



UTAH VALLEY

- Model A Club -

- 2014/2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction
- 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year
- 2013 Most Improved Newsletter

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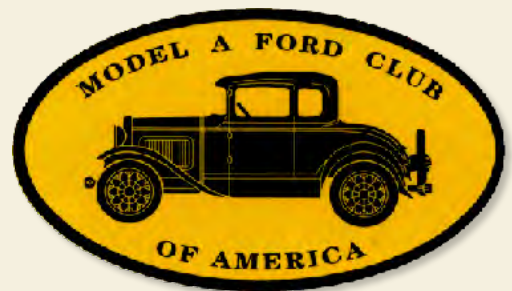


Remember....

It's time to start recording your car's mileage for 2025.

Don't forget to report your car's 2024 mileage to Robert Mack.

Previous editions of this newsletter are available on the club's website.



UVMAC MISSION STATEMENT

The purpose of the club is two-fold:

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

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

Club meetings are 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.

2025 Club Officers

CLUB OFFICERS

Board Chair	Brian Lindenlaub
President	Roger Davis
Vice President	Buster Hansen
Secretary	Robert Mack
Historian	TBD
Treasurer	Diane Brimley
Activities	Howard Eckstein
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	TBD
Merchandise	Paul Jerome
Photographers	Howard Eckstein
	Amber Morrell
	Buster Hansen
	Greg Mack
	Nicholas Mack
	Robert Mack
Tech Talks	Reid Carlson
Web Page	Greg Mack
Newsletter	Jeff Niven
MAFCA News	TBD

Past and Current Club Presidents

2013 Robert Mack	2020 Greg Mack
2014 Clyde Munson	2021 Greg Mack
2015 Howard Eckstein	2022 Brad Christofferson
2016 Nicholas Mack	2023 Brian Lindenlaub
2017 Reid Carlson	2024 Roger Davis
2018 Clyde Munson	2025 Roger Davis
2019 Clyde Munson	

Vice President's Message

By Buster Hansen



Happy February to you all. We have had a very cold start this year in Utah. I hope you all checked your antifreeze earlier in the Fall.

Roger put together a handout, he shared last meeting, that had all the events we did last year. He even noted the number of cars and members in attendance. Wow, it was pretty amazing how often we were out and about in our cars together. I hope you were able to join in often. I had several conflicts that kept me away more that I wanted. I even missed every major tour we did last year, probably why I felt like all I did was parades. I hope to be able to join in more this

year.

At the beginning of each year, we start with a clean slate or more appropriately a blank mileage log. I ask that you please speak up with any ideas that you may have for activities. If you have something you want to share and help plan that is great, but we would even love to have suggestions without you having to lead out. Some of our best activities were small like Roger's impromptu lunches. My favorites short tours over the years have been our local history tours or visits to



interesting destinations like the Olmsted Power Plant or the Koyle Dream Mine. For the more adventurous, the multi-day excursions are just amazing. I truly think some of my global coworkers think we are crazy when I send pictures of us trekking down a red dirt road in southern Utah and I tell them how far we drove to get there.

I have a posterboard sign the I put in my car for car shows. It has several pictures of our adventures and big lettering at the top that says, "We Drive Our Cars!". That may be the most prideful thing I feel about our Model A's and our group. It is especially cool when we are there as a group parked together next to a spotless pampered "trailer queen". Wonder what the "queen" will look and run like when she is 94+ years old? I think this thought became cemented in my mind when, Roger in his Mail Truck and Par and Patsy in their Woody, were



letting the kids climb up in their vehicles during the Lindon Car Show. I was afraid Roger was going to have a dead battery from all the horn honking that was going on. Both the Mail Truck and Woody were award-winning at that show. I think in part because they were crowd favorites with the kids and their parents.



Our cars are still willing and able to take us to great places near and far. They have character and maybe some bumps and bruises that tell an enduring story. My hope this year is that the Utah Valley Model A Club can proudly say "We Drive Our Cars" in joy, friendship, and safety!

Buster

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Can you name this young man and the model of his Model A?



Utah Valley Model A Club Meeting

16 January 2025

Opening

1. **Called to Order:** 7:08 p.m. by Roger Davis at The Clyde Companies building in Orem, Utah
2. **Conducting:** President Roger Davis
3. **Members Present:** (40) Roger Davis, Howard and Gemma, Eckstein, Jeff Niven, Buster Hansen, Clyde Munson, Greg, Nicholas and Robert Mack, Larry Harrison, John Wilson, Reid and Elaine Carlson, Brad Christofferson, Dean Davis, Diane Brimley and Cassidy, Bob and Janell Todd, Bruce Boggess, Judd Houser, Sam and Tia Korologos, Rod Gardner, Par and Patsy Palmer, Bill & Colette Thompson, Paul Jerome, Tyler Lewallen, Steve Dutton, John Salzl, Carl and Kenny Vernon, Andy Hudspeth, Darren Paulson, John and Weston Warby, and Theon and Laurel Laney



Business

2024 Goals - Achievements:

1. 24,024 miles - 13,160 thus far, more mileage needs to be reported
2. 70% cars running - 92% running
3. Support Regional/National events - Hosted 2024 National Awards Banquet
4. Speedster roadworthy - Sold
5. 40% members belong to MAFCA - 71%
6. Service Project - SWD, Legacy, and Legion car shows to raise funds

Board Positions:

All board positions filled at this time, Robert Mack has volunteered to fill the Secretary position

Old

1. 2024 Mileages:

- Robert Mack expressed his appreciation to the 16 members who have already submitted their mileages, they are, Steve Dutton, Clyde Munson, Robert/Greg Mack, John Warby, John Wilson, Paul Jerome, Will and Chelsie Jerome, Jeff Niven, Alan Justesen, Howard Eckstein, Glenn Johns, Bill Thompson, Larry Harrison, Tyler Lewallen, Andy Hudspeth, Brian Lindenlaub, and Roger Davis
- Total mileage reported thus far Jan 17th is 13,160 miles
- Our goal for 2024 was 24,024 miles. if you haven't submitted them yet, please do asap, we need to collect miles from everyone to reach our goal.
- Send mileages to Robert Mack, text (801) 682-3731 or email at mack4759@yahoo.com

2. Spanish Fork Light Parade

- 28 members and 9 cars participated – (See January 2025 Motometer for details)
- Parade spectators and members alike enjoyed the Model As at the parade
- Members agreed this activity is worth doing again

New

1. Treasurer (Diane Brimley):

- Club finances are in good shape – We have \$380.88 in Checking and \$2263.42 in Savings.
- Dues are due by February 28th, afterward dues will be \$30 instead of \$25
- If you want a receipt, submit dues to Diane Brimley otherwise you can give it to any board member

2. MAFCA National Awards Banquet (Howard Eckstein):

- Howard Eckstein thanked everyone for their support of the 2024 NAB in SLC

- Tia Korologos was recognized for the outstanding job of leading the planning committee through the labyrinth of red tape. If Tia weren't involved, hotel fees have cost much more than we paid
 - A profit was realized, so the money will be split evenly among the three clubs
 - It will be up to each club to determine if they want to donate to MAFFI, MYRA or other Model A beneficiary
 - Patsy Palmer summarized the financial totals:
 - \$36,505.17 total deposits
 - \$19,120.14 withdrawals as of December 3, 2024 (we anticipate additional withdrawals)
 - After what we anticipate future withdrawals to be, we believe will be splitting \$8446.60 evenly three ways between the Salty A's, the Beehive A's and our club.
 - Side note: 18 club members registered for NAB, 36 member volunteers assisted in making the event a success
 - Diane Brimley gave testimony to the wonderful event and people, she had no idea the magnitude of such an event, recommended others participate in MAFCA events
 - Next MAFCA event will be the "The American Civil War", a loop tour that begins and ends in Waynesboro, Virginia, it runs from June 15th to June 22nd
 - Next NAB will be held in Mobile, Alabama December 3-6th, 2025
3. **Leftover NAB Calendars** (Greg Mack):
- The NAB calendars were designed and produced by Greg Mack
 - The calendar features 12 photographs of the club members' Model A in various areas of Utah
 - You can purchase the extra calendars through Greg
 - Calendars are \$15 each
4. **Merchandise** (Paul Jerome):
- Patsy Palmer will print club shirts
 - Paul Jerome delivered the last two embroidered jackets
 - Trucker style hats will be available soon
 - Paul Jerome spoke with Greg Mack about club patches
5. **Awards** (Theon Laney):
- Stephen Dutton was presented with his 2023 13+ Award



- Candidates for the Bent Rod Awards are as follows:
 - Roger Davis - rear driver side brake locked up tight, the carrier plate is bent, Randy Gross cautioned using the emergency brake without applying the service brake first
 - Diane Brimley - started her car, it briefly ran then quit, she tried to start it again, but it wouldn't start. Problem unknown at this time
 - John Warby - to remove the Christmas lights from his Model A, he had to hoist it up with a jack. As he lowered the jack the car fell off and smashed part of the oil pan
 - Both John and Roger earned the Bent Rod Award this month, they must display it prominently in their home until the next club meeting



- Theon Laney explained each of the club awards that can be earned by the membership

6. **Annual Club Luncheon** (Robert Mack):

- Reviewing past luncheon locations, the two that rose to the top were The Brick Oven in Provo and a catered lunch at the Clyde Companies building
- The board picked The Brick Oven for this year's luncheon since the catered dinner was done last year
- Robert Mack called The Brick Oven and booked the banquet room for February 22nd at 1:00, their address is 111 E 800 N, Provo

- The club will pay \$10 for each plate and the members will pay the rest, which is about \$16
 - The menu will include a salad, drink, brownie, and all you can eat pizza
7. **TechTalk** (Reid Carlson):
- Reid Carlson gave a presentation entitled “Model As and Others” a quiz to see who knew the different models and makes of various automobiles



- 2025 TechTalk ideas were solicited:
 - Carburetors
 - Lincoln Highway
 - Lights and turn signals
 - Emergency brakes
 - Transmissions
 - Metal Fatigue
 - How to use a Voltmeter
 - Vinyl installation
 - Pulling rear brake drums



8. **Activities** (Howard Eckstein):

- The 2024 activities that drew the highest participation were:
 - Freedom Festival Parade - 46
 - Spanish Fork Light Parade - 28
 - Warby Garage Day - 24
 - Heber Creeper Garage Day and tour - 22
- 2025 activity ideas were solicited:
 - Kirkhams
 - Clark Car Collection
 - Vanderhall
 - Copper Mine
 - Camp Floyd and Eureka
 - City History Tours

9. **Refreshments** provided by Howard and Emma Eckstein



10. **Meeting adjourned** at 8:55 p.m.

2024

MAFCA National Awards Banquet

By Roger Davis and Robert Mack

Photos from Greg Mack, Clyde Munson, and Roger Davis

The Utah Valley Model A Club, along with co-sponsors Salty As and Beehive As, organized and successfully conducted the 2024 MAFCA National Awards Banquet on December 11-14, at the Marriot University Park Hotel in Salt Lake City, Utah.



This was the first-ever MAFCA National Awards Banquet (NAB) here in the state of Utah. Thanks to the initiative and hard work of Howard Eckstein and Robert Mack joining forces with the Salty As and the Beehive As, Utah was chosen as the location for the 2024 Banquet. Thanks to Tia and Sam Korologos from the Salty As for getting the perfect hotel venue for the Banquet.



The Marriott Hotel was perfect, with spacious rooms at a fair price. It was great to have the registration area, the seminar and raffle rooms, the Banquet Hall, and Restaurant within just a few easy steps for our aging legs and backs. The hospitality room was on an upper level with a nice view of the atrium where you could go anytime to get a snack, put your feet up, and relax in peace.

The entertainment was stunning to say the least. The music and dancing were beautiful and those singers were astounding. Thanks to Howard and Gemma Eckstein for sharing the fun and love that only the Filipinos can offer. The





social activities were fun, especially the trading cards personalized with our own cars that gave us a chance to meet lots of people from all over the country. The final Banquet meal was delicious and plentiful and the program moved along briskly to keep our attention.



the highest quality I've seen. Alas, like usual, I didn't win any of the raffle prizes but Gemma Eckstein won those nice Minky blankets and a bunch of other stuff.



Dennis and Jeri Thompson from the Salty As provided what I consider the best Raffle Room ever. I've been to several tours and conventions and these raffle prizes were far and away of the highest quality I've seen.



I really wanted that scooter, that Par and Patsy Palmer worked the donation, for our grandkids. And, Dave Morrell won the gorgeous quilt package made and donated by Elaine and Reid Carlson. The Morrells donated some large and generous gift baskets that rival any I've seen. Others donated parts and others won some fun Model A Memorabilia.

members there at the registration table so all who came were heartily welcomed, quickly registered and well instructed on the activities and events. I was particularly proud of my name card lanyard identifying me as a Host Club Member. I think that helped people when they had questions or were looking for a bit of assistance. It was ingenious that Robert put

Robert Mack led the registration team with aplomb (go look up that word, heh, heh). We had lots of club





our names on both sides of our lanyards so that our names were always readable—you know how those lanyards almost always show the back side and you can't remember that person's name.

Even though I grew up here in Utah I learned a lot from Jeff Niven's presentation on Utah History. I'd heard from my childhood, the story of the Mormon crickets. Last year on a trip to California, we stopped at a freeway rest stop only to jump back in the car and get on our way when the rest rooms and parking lot were invaded by these aggressive critters—there was no way I was sharing the rest room with those things! But it was a quite satisfying to hear those bugs crunch as we drove down the freeway. If that's what the seagulls ate, I can see why they barfed up the crickets at the lake. And, little did I know that over 25 years ago, the Utah State song was changed from Utah, We Love Thee!



Henry Dominguez from the Beehive As provided a great presentation about Edsel Ford that helped understand why Ford became and still is a great powerhouse auto manufacturer.

Dr. Grant Eckstein, son of Howard Eckstein gave an excellent presentation called "Eye Study and the Ultimate Model A Quiz" complete with participation by all the attendees.



Along with the three seminars, a Fashion Workshop was given by the MAFCA Era Fashions Committee, where attendees learned about and created arts and crafts related to fashion accessories.

As always, though, it's the people you meet. I met Sherry Winkinhofer who knows so much about Era Fashions. Ends up she worked for the Post Office for many years and gave me some very unique postal memorabilia because she liked my Mail Truck. I spent a long time chatting with Rick Black about my Mail Truck – he's one of



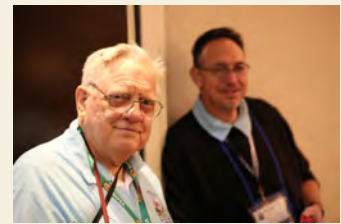
the guys that spent many days at the National Archives researching the Model A Mail Trucks. I got to meet the MAFCA leadership, names I'd heard and who are now are good friends.



I hoped to slip into the MAFCA Board Meeting myself, on Thursday afternoon, but it was standing room only. Clyde Munson helped ushering people in and out. Buster Hansen was able to get Eric Dowdle in front of the Board with an offer to make a Model A Puzzle in his unique style.



Most of all it was fun to spend time with our Club members over lunch, at dinner at the famous Ruth's Diner up Emigration Canyon, sitting with club members and friends at the seminars, chatting before and after, looking at photos of Dave Morrell's new Panel Delivery, and being entertained by little Gavin Mack at the Banquet.



The tours on Friday and Saturday were outstanding with lots of friendly talk and plenty of things to learn from our tour guides and each other. The trip to the Golden Spike Monument was especially well attended. Robert Mack reported: "If it snows, I'm not coming" was a comment made by one registrant prior to the 2024 NAB and behold, that's what lay on the ground when 77 MAFCA members left Salt Lake City to visit The Golden Spike National Historical Park on Friday, December 12th. The snow didn't dampen the spirits of those on the tour, however. Travel took a little longer because of the weather, but the bus



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tour hosts were able to keep people busy with area history, jokes, and even singing Christmas carols



together. Once both buses checked into the Golden Spike Visitor Center, one bus moved on to the engine house where replicas of Central Pacific's Jupiter and Union Pacific's 119 are housed and maintained. Engineer Tom gave a short background of the locomotive construction and answered questions while tour members were able to look at the two locomotives in various stages of maintenance. Meanwhile, the other passengers on the second bus toured the Visitor Center, visited the last spike site, enjoyed a 30-minute video about the construction of Jupiter and 119, and made any final purchases at the gift shop. After about an hour, both bus groups switched places and the first bus toured the last spike site while the second bus visited the engine house.



It was only a short nine-mile drive to the Grumman-Northrup Rocket Garden. It was an abrupt change and an interesting juxtaposition of travel. Less than 10 miles apart, the pinnacle of 19th century travel contrasts with the culmination of 21st century travel.

On the return trip to Salt Lake City the group stopped at the famous Maddox Restaurant and enjoyed heaping plates of sirloin, salmon, country fried chicken or a turkey steak. It was topped off by a choice of "on the go" desserts. No one walked away hungry! Several tour participants were heard saying that they could cross off this visit to Golden Spike from their bucket list.





On Saturday, attendees were able to take the Salt Lake City Tour Bus and see numerous important historical sites in the Salt Lake Valley, including the Mormon Trail, the Utah State Capital Building, and the Catholic Cathedral. They were also lucky to hear a Tabernacle Organ Recital on Temple Square.



On Saturday evening, the culmination of the entire week was the MAFCA Awards Banquet which was preceded by a no host social. The beautiful 2025 Calendar masquerading as a program, that Greg Mack produced (left), topped off the entire event with a touch of class and presentation of the beautiful cars in our club. Greg also received the MAFCA Chapter Service Award for our club. I'm already marking the days until our next club meeting in January!

I can't name everyone who helped because so many club members just jumped in wherever needed to make this a wonderful memorable event, but you know who you are. Thanks to you all for the support, help, and friendship.

For your information, the following is a list of the number of people attending the various activities at the NAB:

Registrations	70
Participants	123
Welcome Reception	89
Model A Quiz Seminar	27
Utah History Seminar	28
Edsel Ford Seminar	41
Fashion Workshop	14
Golden Spike Tour	77
SLC Historic Tour	57
Awards Banquet	100



Ed Tolman presents event chair Howard Eckstein a thank-you plaque.

Tour Highlights

Shenandoah National Park

Harpers Ferry

Gettysburg

Antietam

Amish Towns & Covered Bridges

Monocacy

Manassas/ Bull Run

Fredericksburg

Chancellorsville

Spotsylvania

The Wilderness

White House of the Confederacy

Petersburg

Civil War Museums

Appomattox Courthouse

Sailors Creek

2025 MAFCA National Tour
Bull Run to Appomattox
 and
everything in between
June 15-22, 2025



Join the Dallas Model A Ford Club on an adventure to visit beautiful historic places.

The tour will start and end in Waynesboro, Virginia, traverse the Skyline Drive through Shenandoah National Park, and visit multiple Civil War battlefields.

Make sure you brush up on your history by checking out the recommended viewing from the tour website.

Hosted by the Dallas Model A Ford Club
www.dmafc.com



Get your registrations in soon! Late fee applies after April 15, 2025



Tour website: Scan the QR code or visit <https://sites.google.com/view/mafca-2025-national-tour>



SCAN ME

A Note on Authenticity

By Roger Davis



Last month we discussed the large variety of shock absorbers that were used on the Model A. This month we'll address an equally complex area: the shock absorber arms.

Ford initially manufactured all Model A shock arms using their own forgings or forgings provided by suppliers. To meet increasing production demands, they had to rely on other shock absorber manufacturers such as Houde, National Acme, Spicer, and others. This adds a significant amount of complexity to the shock arm authenticity.

The first thing to understand about the shock arms is the location of the forging seam. (This is called the forging-die-parting line in the Guidelines.) The forging seams were either on the side edge of the arms or down the center of the arms. In the figure below, you can see the front shock absorber arms with the center seam and then the appearance with the seam on the side.



The second attribute to understand is the difference between the curvature of the front shock arms. Rear shock arms were all straight. From beginning of production through December 1929, the front shock arm angled from the clamping end of the link end in a relatively straight line. Thereafter a slight curve was forged to provide additional clearance at the shock body, as you can see in the figure below/left.



So, to be authentic, make sure that based on the manufacture date of your car, you have chosen either straight arms or curved arms on the front to match the guidance in the Guidelines: "Either design is acceptable in early 1930." The straight design would be used before that and the curved design afterwards.

At the same time, you need to find arms that have the forging seams in the same place. The Guidelines direct: “The shock arm design (edge-parting line or center-parting line) should match on all four arms, however the arms may have been manufactured by a different company than the shock absorber manufacturer.” If you think about this, there were probably bins of shock absorbers and bins of arms and the workers just grabbed a shock and bolted it on and then reached into another bin, grabbing an arm and bolting it on. I suspect these seldom matched perfectly.

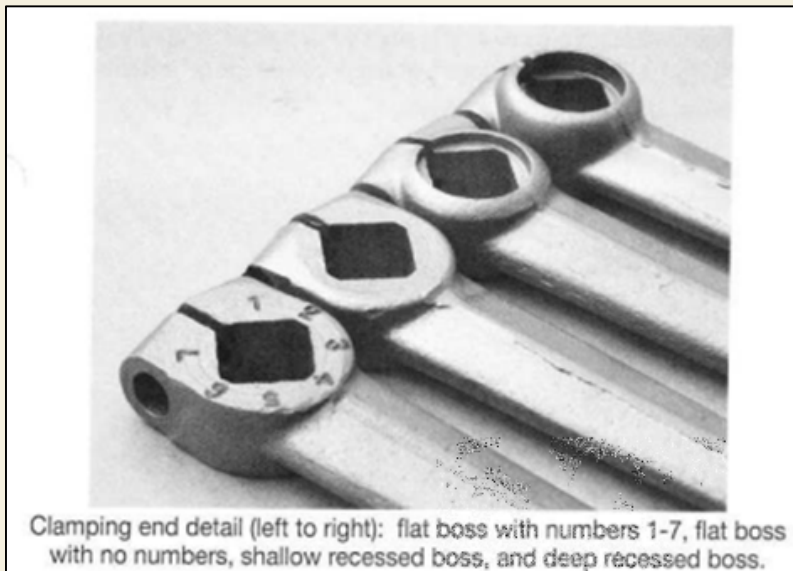
The third attribute to understand is the clamping end detail. There were four types:

1. Flat boss with numbers, used November 1927 – August 1928. I believe the numbers were intended to help in adjusting the shock absorber;
2. Flat boss with no numbers, used August 1928 – July 1929;
3. Shallow recessed boss, used July 1929 – November 1930; and,
4. Deep recessed boss, used from November 1930 to end of production. See figure below.

Because, as mentioned above, the rear shock arms are all straight, you only have to ensure that the forging seams are the same and the boss on the clamping end is correct as outlined in the preceding paragraph (numbers, flat boss, shallow recess or deep recess).

As you can see from this article and last month’s article, there is a very large number of permutations in the shocks and the shock arms. I’ve done my best to summarize these two complex areas but you’ll

certainly want to consult the Guidelines to make sure you understand all the details. I encourage you to look at the shock arms on your own vehicle to better understand what arms are used on your car. I suspect you’ll find a variety. Be authentic!



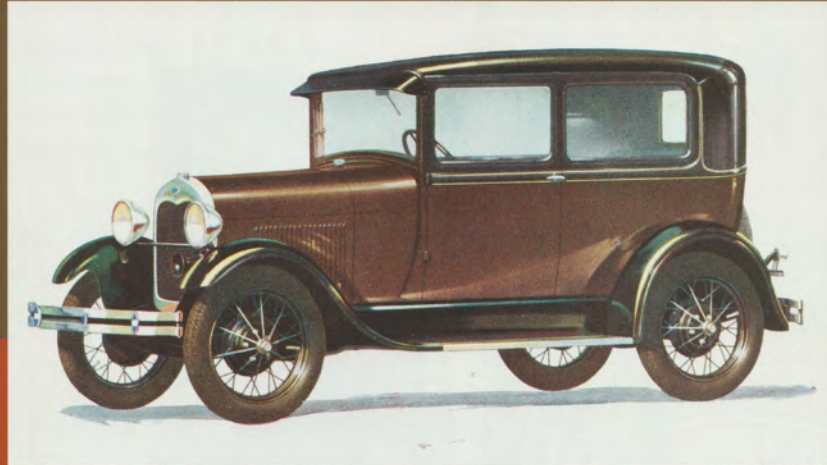
Clamping end detail (left to right): flat boss with numbers 1-7, flat boss with no numbers, shallow recessed boss, and deep recessed boss.

The Model A Restoration Guidelines and Judging Standards

The “Model A Restoration Guidelines and Judging Standards” published by the Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC) describes what is currently understood about how the Model A was manufactured. It is about 3 inches thick and will 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 (i.e. A Note on Authenticity) intends to help identify small things we can do with our cars to make them more like when they came from the showroom.

Model A Ford – Model of the Month

TUDOR SEDAN



	TOTAL	1927	1928	1929	1930	1931
Ford Body Style		55-A	55-A	55-A	55-B	55-B (Std.) 55-B (Dlx.)
Weight (pounds)		2,340	2,340	2,340	2,375	2,375
Price (FOB Detroit)		\$495	\$495	\$525	\$500	\$490
Units Produced (U.S.)	1,258,978	1,798	208,562	523,922	376,271	148,425
Number of U.S. Ads						
Primary Formats	24	–	6	7	6	5
Ad Variations	58	–	19	16	14	9
Magazine Insertions	142	–	37	40	41	24

The Model A Ford Tudor Sedan was one of the original six body styles introduced by Ford in December 1927. The Tudor Sedan proved to be quite popular and was the best selling Model A body style. Over 1.2 million Tudor Sedan units were produced.

This Model A body style was advertised quite heavily using a wide variety of magazines – including women’s fashion, upscale, general interest, youth-oriented and farm-related publications. More magazine ads were devoted to the Tudor Sedan (over 50 different ad variations and over 140 total magazine insertions) than to any other Model A Ford body style.

Ford introduced the Model A De Luxe Tudor Sedan (55-B De Luxe) in June 1931 and priced this vehicle at \$525. However, no magazine ads were produced for this 1931 Model A Ford body style.

Impromptu Lunch at Strap Tank

On January 3, 2025 – By Roger Davis

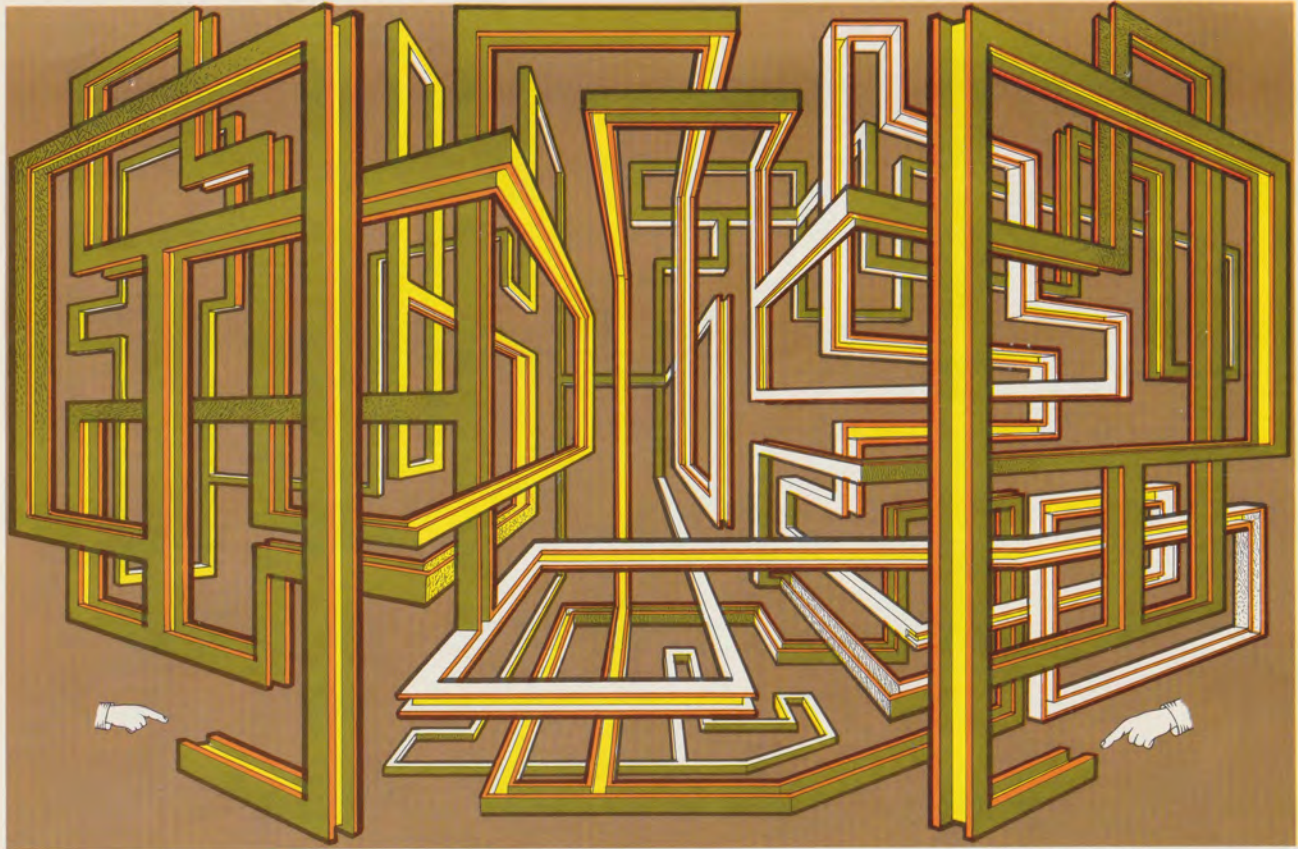
January 3rd, 2025 was sunny with the temperature in the mid-fifties—a great day to drive the Model A. We had 18 members and 3 Model As and a 1970 F-100 with a straight 6 join together for lunch at the Strap Tank restaurant in Springville, UT. (Stephen Dutton had a little trouble getting his Model A started so he brought his F100--glad it's a Ford.)

We enjoyed burgers, soup, salad, enchiladas, and other tasty entrees. It was great to catch up after the holidays. We had two youth members join us, Diane Brimley's grand-daughter, River, was happy as usual and Glenn John's grandson, also named Glenn, enjoyed Reid Carlson's stories and the local motorcycle museum. A great day made greater by great friends!

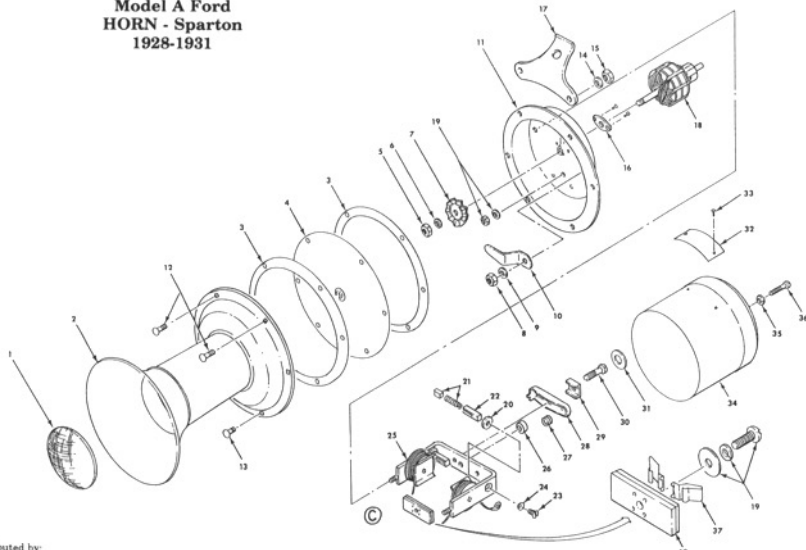


I-Beam Puzzle (Solution is on page 28)

Can you find your way through this Maze of I-Beams without getting lost?



**Model A Ford
HORN - Sparton
1928-1931**



Distributed by:
Model A Ford Club of America
250 S. Cypress Street
La Habra, California 90631

**Model A Ford
HORN - Sparton
1928-1931
[P/N A-13802]**

Index Number	Part Number	Nomenclature	Number Required
1	-	Horn Projector Screen	1
2	A-13807	Horn Projector Assembly	1
3	A-13812	Diaphragm Gasket	2
4	A-13811	Diaphragm Assembly	1
5	A-13827-A	Serrated Washer Retainer Nut	1
6	-	Lockwasher	1
7	A-13826	Serrated Diaphragm Washer	1
8	-	Motor Assembly Nut	2
9	-	Motor Assembly Lockwasher	2
10	-	Spring Retainer	1
11	A-13815	Motor Assembly	1
12	A-20412-S2	Special Oval Head Bolt #12-24 (x 1.932) - Long	2
13	A-20411-S2	Special Oval Head Bolt #12-24 (x 1.332) - Short	4
14	A-21636-S3	Nut 7/16" ???	-
15	A-22139-S3	Lockwasher 7/32" (1/16 x 27/64) Tangleproof	2
16	-	Felt Pad (attached by 2 split rivets)	1
17	A-13805	Horn Bracket	1
18	A-13816	Horn Motor Armature	1
19	A-13836	Terminal Insulating Block Assembly	1
20	-	Fiber Washer (Brush Insulator)	2
21	A-13817	Brush & Spring Assembly	2
22	-	Brush & Spring Holder	2
23	-	Screw	2
24	-	Conical Fiber Washer	2
25	-	Horn Field Assembly	1
26	-	Oilier Felt	1
27	-	Adjusting Screw Spring	1
28	A-13825	Adjusting Screw Bridge	1
29	A-13824	Adjusting Screw Serrated Spacer	1
30	A-13825	Special Adjusting Screw	1
31	-	Felt Washer (around adjusting screw inside cover)	1
32	A-13803	Sparton Horn Nameplate	1
33	-	Split Rivet - Nameplate	2
34	A-13809-C	Horn Cover - Sparton	1
35	A-22056	Lockwasher #8 (3/64 x 3/16)	1
36	A-20111-S7	Round Head Screw (#8-32 x 15/32) (beveled end)	1
37	A-13819	Horn Connector Terminal	1

Recipe of the Month

Chop Suey with Milkorno

In 1932, with an increasing number of Americans threatened by malnutrition, during the Depression, a nutritionist and the founder of the Home Economics Department at Cornell University, Professor Flora Rose, conducted research which led to the development of Milkorno, one of the first low-cost reinforced cereals, in 1933. It was said that Milkorno and similar “fortified” foods represented the “pinnacle of scientifically enlightened eating”. Authors Jane Ziegelman and Andrew Coe, in their book A Square Meal (2016), claimed that Milkorno was a “Forerunner to our own protein bars and nutritional shakes” stating that it was “high in nutrients, inexpensive, and nonperishable”. Later in their book, they described how Milkorno could be “baked into muffins, cookies, biscuits, and breads; stirred into chowders and chili con carne; mixed into meat loaf; and even used in place of noodles in Chinese Chop Suey.”



This month’s recipe is a version of the Chinese-American classic from Cornell’s Department of Home Economics.

Chop Suey with Milkorno

Ingredients: 2 pounds of lean pork cut into cubes
2 cups of sliced celery
2 cups of sliced onions
salt and pepper to taste
3 or 4 cups of cooked Milkorno *

Recipe: Saute pork; add the seasonings and ½ cup of water
Simmer the mixture until tender
About ½ hour before the meat is tender add the celery and onions
If desired, the gravy may be thickened by adding 2 Tablespoons of flour to each cup of liquid.
Pour this mixture over hot cooked Milkorno and serve.

* Milkorno: 1 part Cornmeal
3 parts skim milk
salt to taste
Bring all combined ingredients to a boil.
Reduce heat and simmer for 5-10 minutes
stirring frequently to prevent burning



Will Electric Automobiles Ever Replace Those with Internal Combustion?

By Jeff Niven

At the recent National Awards Banquet, I had the opportunity to see and ride in the electric Model A Truck owned by Dennis Thompson, of the Ogden Beehive A's. It had great acceleration and it was QUIET! As I later talked with Dennis about the future of electric Model A Fords, he mentioned that if gasoline cars are outlawed by the government, that we all might have to convert our Model A's to electric. I asked myself, could that really happen?



There was a time, around 1913 to 1917, that electric



automobiles achieved their greatest popularity. They were very luxurious with beautiful padded upholstery and fine carpet. There were many predictions that electric cars would make gasoline operated cars "obsolete." Despite their drawbacks of a top speed of less than 20 miles per hour, their limited range between charges, and their extremely heavy batteries, the simplicity of electric cars made them easy to start, to operate and to maintain.

Around 1915, an electrical engineer at General Electric Company and an electric car advocate named Dr.

Charles Proteus Steinmetz (right) appeared before both the Electric Vehicle Association of America as well as the National Electric Light Association and explained why he predicted that "in the not far distant future the car that can trace its ancestry back to old Ben Franklin and his kite and his key will be the universal car [i.e. Electric Car], and that the gasoline vehicle, if not a curiosity, at least will be used but little." (Ref. Early American Car Advertisements by Q. David Bowers)



According to Steinmetz, the gasoline powered automobile in 1915, had the advantage over the electric vehicle due to its higher speed and most importantly, its longer range. However, he claimed that these two issues would soon become less important as "the motor car becomes more of a staple, and distance-riding decreases". He continued by stating that the demand for a vehicle that can exceed city speed limits and that can go farther than the average user ever has occasion to travel in a day will also decrease." It is

interesting to note that despite all of that, Steinmetz acknowledged that the gasoline powered vehicle would always be of use “in reaching points not reached by railroads.”

Dr. Steinmetz may have had the right ideas, but his timing was off, as the demand for higher speeds did NOT go away, nor did the population’s desire to drive farther distances, especially since the United States was such a large country. As it turned out, the popularity of gasoline automobiles continued to increase such that by 1920, electric cars were clearly on their way out.....as least for the time being. US automobile manufacturers continued to improve their gasoline powered cars, with higher speeds and acceleration, better appearance, longer range, better fuel efficiency, greater comfort, better reliability and especially lower cost. Consider that the cost of an electric car around 1915 could easily exceed \$2500.

Despite the benefits of the gasoline automobile, the idea of an electric car did not disappear completely from the minds of the American public after 1930. As electrical motor design continued to develop, and especially with the invention of the transistor in 1947, and small and powerful rare-earth magnets in 1966, along with electric motor drive technology, the limitation of vehicle speed all but disappeared. Vehicle range and weight now became the greatest obstacles, both of which pointed to the need to find a light weight battery with sufficient capacity to compete with the gasoline engine.



Today, the development of a light



weight electric battery for an electric car has become a high priority for car companies throughout the world. Not only must the battery have large capacity to compete with gasoline, but it must be light weight, it must be inexpensive to buy, to maintain and to replace. In addition, it must function in all of the expected environments, especially cold and hot temperatures. It must also be safe to use, safe in a car accident, and it must be safe and environmentally friendly for disposal after it can no longer hold a charge.

And perhaps the most difficult requirement is that it must be able to be charged in a short time.



The public is accustomed to being able to fill a car with gasoline, sufficient to drive 400 miles, in a matter of a few minutes. They complain about having to leave their electric car plugged into a charger over-night, and even more bitterly about having to spend hours at a roadside charging station, not only waiting for an available charger, but then to spend hours to charge their batteries.

It is interesting to me, in 2025, to see how the population of America has responded



to the availability of modern electric cars. Tesla (left) is perhaps the largest production electric car maker currently in the US. The Big Three automakers have been hesitant to respond but are trying their luck with a few models both all electric and “Hybrid”.

The Japanese automakers, especially Honda and Toyota have been very successful in producing electric vehicles being led by Toyota with their very successful production of the Prius

Hybrid, which was introduced in Japan in 1997 and then in 2000 in North America. Toyota has sold more than 6-million Prius Hybrids (right) and about 14-million of their Hybrid design in other Toyota models as well. Most Hybrid cars have the advantage of being able to use gasoline and electricity to power the car, including the benefit of “Regenerative Braking” wherein the battery can be recharged using the energy generated when the car brakes are applied. This is especially helpful when driving in stop and go traffic.



While most Hybrid Electric cars have a gasoline engine that only generates electricity, which in turn is then used by an electric motor to propel the vehicle, the Toyota Prius uses an ingenious drive system wherein the gasoline engine not only generates electricity to charge the battery, which then drives an electric motor, but through the application of a clever planetary gear transmission, the gasoline engine can also join the electric motor in propelling the car, thus achieving very high acceleration and performance. Many environmentalists do not like the idea of a Hybrid because it still uses gasoline.

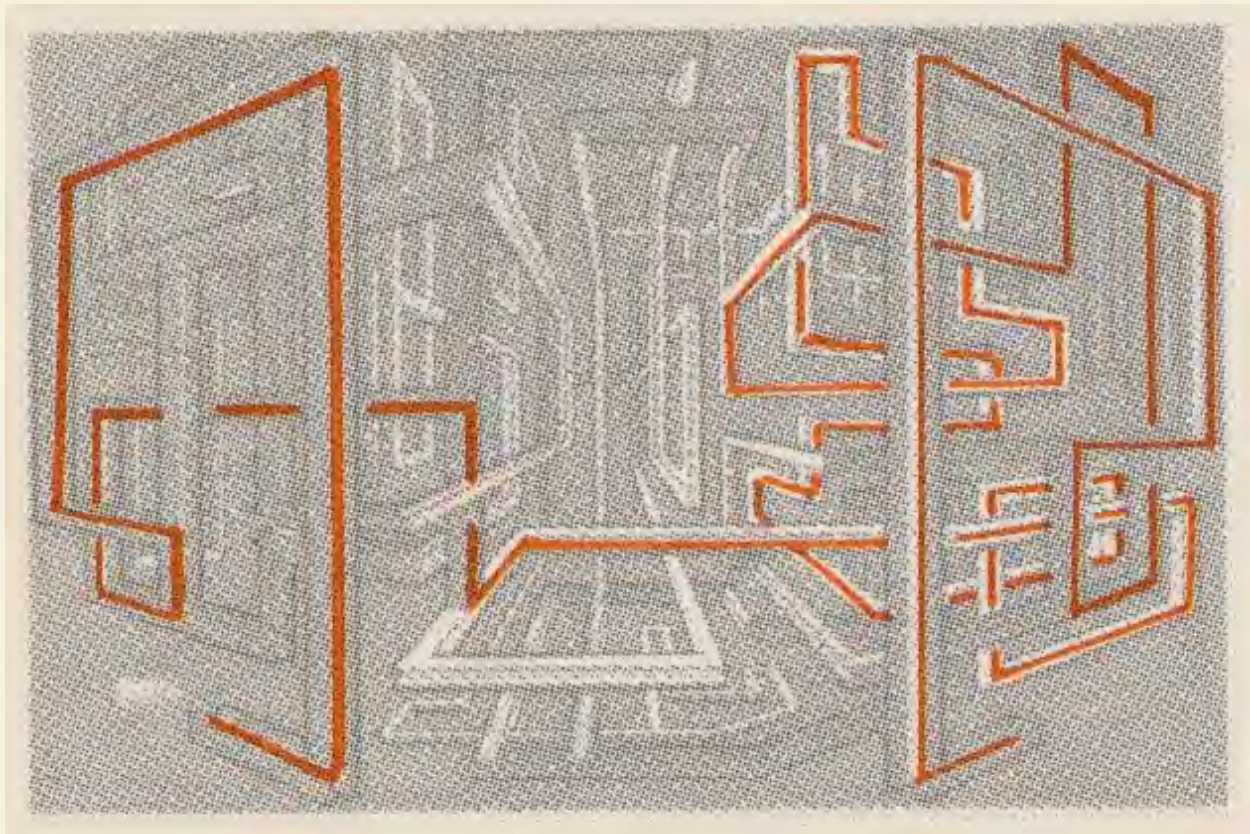
My wife drives a 2024 Prius Hybrid, which does not have a charging port. The only source of energy to propel the car comes from electricity generated by the gasoline engine. Despite the inefficiencies of that gasoline engine as well as the electric generator and the mechanical transmission and the drive-train, it is not uncommon for her to still achieve 57 miles per gallon. With my truck, I am lucky to get even a third of that range from one gallon of gasoline.

The electric automobile has been around for over 100 years. While its popularity nearly disappeared after 1930, it clearly returned in 2000 due to pressure from environmentalists and a desire to reduce emissions from gasoline engines. This return was enabled due to technological advances in electric motors and their electronic controllers as well as improvements in battery design. Engineers all over the world are currently struggling to create a car battery that can be successfully used not only to power an electric car but also to meet the numerous difficult requirements imposed by the public. Once those problems are solved, the electric car could finally achieve the predictions made by Dr. Steinmetz in 1915.

Until that day, I will happily drive my gasoline powered Model A Ford with its smells and sound and associated problems.



Solution to I-Beam Maze (from page 23)



Youth Member Spotlight

By Jeff Niven

We got a letter this week from Jason Beadle who is currently serving a two-year mission for the Church of Jesus Christ of Latter-day Saints in the country of Liberia, West Africa. Jason began his 24-month mission in January 2024, so he passed his half-way point this past month. Jason is currently stationed in the city of Barclay Farm, shown by the red dot on the map shown on the right.



Jason reports that he is doing well, and is having a lot of success, currently serving as a Zone Leader over a group of other missionaries. Here (left) is a photo Jason sent of a market in his area.



And here (right) is a photo of one of Jason's recent meals. I must admit that I would have some issues eating some of the food he is having to eat.



Jason is the proud owner of a 1929 Model A Tudor.

Another of our Club's youth members is Tyler Lewallen, who recently received a Model A Youth Restoration Award from MAFCA. Tyler is the proud owner of a 1930 Model A Coupe (shown below left) and is currently building a Model A Four-Door Sedan (shown here right), from a collection of parts including chassis, engine, body and drive train. He recently got the engine running and is making steady progress.



Letters to the Editor

Dear Editor,

Your story about frame design was very informative. But I'm confused about how an X frame resists torsional twisting as the car goes over irregularities in the road and how it prevents lateral bending with sideways stresses such as driving too fast around a corner. It seems to me that this narrow area of the frame would be its weakest point. Why was it so successful?

-Unconvinced

Dear Unconvinced,

Your reaction to the claims of high torsional stiffness of the automobile X-Frame is understandable and very common. To the casual observer, the narrow point in the center of the frame, seems logically to be the weakest point and it seems to defy claims of high resistance to frame twisting.

However, upon closer examination it can be shown that the high torsional strength of the X-Frame is primarily due to the bending stiffness of the long beams that form the X shape, as highlighted in yellow in the photo above. In order to twist the X-Frame, the two long beams must bend, each in the opposite direction; (one upward and one downward). The high bending stiffness of those two long beams makes the frame torsionally stiff in the longitudinal direction.



To illustrate this phenomenon, take two soda straws and tape them together in the center as shown in the photo at the left. Have someone secure one end of the X, and then gradually twist the frame at the other end. If you twist the frame far enough, one or both of the straws will fail in the center, where they cross. Here the bending stresses are the highest.



To strengthen the beams against bending failure, the crossing point was typically heavily reinforced and the beams were made very "tall" at the point they crossed (see photo right), thus increasing the bending stiffness, which in turn increased the torsional stiffness.



While the X-Frame, promoted by GMC, did meet their requirements for frame stiffness, it did not pass the public relations test when Ralph Nader and Ford attacked the X-Frame design with the claim that it failed to protect the passengers from side impact during accidents.

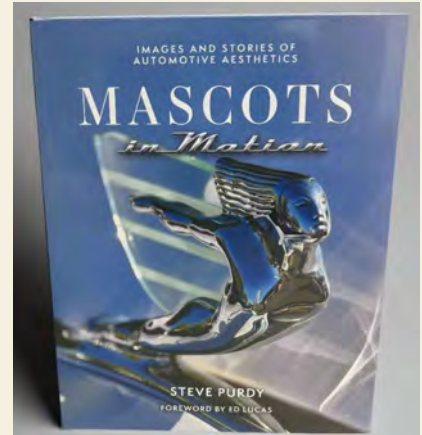
-Editor

Dear Editor,

I quite enjoyed your “Ford and the “X” Frame” in the December Motometer. Thanks for the excellent research and gifted writing.

My wife gave me this beautiful table book “Mascots in Motion” for Christmas. I noted with interest that the author stated that multiple early car brands tried to lower the center of gravity and the height of cars (especially in a book about hood ornaments):

“Hudson cars... broke new ground in the late 19-teens when most automobiles were open to the elements by offering an affordable closed car. Perhaps Hudson’s most notable contribution to auto design was the “step-down” chassis with the cabin lowered to fit within the frame rails rather than on top, make for better handling and sleeker styling.” Mascots in Motion, page 217. “The ‘Safety Stutz’ program included safety glass, a refined underslung chassis...” Mascots in Motion, page 231.



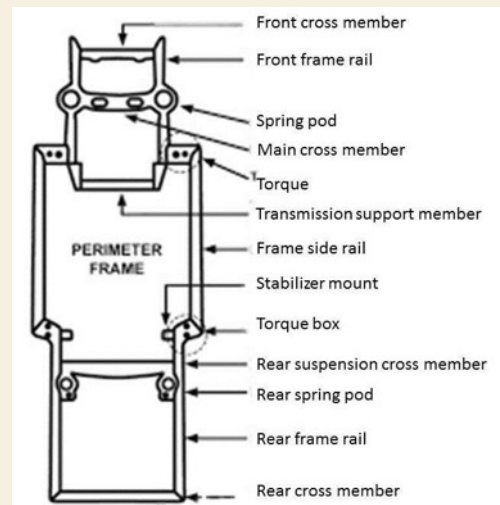
Your article covers this concept of lowering the occupants in the car on page 23 and 24 of the December Motometer. Can you add any additional information as to how Hudson and Stutz automobile manufacturers may have implemented this? Why? To what effect?

Thanks!

-Roger

Dear Roger,

As presented in the December 2024 Motometer, automobile frame designers have always struggled with how to improve handling and passenger comfort while keeping weight and costs down. The ladder frame vehicles were too high as the passengers had to sit on top of the narrow frame rails. GMC tried the X-Frame in 1957 but got hammered by Ralph Nader and public concern over crash safety. As early as 1922, some designers began experimenting with the Unibody design, which attempted to use the car body to provide stiffness and strength, and thus reduce weight and cost. Studies and careful experimentation showed, however, that Unibody construction was great for smaller cars, but the US population, especially after WWII, was hungry for large family cars, for which the Unibody idea failed to satisfy requirements of cost and weight, due to additional steel structure and heavy sound insulation. Eventually the Big Three US car companies came up with the Perimeter Frame in 1961 (shown here right) for these larger cars. The Perimeter Frame used a wide and somewhat flexible steel



frame but also relied on the stiffness of the car's body in the overall frame's performance.

Hudson, and possibly Stutz as well, followed their own path, and in 1947 created what Hudson called the "Monobuilt" design. As you can see from the figures here, the Hudson automobile had a massive steel frame (red) and integral cowl, that was very wide with outside steel frame rails that extended outboard of the rear wheels. The rear seat was the widest of any car, and the wide frame allowed the passenger seats to be attached to the floor pan which was nestled low between the large outside rails. This was advertised as their "Step Down Chassis". The huge, heavy vehicle was powered by a large engine, all of which made the car a favorite of NASCAR.



However, the car's "tanklike" construction was overdesigned, extremely heavy and very expensive. It possessed all of the problems identified by the Big Three automakers when they tried to use Unibody construction with their large cars, especially cost and weight. And when Ford, Chevy and Chrysler were producing station wagons for American's larger post WWII growing families, the narrow rear end of Hudson's Monobuilt prevented them from ever making a station wagon. In 1954, Hudson merged with Nash and the Hudson name was soon history. Nash, which later became American Motors, continued to experiment with Unibody construction using that design for smaller cars, including Jeep models, well into the 1980's. In 1987 Chrysler bought American Motors in order to obtain the Jeep line as well as some AMC dealerships and assembly plants. Most small cars today use Unibody construction while larger cars use the Perimeter Frame. Trucks, buses and heavy vehicles continue to use the tall beam Ladder Frame construction.

-Editor



Dear Editor,

I've received many kind letters from across the country from people who attended the National Awards Banquet. Here is one of them, from Ruth Janke:

*"Gemma and Howard,
Thank you for all the work you put into the NAB. Everyone was so welcoming and made it a fun event. The tours were great-- I'd like to see the Golden Spike in the spring. Hospitality was well done as was the raffle room. Please give my thanks to all who made the NAB a great event.
Ruth"*

-Howard Eckstein

Dear Editor,

I'm forwarding a kind letter from Sherry Winkinhofer regarding the fashions workshop. This is a sample of the feedback I heard from attendees at the NAB.

You are all to be congratulated for your hard work and professionalism as you carried out your duties that made our NAB a success.

-Howard Eckstein

"Thanks Howard. We had a great time in the workshop, and I received feedback during the rest of the NAB about how much it was enjoyed. I heard comments about it being a unique subject, fun to have a hands-on instead of a lecture, etc. My sister says she saw many of the items being worn the rest of the week! I passed on some of my display to a club that wants to do something similar at home, and I was recruited and signed up by Mr. Braddy to repeat the class at the 2025 NAB, so I'd say it was a success!

As for myself, I also had a good time. I worried it was too simple or messy, but the ladies jumped right in, with a lot of chatter and laughter involved as well. I'm so glad you allowed me the opportunity to participate in your event! My "staff" is my sister, who is often my traveling companion, as I don't like to travel alone. She too had a great time, not only at the workshop but at the entire event. Her favorite thing was the Friday Tour!

As mentioned in an earlier email, I would love if you could share pictures of the workshop that were used in the slide show at the banquet. Due to needing to move the setup (due to lighting issues) and the popularity of the workshop, I just didn't have time to take pictures!

I think this was the best NAB I have attended to date. Thank you all for all your hard work!"

Sherry Winkinhofer

-Howard Eckstein

Dear Howard,

Thank you for forwarding Ruth's and Sherry's wonderful letters.

-Editor



- 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. _____



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