentation can be found on YouTube if you would like to watch it again.

Refreshments: The refreshment break is becoming quite extravagant. Brad has, like many others, gone "over and beyond" by providing a wonderful variety of food, treats, and drinks. Thanks Brad for volunteering to bring refreshments tonight. They were appreciated by all the club members present. 

While talking about driving over Boulder Mountain in the dark, Bill Thompson quipped, "Model A headlights are brighter when you have had cataract surgery."



Heard it Through the Grapevine

OUT AND ABOUT WITH UVMAC MEMBERS



Look what was found in someone’s backyard. Well, it won’t be there long. This is what **Jason Beadle** had to say, “Oh boy! finally got this thing running pretty well. It was almost exactly one year ago that I bought this 1939/1946 MG TC and it wasn’t til now that I could drive it! Man, what a fun car! Can’t wait to do a full restoration in the future. For now, I’m just gonna drive it!” Let’s hope we still see him at club meetings driving his Model A.

On the South Central Utah Tour, **Bill Thompson** suspected that his points were the cause for a rough running engine. Remember the adage, *if you think it’s an electrical problem, it’s probably a carburetor related issue, and visa versa?* This happened to Bill. This is what he had to say, “My engine was acting up on Wednesday and Friday evening. I was blaming the points but I found opening the GAV made a little difference. I think it is the cap. I took it in the kitchen to soak in Dawn dish soap. I located a small piece of wire and unplugged the holes.”



Even though **Darin and Karmyn Swan** have been working hard to open their own bed and breakfast, Darin has still found time to work on his Special Coupe. He is tackling each problem one by one. Good job Darin!



Diane Brimley is a trooper, she is recuperating quickly from her knee replacement. But, she has had a setback. Diane reported that she couldn’t attend the October’s meeting because she has come down with bronchitis. **Margaret** has the symptoms of the early stages of pneumonia. **STOP**



2023 Calendar of Events

COME JOIN IN THE FUN

- September 4-6, Saturday **Lehi Heritage Days** will host a car, truck and motorcycle show on Monday, 6th at the Lehi Legacy Center from 4 - 6 p.m. Dash plaques will given to the first 50 registrants, although there is no entrance fee for the car show. Check out this link for all the details, <https://www.facebook.com/events/lehi-legacy-center/lehi-heritage-day-classic-car-and-bike-show/558825555259306/>
- September 16, Saturday **Courtyard at Jamestown**, an assisted living center for seniors, is holding a fundraiser for the Gail Halvorsen (The WWII Candy Bomber) Aviation Educational Center, Mr. Halvorsen past away recently. Car registration will be at 2:00 p.m. and the car show will start at 3:00 p.m. Those paying the \$15 car show registration fee, will receive a free dinner, raffle tickets and certificate of participation. However, for the UVMAC members, there will be no charge. This likely means no raffle tickets or dinner. Register by calling Bryce at (801) 592-2249. Tell him you are with the Model A Club.
- September 23, Saturday **Mapleton History Tour**, lead by Reid and Elaine Carlson, will explore the past by visiting the Historic Towne Square, and other important sights within Mapleton. Meet at 10:00 a.m. on Main Street and Maple Street (Mapleton City Park).
- October 18-21, Wednesday - Saturday **South Central Utah Tour** will spend four days exploring such sites as the Fremont Indian State Park, Bryce Canyon, Anasazi Indian State Park, Long Canyon, and the slot canyons of Capital Reef National Park. Enjoy low land fall colors and high country vistas.
- October 26, Thursday **Club Meeting** for October will be on a different date. Because of the South Central Utah Tour, the regular club meeting has been moved from October 19th to October 26th. Dr. Grant Eckstein will give a report on his findings from the tests he ran on club members
- November 4, Saturday **BYU Engineering Building Tour** will give us a chance to explore the labs, equipment, and student projects at BYU. This tour, lead by engineer Jeff Niven, is bound to be an eye-opener. The group will meet at 10:00 a.m. at the engineering building on campus. You should receive a copy of the flier with a parking map on the back.
- December 9, Saturday **Annual Christmas Luncheon & Party** is on December 9th, at our usual club meeting location, the Clyde Companies Building. It's always guaranteed to be a fun event, will be filled with awards, prizes, delicious food and more. Don your era attire or best Sunday dress and let's party!










November Calendar of Events

MARK YOUR CALENDARS

Roslyn Wilson

November 2023

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1  Lynette Kern	2  Vern Cope	3	4 BYU Engineering TOUR
5  Time Change	6	7	8	9	10	11 
12	13	14	15	16 "Annual" Club Meeting	17	18
19	20	21	22	23 	24	25
26  Dave Morrell Harley Jacobs	27  Roslyn Wilson	28	29	30		

www.calendaroptions.com

ELDER BEADLE

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

If you haven't already heard, as of January, Jason will be a missionary in the Monrovia, Liberia Mission English speaking. The club wishes him success and the blessing of the ever present spirit of the Holy Ghost to touch those Jason teaches.





BYU Engineering Labs Tour

BY HOWARD ECKSTEIN

Every man-made thing we enjoy in our modern world was thought of and engineered by someone. Just having an idea for a machine with certain attributes is not enough. It takes study, calculations, prototypes and trial-and-error to produce a working product.

A member of our club, Jeff Niven, is an adjunct professor overseeing a team of students in the mechanical engineering lab. Jeff arranged for us to go in and see what is going on



over there. Some students are designing and improving dune buggies.

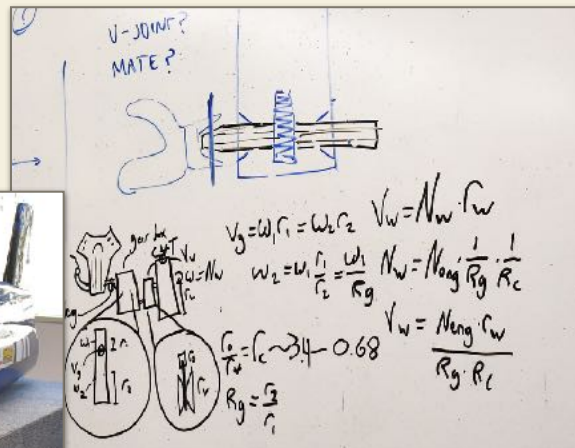
Records have been set with this electric dragster.



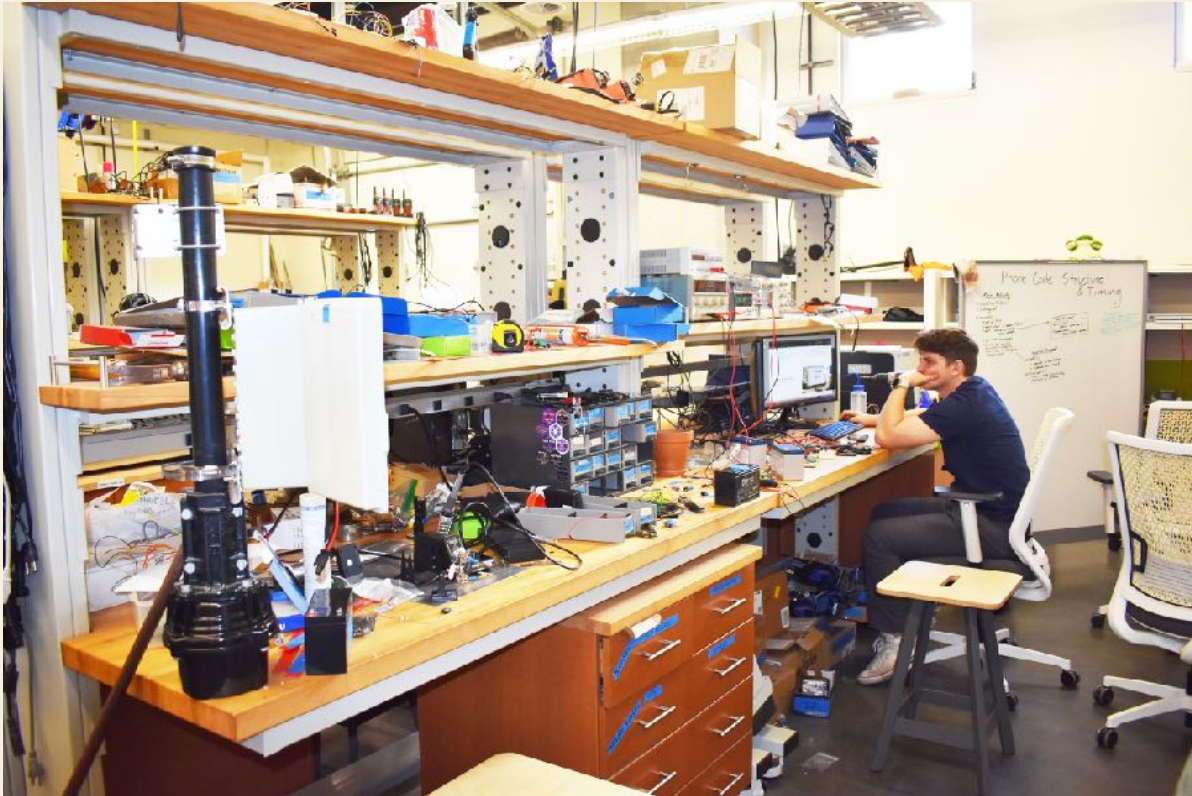
A hybrid racer is on display at the student store. It was developed by a team under the direction of our own Bob Todd.



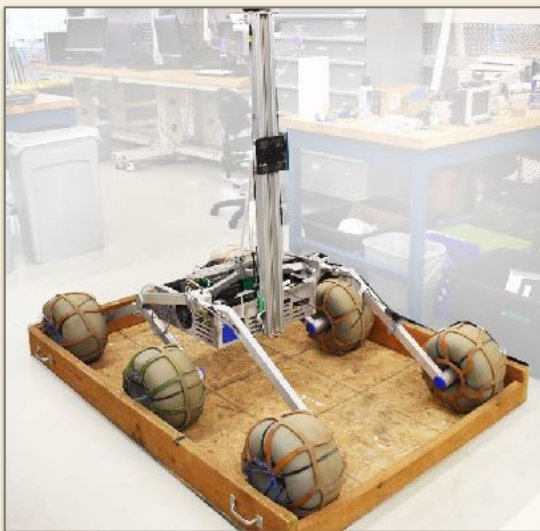
Jeff took Gemma and me on a preview tour of the engineering building where he works. I've always envisioned engineers wearing white lab coats, holding clipboards and arguing over esoteric mathematical equations.



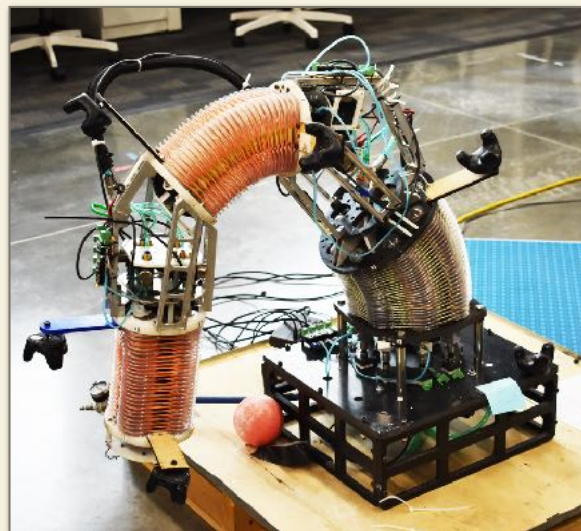
Instead, I saw very smart young people working on a variety of projects.



We got to see a Mars Rover prototype. The one we saw won't go to Mars, but it gives the students a challenge to produce such a working machine.



We saw a robot operated by compressed air rather than motors. The goal of the student working on it is to get it to throw a ball.






At BYU, students are learning about the design of experiments, statistical analysis, strength of materials, and the robust integration of components.

Jeff had arranged for the SAE Club to host us on our tour. We got to see a wind tunnel and a dynamometer lab. We wanted to put one of our Model As on the dynamometer to check output horsepower. I told Jeff it would be cool to test a stock Model A against one with a high

compression head. Jeff was hesitant, but engineering is all about trying things.

The BYU Engineering Research Lab Tour was on Saturday November 4th. We met at a parking lot nearby at 10 a.m. for the tour. Afterwards we enjoyed a lunch of our own choosing at the Cougareat (Wilkinson Center food court. It was a very educational day. 

MAFCA - Model A Ford Club of America

notifications

George Ecklund Jr

20h · 


Nope, she ain't for sale. We gonna fix it.



Saw this on MAFCA's Facebook page and thought you might enjoy this as much as I did.




Robert Swank

Ran when parked.  2

Like Reply Share 20 h



Tom Aschenberg

It will definitely buff out 

Like Reply Share 19 h

So often
we become so
focused on the
finish line
that we fail
to *enjoy the*
journey.

-Dieter F. Uchtdorf-

A Note on Authenticity

BY ROGER DAVIS

Editor's Note: For those of you who are members of the Model A Ford Club of America, you have seen Howard Eckstein's column titled, *The Restorer's Class*. In this column he describes what a Model A owner can do to make his Model A more accurate.

Since there are club members who are not members of MAFCA, we are announcing a new column in the newsletter by Roger Davis that will provide a similar service.

The "Model A Restoration Guidelines and Judging Standards" published by the Model A Ford Club and America (MAFCA) and the Model A Restorers Club (MARC) describes what is currently understood about how the Model A was built when it was driven off the assembly line. The "Judging Standards" are about three inches thick and tell you everything you need to know about your car, from the color of the engine to the number of pleats in a seat. This recurring article intends to help identify small things we can do with our cars to make them more like when they came from the showroom.

This note was especially fun because it involved learning together with a fellow club member. A few weeks back Paul Jerome sent a photo of an object he found under the dash of his car. See Figure 1. It was his door check arm—that little arm that keeps the door from flying completely open. He handily reattached it to the door with a screw, washer, and nut. See Figure 2.

Section 12 of the Restoration Guidelines clarifies how the door check arm should be properly attached, "Most doors without straps used a steel check arm which was attached to the door with a tubular rivet, and



Figure 1



Figure 2



Figure 3

both were painted body color.”

His solution made me question what was done on my car. I found that my car has a steel cotter pin (see Figure 3) which is the simple solution available from some of the



Figure 5



DOOR CHECK CLOSED CAR

Part # A-702828-CL | Model Year 28-31

If your closed car does not have provisions for the footman loop on the door and the door post, this steel armed door check is the one used. It was used on any of the Model A's that did not use the rubber strap style. U.S.A.

Figure 4

suppliers (see Figure 4). At our Mapleton tour, I looked and found that Darren Paulson's Victoria appears to have the original rivet. See Figure 5.



Letter to the Editor

It is with pride that I read the articles in the October 2023 Motometer. Roger's new column on authenticity is going to be an important addition. Jeff Niven's technical article on bearings is very informative. Paul Jerome's report on the Evanston Tour was well written. The Palmer's work on club attire is refreshing. This is all evidence of the caliber of people and their talents that we enjoy associating with in our club. It's noteworthy that the writers mentioned are relatively new members. All have acquired Model As within just a few past years. These articles are of sufficient quality that I believe the Restorer magazine would reprint them. I encourage these writers to consider submitting their work to the national audience. This link will show them how to do it: <https://www.mafca.com/downloads/Restorer/RestorerGuidelines.pdf>
-Howard Eckstein



South Central Utah Tour

BY HOWARD ECKSTEIN

One of the simple pleasures of life is driving a Model A through some of the most beautiful scenery on earth. South Central Utah doesn't disappoint.



Clyde Munson, photographer



Our club took a four-day 640-mile tour that took us to Fremont Indian Stadel Park, Kodachrome Basin, The Petrified Forrest, Bryce Canyon, Capitol Reef National Park and part of the Burr Trail. Those are to me, the stand-out places from our itinerary.

Of the 12 families in nine Model As that came, five took vacation time from work to join the tour. Robert Mack was the leader of this expedition. He once was a ranger in the area and has a broad knowledge of the history and geology of the places he took us to see. He spent a large part of the year preparing our tour guidebook with vignettes about the characters and events that occurred in the areas we would pass through. Everything our club undertakes to do is done with the highest class.

For those of us who were less familiar with the area, each turn of the road and crest of a hill opened a new vista and, in some cases, unexpected experiences that will be the subject of conversations for years to come.



Howard Eckstein, photographer

There was one dirt road that led to a panel of petroglyphs that Bill suggested we see. The fine-sand roadbed started out like any other, but part way in, it became too loose and rutted for our modern cars. Of course, the Model As drove through there without any hesitation. It was their natural habitat.



Clyde Munson, photographer

One of the major achievements of our club on this tour was driving about 30 miles back to the hotel in the dark. The sun goes down earlier this time of year, which left us using our headlights and taillights for what they were made for. Nobody drove blind, but some headlight lenses must have had cataracts. I think driving this far in the dark was a first for our club. No doubt there will be more LED taillights installed and headlights re-evaluated for peak performance.

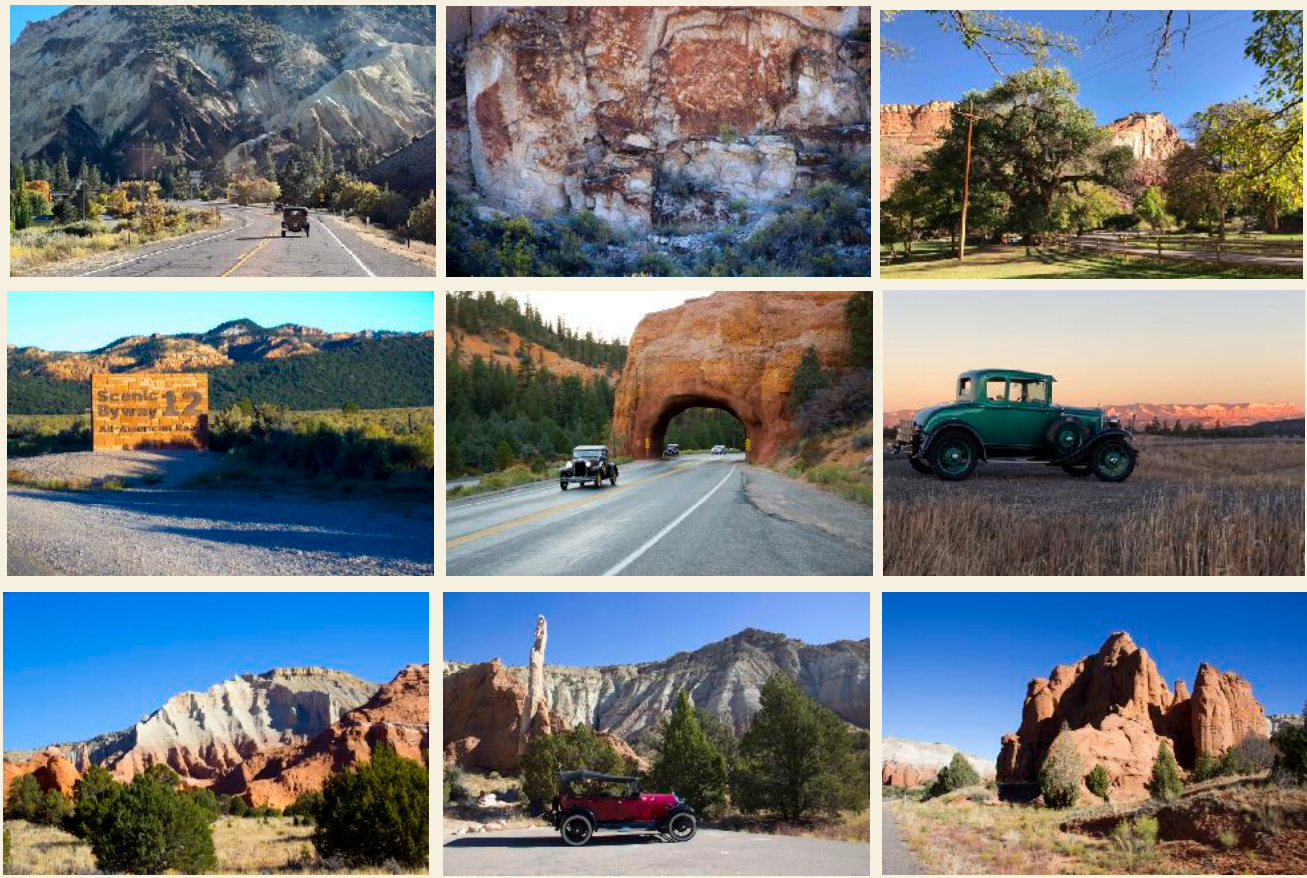
As for car trouble, let it be known that eight 90+ year-old cars were running and waiting to go on the last morning while a modern diesel-powered truck used to tow one of the cars in its trailer wouldn't start. Presumably it was too cold the night before. A trip to the next town was needed to get a can of starter fluid to wake up the stubborn diesel. We finally got it going.

As for other minor car-related hiccups on the road:

1. Buster Hansen's car developed a loud noise that seemed to come from a front wheel bearing. It turned out to be a noisy speedometer cable.
2. Steven Dutton's station wagon suddenly stopped running. It had lost one of the primary wires to the coil. A quick fix got him back on the road.
3. Clyde Munson's car suffered from vapor lock brought on by what he thought was bad gas.
4. Greg Mack had to change out a flat tire.
5. Howard Eckstein couldn't drive his Model A from home. The night before the tour, two flat tires had their say. It turned out that the stem valves in those two tires were leaking.

Our club's two bent rod awards will have to be carefully deliberated by the members before they are awarded to the lucky recipients.

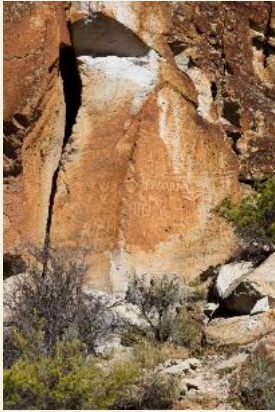
As for the places we saw on the tour, no litany of superlatives would be sufficient to describe the beauty of the scenes that unfolded before our eyes. They say a picture is worth a thousand words. Here is a collection of some of the sights captured by our cameras.





UTAH VALLEY

- Model A Club -





UTAH VALLEY

- Model A Club -



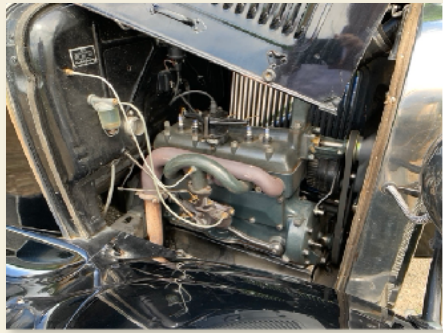
A SPECIAL THANKS goes to photographers, Buster Hansen, Clyde Munson, Reid Carlson, and Robert Mack

Model A Engine Performance

BY JEFF NIVEN

The beating heart of any automobile is the power-plant, which propels the car along the road.

And the power-plant of the 1928-1931 Model A Ford was the in-line,

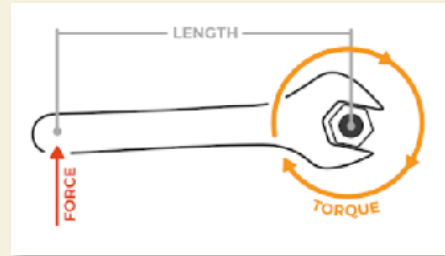


four-cylinder, 200 cubic-inch, flat-head, gasoline powered engine. By far, this famous engine was the most mass-produced of all the automobile engines during the 1920's and 1930's. About five million of these engines were manufactured during those years and were used, not only in the Model A automobile, but also in trucks, tractors, airplanes and other vehicles and machinery.

Based on the extremely successful Model T engine, the Model A engine had a bigger bore, a longer stroke and a higher compression ratio. All of that enabled the new engine to produce twice as much horsepower as the Model T engine. The 350 pound, water-cooled Model A engine produced 128 Foot-Pounds of torque at 1000 rpm, and 40 horsepower at 2200 rpm. What do those numbers mean, and how do they impact the way one drives a Model A Ford? Let's find out.

Torque – The output of the Model A engine comes through a large diameter steel shaft that protrudes from the rear of the engine. As gasoline is burned inside the engine, the up and down motion of the four pistons causes the shaft to rotate.

If you were to attach a brake to that shaft



and measure how much force it took to stop the shaft from rotating, you would be measuring the torque produced by the engine. Torque is a measure of the force it takes to stop the rotation, multiplied by the distance from the center of the output shaft, to the point where the force is measured. Torque is always specified in units of length multiplied by force. The maximum torque produced by the Model A engine was 128 Foot-Pounds. That means that at a distance of one foot from the center of the output shaft, you would measure 128 pounds of force.

Torque is most often measured using some kind of brake that is attached to the output shaft. To measure the maximum torque, you would simply apply the brake to the engine shaft and push harder and harder on the brake to see how much torque is produced before the engine stops.



Torque is a measure of the ability of an engine to move an automobile. If a car has more torque than another, it can move faster through the air, it can climb steeper grades and it can also accelerate the car faster from a start. Torque is transmitted from the output shaft of the engine, through the transmission and out to the wheels at the rear of the Model A.

Horsepower – After measuring the torque, it is useful to measure the amount of power that the engine is producing. Power is the measure of the rate at which a machine does



work, or how fast the engine rotates while it is applying torque.

Power has the units of force and speed. A common unit of measure of power is Horsepower, the name originating from the amount of work done by draft horses. It is fairly easy to determine how much power a car engine produces by measuring how fast the output shaft is rotating, at the same time you apply a brake to the shaft and measure the torque. To calculate horsepower, you simply multiply the measured torque by the rotational speed of the engine.

Dynamometer – A machine that simultaneously measures both torque and horsepower produced by an engine is called a Dynamometer. Here is a photo of a dynamometer testing a modern car engine. There are also dynamometers that can measure the performance of an entire car. That type of

dynamometer can determine how much power is actually coming from the engine, passing through the transmission and differential and finally to the wheels. There is a significant amount of power that is lost due to friction and heat, as the torque is transmitted from the engine to the wheels. Here is a photo of a



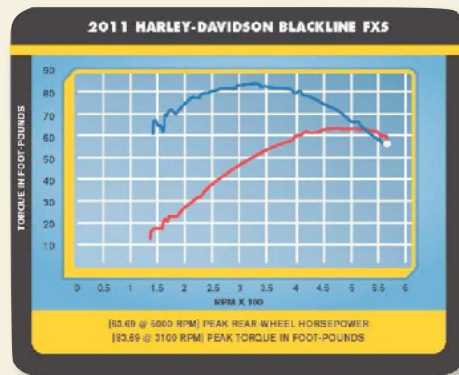
Dynamometer that can test entire cars. The car is first driven up onto a large roller

and strapped down (for obvious safety reasons). Then the engine is started, the car is put in gear and



accelerated, just as if it were being driven on the highway. The dynamometer measures the torque and the speed coming from the wheels as they turn the roller.

Typical Dynamometer Data – The data from an engine dynamometer test, usually look similar to the data on the graph shown



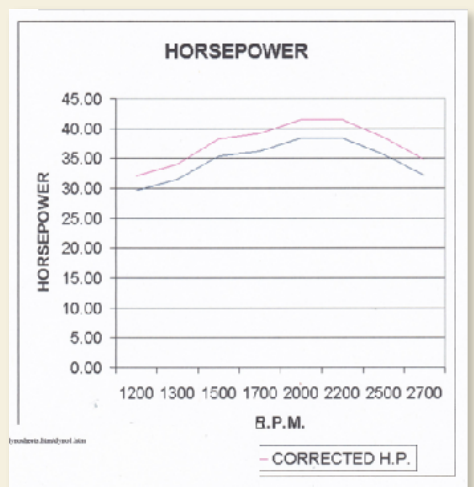
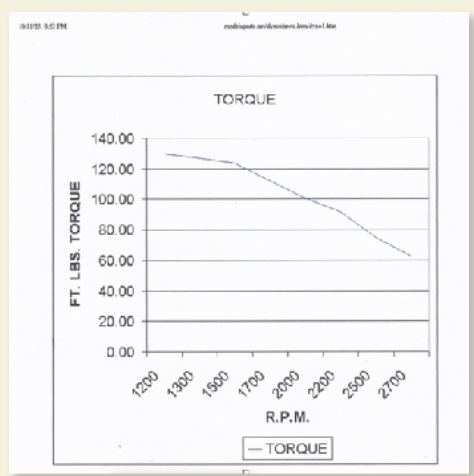
here of a motor-cycle test. The torque is shown in blue, and the power is shown in red. The engine RPM is on the bottom of the graph and the torque and power scale is shown on the left side of the graph. It is interesting to note that the peak torque and peak horsepower seldom occur at the same engine speed, as indicated by the notes at the bottom of the graph. As this particular engine speeds up, the peak torque occurs with this engine at 3100 rpm, and then the peak horsepower occurs at 5000 rpm.

Model A Ford Engine Dynamometer Data – If you perform an Internet search, you will be able to find multiple examples of Model A Ford dynamometer test results. The data that I will be presenting here came from Piranio’s Antique Automotive web site. Here is a link to the site, if you wish to look at more of their data. <https://www.modelaparts.net/dynosheets.htm/dynosheets.html>

That website presents data from various Model A engines, many of which have been heavily modified to achieve large increases in power.

On the website, the data for a particular engine test is first presented in tabular form, as shown here. This website then presents the torque

and horsepower data on two separate graphs as shown below. This particular data was taken from the dynamometer test of an unmodified Model A engine.



PIRANIO'S ANTIQUE AUTOMOTIVE
DYNOMETER SHEET

CUSTOMER: SHOP _____ RUN NUMBER: 1
ADDRESS: _____ DATE: 2/10/2006
PHONE: _____

ENGINE: DYNOMETER STOCK _____ TIME: 11:20 AM

BAROMETRIC PRESSURE: 29.92 INCHES MERCURY 6500 FPM ELEVATION: 70
STATION PRESSURE: 29.92 CORRECTION FACTOR: 1.00000

HUMIDITY: 65

ENGINE TEMPERATURE: 60 FUEL: GASOLINE REGULAR

RPM	GALVE READING	TORQUE	HORSEPOWER	CORRECTED HORSEPOWER
1200	25.8	129.70	25.89	32.03
1500	33	127.01	31.44	38.68
1800	22.8	123.95	35.35	39.21
2100	20.2	119.84	36.33	39.17
2400	18.1	113.04	32.55	37.42
2700	16.4	97.85	28.89	37.41
3000	15.3	74.82	24.81	38.80
3300	11	52.44	22.13	34.70
3600		3.00	0.30	0.00
3900		3.00	0.30	0.00
4200		3.00	0.30	0.00

DESCRIPTION: STOCK ENGINE W/ DEGREESS TIMING

There are two curves on the horsepower graph; regular and “corrected”. Use the corrected version, (upper curve) which has been “corrected” to account for standard air pressure, temperature, humidity, and elevation.

It is interesting to note that the torque curve for this particular Model A engine starts high and decreases as the engine rpms decreases, the highest value being 129.7 Ft-lbs. of torque.

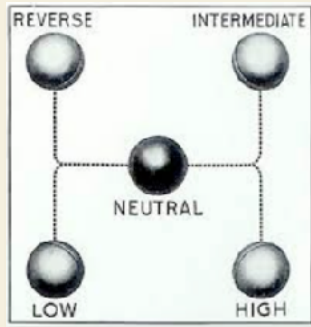


The horsepower curve shows that the engine has maximum power of 41.43 horsepower.

Using Dynamometer Data to Calculate Shift Points

The design of an automobile transmission must take into account the performance of the engine to which the transmission is attached. Let's apply what we learned from the dynamometer data, to the shifting sequence for the Model A Ford and its transmission.

First gear in the Model A was designed to coincide with the maximum torque of the engine. Once the car is shifted into 1st gear and the clutch is fully engaged, the car can be accelerated by increasing the engine rpm. The dynamometer curve shows that the engine power output will increase along with the speed of the car until the engine reaches 2200 rpm. Before the power output of the Model A engine reaches that maximum level at 2200 rpm, the car transmission should be shifted into 2nd gear. The reason that the gear change should be made at that point, is to prevent the engine from exceeding its maximum recommended rpm. The speed of the Model A that corresponds to that shift point from 1st to 2nd gear at 2200 rpm is 16 mph. The car should be shifted out of 1st gear well before reaching 16 mph. In fact, I



recommend shifting into second gear between seven and 10 mph.

The gear ratio for 2nd gear follows a similar pattern. The gear ratio in 2nd gear was designed such that the shift into 2nd gear also positions the engine at its peak torque output. As before, the engine can now be accelerated in 2nd gear as the engine's power increases to the maximum level at 2200 rpm. The car speed corresponding to this rpm in 2nd gear is 27 mph. The car should be shifted out of 2nd gear well before reaching 27 mph. I recommend shifting into 3rd gear between 15 and 20 mph.

Other Applications of Dynamometer Data

We have seen how the dynamometer data can be used to tell us when to shift gears, but it can also be used to predict performance of the Model A when driving up hills. When climbing a hill, the engine must provide sufficient torque and power to overcome the aerodynamic forces from the speed of the car in the air, and also from the need to push the weight of the car up the slope. That analysis first requires that the aerodynamic forces of the car be calculated based on the shape and size of the body of the Model A. It also requires a knowledge of how much engine power is lost due to friction and heat as torque from the engine is transmitted to the rear wheels through the various gears and bearings. All of that may be the subject of future discussions, but you can be confident that such information allows the driver to understand how fast they can drive up hills as well as what is the steepest grade up which a Model A can be driven.

Continued on page 30



Spring 1931 - It's Lines, Not Styles!

ADVICE FOR MEN FROM ONE OF NEW YORK'S OLDEST TAILOR HOUSES



"The wary male has reached that utopian state where the less he thinks about style per se the better dressed he is likely to be."
--Dorothy Budd, *Women's Home Companion*, March 1931

Spring is just around the corner. Snow may be melting and sprigs of new growth are beginning to burst out all around us...everything is looking fresh! Your wardrobe may need refreshing too, so let's break out from the dreary winter and shed that cocoon into a new you! Many women get this...and are off to their favorite shops to brighten up their wardrobe as the weather warms and we begin to spend more time outdoors or gathering with friends. Each new season brings to light new styles, new fabrics, or new colors in the world of women's fashion, but for men, the changes are not so obvious. In the Spring of 1931, it was all about lines—not styles.

Unlike women's fashions that seem to change with each season, men's fashions tend to stay basically the same year in and year out. In an article found in the March 1931 issue of *Women's Home Companion*, author Dorothy Budd states that "the stark truth about men's styles for spring seems to boil down to just this—there aren't any." She based her startling declaration on an interview with a representative from Wetzel, which was one of the oldest men's tailor houses in New York at the time. The Wetzel representative went on to clarify, "Every five years or so you can note a *subtle* difference in the cut of a jacket or the roll of a lapel—a difference that will hold its own for the next five years and then give way to another" slight change. For the average man, those fashion changes are not worth the trouble to upgrade their wardrobe. In fact, it was suggested that a man would be better suited "to find out which style of suit best sets off his figure then stick to it" regardless of the "minor permutations" put out by the fashion houses.



It's wise to choose a suit with the right lines for your figure.

What follows are suggestions from Wetzel's representative:



For the man who is short and stout, “look for vertical effects wherever possible. A single-breasted jacket is better for him than a double-breasted one. The lapels should be long and narrow, the waist straight, and the shoulders well-fitted with no hint of padding. To give an added illusion of height and slenderness, the trousers might taper a bit from the calf in toward the ankle.”

When asked for suggestions for that long and lanky man, the reply was that “he must strive for lateral lines—a double breasted jacket rather than a single-breasted, a natural shoulder with the chest well worked out (full chests are always more effective than padded shoulders), a slight fit at the waistline, and a trouser leg sufficiently wide at the bottom to break the long line of the shoe.” It should be noted that the “lateral lines” mentioned above refer to style lines,

not lines of color or pinstripes in the fabric.

It is also important to consider the fabric texture of the suit. For the thin man, “those fabrics with a surface nap—cheviots and home-spun—give a becoming suggestion of bulk.” For the stout man, “smooth clear-finished worsteds are best—fabrics that do not stretch easily and give no impression of width.”

Not to be ignored, color also plays a part in the overall effect in menswear. An overweight man should “stay away from patterned materials.” For him, according to Wetzel, “plain dark fabrics are the only practical choice.” The one exception is for the short stout man—“he may wear a conservative stripe” because this adds an illusion of height to his overall look. On the other hand, we are told the tall thin man should *always* avoid stripes, but when it





comes to color, both lighter and darker shades are fine.

If you are not short and stout, or long and lanky, what style works for you? According to Wetzel's representative, the "well-proportioned man" has the option of virtually any style and color he chooses. His main concern is to keep away from extremes. "Patterns that are not too marked, suits unobtrusively cut, plain shirts, conservative socks and ties—these are the only style essentials for a man." As to color, it was suggested that "men keep to the combinations nature has used."

You may be asking yourself where you fall in your quest for that new suit you have been thinking about. If you don't fit the 1931 ideal of "the well-proportioned man" noted above, this basic table may help sum it up:

	Short & Stout	Long & Lanky	Overweight
Suit Jacket	Single breasted jacket Long and narrow lapels Shoulders well fitted No hint of shoulder padding Straight waist	Double breasted jacket Narrow lapels Natural shoulder Padded chest to make it look fuller Slight fit at the waistline	
Pant Leg Style	Tapered slightly from calf to ankle	Wider trouser leg to break the line of the shoe	
Fabric	Smooth finish	Fabric with texture or a surface nap	
Things to Avoid	Stretchy fabrics	Stripes	Patterns
Things to Consider	Conservative vertical stripe	Lighter shades as well as darker colors	Plain dark colors

The last bit of advice offered by Wetzel's Tailor House is as valid today as it was in 1931. Basically, men should buy smart and consider lines appropriate for their shape, not necessarily the latest style of the day.

Sources:

- Budd, Dorothy. "Lines, Not Styles." *Women's Home Companion*, March 1931, p. 114.
- MAFCA "Stepping Out in Style," CD. *Bond Street Styles*, Spring/Summer 1930, pp. 15, 28, 30.

#####





Let's Have Some Fun

CAN YOU FOLLOW THE ROAD TO ITS DESTINATION?



Key on
page 29.

UTAH VALLEY



Christmas Luncheon

Saturday December 9 at Noon

At the Clyde Company Conference Room
730 North 1500 West, Orem

~ This is our club meeting location ~

Join us for a catered Turkey Dinner

\$15 a plate

Socializing ~ Reminiscing ~ Christmas Magic


Get your tickets at a club meeting in
September, October or November




Editor's Viewpoint



I've seen pictures of Model As traveling along graded or graveled roads and hear people say that these are the types of roads Henry Ford build the Model A for. On our four-day tour through South Central Utah, I learned that Model As can handle "roads" a lot worse than dirt or gravel.

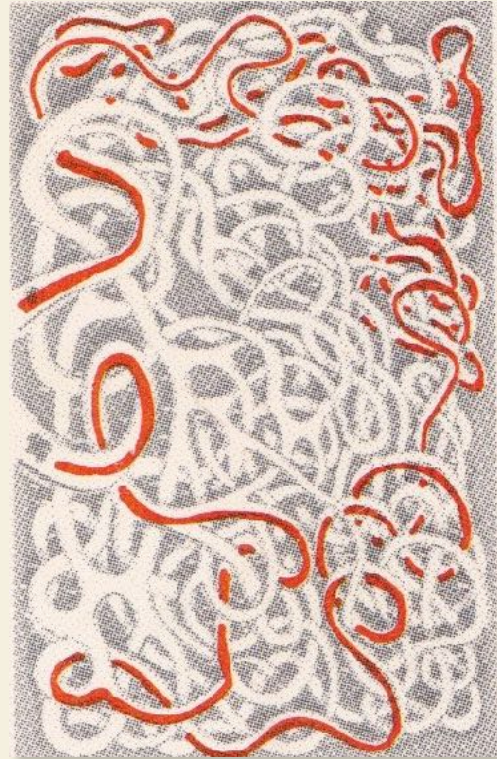
Bill Thompson took our group of intrepid travelers down a cow trail and dry wash to see a unique panel of pictographs. I am not telling a "fish story." We drove through sandpits, over big rocks, and deep ruts. The trail was so bad a modern vehicle had to turn around, but the Model As had no difficulty. Now those seven Model A owners can say that they know exactly what type of roads our As can handle! We had a glimpse into the past lives of our beloved antiques. 

continued from page 24

Summary – The Model A Ford engine is a remarkable machine, designed in the early 1900's, but still running today in tens of thousands of cars throughout the world. With its matching 3-speed-transmission, the engine is capable of propelling the Model A car at reasonable speeds up and down the roads of America. Happy motoring! 



Key for puzzle on page 27.





UTAH VALLEY



Model A Ford Club of America

Established 1957

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



2023 National Awards Banquet
Nov 30th - Dec 3rd
Santa Maria



Join us at the Historic Santa Maria Inn in Santa Maria, California. Explore all the Central Coast has to offer! Visit Hearst Castle! Visit Solvang, Danish Capital of the US! Hope to "See Ya in Santa Maria"





Model A Ford Club of America

Established 1957

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



MAFCA once again had a presence at the Hershey Swap Meet in Hershey, PA from October 3 – 6. Office Manager Sandra Aguirre along with Chet Wojick Sr, Doug & Nan Linden, Kay Lee, Jay McCord and Wayne Champagne led the charge manning the tent and providing daily seminars on relevant Model A topics. By all accounts they did a great job. Thanks to all for their service to MAFCA and especially to Jay McCord for filling a vacancy on short notice.

MAFCA History: As I'm writing this article, I notice on my calendar that MAFCA's annual anniversary is just a few days away. Saturday, October 21 marks our 66th Annual Anniversary. I went back to the first Restorer newsletter published May/June 1956 for some "current" information about the beginnings. Originally MAFCA was formed as the Model A Restorers Club of Southern California, with Art Miller as president, and was part of the Model A Restorers Club of West Hartford, Connecticut which was formed in 1952. Mr. Art Grow gathered 15 members and met on October 21 1955 to start the process of forming a MARC regional club in Southern California. By late 1956, there were 34 members centered in Southern California. The 1st Annual Award Dinner was held at Sailee's Restaurant. Located across the street from NBC Burbank, the restaurant was noted for hosting television luminaries and stars.

On October 21, 1957, the MARC SC spun off from MARC and became Model A Ford Club of America. First mention of the current MAFCA logo is in Nov/Dec 1958. The 3rd Annual Business Meeting lists 1086 members. With a yeoman's amount of work done between 1956 and 1958, MAFCA was establishing itself as a stand alone club with a growing membership. From 15 members and one chapter, as of August 2023, membership has grown to 10,550 in the U.S. and 283 Internationally. With 245 Chapters, MAFCA is now the largest car club in the U.S. dedicated to a single model automobile.

To continue with this great success, all you need to do is remain committed to the Model A hobby and to MAFCA as the Model A club of choice. Stay involved with your local club activities and assume a leadership role if possible. Commit in the coming year to introduce our hobby to someone outside the hobby and by all means interface with our youth.

This is my final article as the 2023 National President. I want to thank you all for your hard work and dedication to making our Model A hobby so great.. Thanks to you all for making my year as MAFCA National President so pleasant.

See you down the road! Robert Bullard, MAFCA 2023 President



Model A Ford Foundation

BY JOHN BEGG, PRESIDENT



We have just completed our annual Model A Days at The Gilmore Car Museum in Hickory Corners, Michigan. This marks our second year in which the event has been expanded to a two-day affair. While it is hard to have an exact count, estimates of over 1500 visitors and 275 Model As were spotted all around the beautiful 90 acre campus. We had four outstanding seminars, as well as a two-day swap meet, a driver's school for Model As, opportunities to ride in several Model As throughout the weekend, and a Friday night tour and dinner at The Kellogg Bird Sanctuary in Kalamazoo. Larry Shepard, and a crew of volunteers, brought a couple of long dormant Model As back to life with his "First Start" program.

We inducted four new members into The Hall of Fame. Being inducted into The Model A Ford Foundation Hall of Fame is the highest honor we can bestow upon individuals that have been instrumental in the production, marketing and preservation of the Model A.

Our big news was the announcement of the expansion of our museum, doubling its current size, with a planned ribbon cutting date of September 2025. In addition to more interactive displays and vintage era vignettes, the plans call for a working garage that will serve as a learning center for our hobby. More information about the museum expansion can be found on our website, www.maffi.org.


One of the exciting ways an individual can support the museum and have their Model A(s) recognized

in the museum is through our newly established "My A" program. A plaque will be created and displayed in the new museum expansion showing the owner's name and location, as well as a color picture of the owner's Model A. Again, more information about the "My A" program and how to purchase a plaque and support The Museum expansion program can be found on the MAFFI website.

Speaking for all the trustees and volunteers who made this year's event such a success, thank you for attending! A very special thanks to outgoing Trustees Mike DuBreuil, Larry Wallace, Tom Mack, and Ross Milne. We hope to see you next year, the third weekend in September (September 20th and 21st), for our annual Model A Days. ~ John

To learn more about the mission of The Model A Ford Foundation, Inc (MAFFI), how to join, and what you can do to help, follow the link below to read "The Model 'A' Preserver,"

[https://mcusercontent.com/c62394af4efa05d1233aa6e77/files/cale221b-c549-efdb-66f4-8196e2c760d3/MAFFI_Newsletter_3nd_Qtr_2023compressed_01.pdf?ct=\(EMAIL_CAMPAIGN_10_1_2023_18_25\)](https://mcusercontent.com/c62394af4efa05d1233aa6e77/files/cale221b-c549-efdb-66f4-8196e2c760d3/MAFFI_Newsletter_3nd_Qtr_2023compressed_01.pdf?ct=(EMAIL_CAMPAIGN_10_1_2023_18_25))

They really can use your help, and in turn, they offer many benefits to you. 



Classified Ads

If you have a Model A or Model A parts you would like to sell, send information, and pictures if possible, to mack4759@yahoo.com. Ads will be taken down after two months, unless you make other arrangements.



Watson
Motor Works

**We Buy And Sell
Model As**



\$18,500 1929 Phaeton





\$14,500 1929 Blindback



\$15,500 1929 Roadster Pickup

205 E. State Road, Pleasant Grove, UT – (801) 607-1385 Sales
<https://www.watsonmotorworks.com/>






1929 Sport Coupe Call Watson Motor Works for Price


Karl Pope is selling the item below, call (801) 374-8083.

For Sale: Parts for making a **Model A trailer**. Model A rear end w/parallel springs, Antique steel hardware for DIY box.

Mark Layton is selling his Model T Touring Car. He also has a bunch of Model A parts to sell too. Contact him at (801) 361-7300.







UTAH VALLEY
- Model A Club -
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

<p>Dues per year are U.S. Membership- \$50 Canada/Mexico Membership - \$60 International Membership - \$70 <i>Make checks payable to Model A Ford Club of America</i></p>	<p>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</p>
--	--

New Membership

Name _____
 Spouse's Name _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
Permission to publish my telephone number in future Membership Rosters? Yes: ___ No: ___

Return this Form and Payment to
MAFCA
 250 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.
Yes! Count Me In!

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

Family Membership:
 ___ Annual \$25.00 ___ 3 Year \$70.00 ___ Life \$350

Club Membership:
 \$_____ A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional tax deductible contribution of: \$_____
 Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$_____

Please print and mail this form to: MAFFI, PO Box 28, Peotone, IL 60468-0028