



# 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

Vol. 13 No. 3

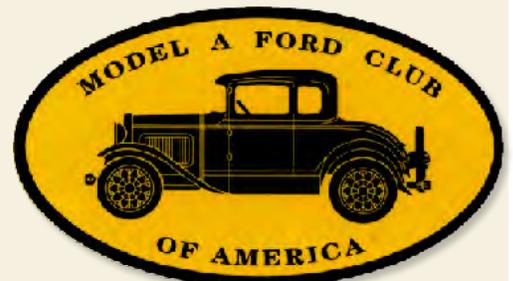
March 2025



### **Remember...**

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

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
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
Meeting Refreshments	Elaine Carlson
Web Page	Greg Mack
Newsletter	Jeff Niven
Restorer Chapter News	Clyde Munson

### 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	

# President's Message

From Roger Davis



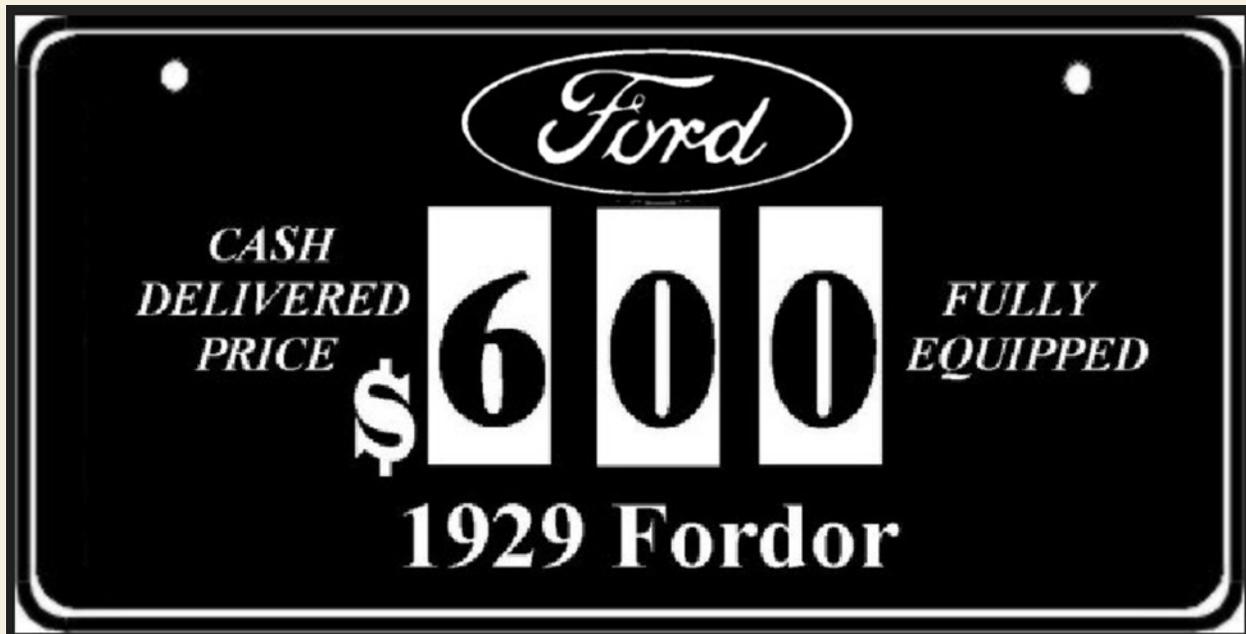
It seems there is always something new to learn about our Model As. Some things are mechanical, some are historical, or some are related to where our car has taken us and the friends we made. This hobby always has something new to learn and share.

On my first visit to the Gilmore Museum in Hickory Corners, MI, I saw this sign indicating the price of the Model A Cabriolet. I thought that was pretty cool that someone had found the format of some of the For Sale signs used in the Model A. I thought to myself, that would be cool to have one to tape to the window during car shows. It could help the passers-by to better understand the price of the cars and even better, could lead to a fun conversation.



Somewhere along the way, I found someone on the MAFCA Facebook page that had these signs. He was more than glad to share the files with me. Here is the sign for my 29 Fordor. It's been fun to tape to the window of my car. It has inevitably led to a great conversation with someone at the show.

If you would like one of these signs for your car, please let me know and I will send you the file that you can print for your car. It's time to get ready because car show season will soon be upon us! Happy Driving!



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## MAFCA/MARC News

# Youth Scholarships Available

The application form and instructions are available on the MARC website.  
<https://model-a-ford.org/top-page-1/programs-awards/youth-and-scholarship/youth-scholarships/>



### Application Instructions

**Purpose:** The purpose of the Model A Ford Scholarship is to assist young Model A hobbyists with the financial burden of an education beyond high school. The Fund will provide up to \$4,000 total over a four-year period to qualified applicants. Accredited trade schools, junior colleges and four-year colleges are acceptable. The principal requirement for financial aid is a demonstrated *continuing interest in the Model A Ford hobby*, plus a demonstrated ability to succeed in school.

For Award consideration – please forward this application, along with transcripts, college acceptance notification, and photographs to:

Heather Smith, President

Model A Ford Youth Scholarship Fund  
 P.O. Box 229  
 Melvin Village, NH 03850  
 Email: [uvmac@model-a-ford.org](mailto:uvmac@model-a-ford.org)

**Submission deadline:** Postmarked no later than May 1st

### Eligibility Requirements:

The Applicant must be a member, or a child, grandchild, great-grandchild of a member in good standing of either the Model A Restorers Club (MARC) or the Model A Ford Club of America (MAFCA).

The Applicant must have graduated high school.

The Applicant must be accepted into a postsecondary educational institution.

*(Members of the Scholarship Selection Committee and their family members are NOT eligible to apply for this scholarship.)*

This award may be renewed up to three consecutive additional years by confirming academic enrollment, maintaining a 2.5 (out of 4) grade point average, and remaining active with a regional club of either MARC or MAFCA. **In order to continue to receive this award, notification of meeting this criterion MUST be received by Heather Smith prior to August 15<sup>th</sup>.**

# Utah Valley Model A Club Meeting

## 20 February 2025

The February 2025 meeting of the Utah Valley A Club was called to order by Buster Hansen at 7:07pm on the 20<sup>th</sup> of February 2025 in the Clyde Company building in Orem, Utah.

Buster began the meeting by reminding everyone that the club dues for this year are now due, and they are \$25 per family, until March 31, after which they will be \$30. Next, he passed around a letter, that the club had recently received from the Model A Youth Restoration Award Corporation, thanking the club members for our recent donation to their organization in memory of Wayne Atkinson, who passed away recently. (A copy of that letter is included on page 32 of this newsletter.)

Clyde Munson agreed to write up the club's report for the MAFCA Restorer Magazine.

Next came a report of our club's achieved mileage towards our 2024 club goal to drive our cars **24,024** miles. According to Robert Mack, who gathered the mileage data from the members of the club, we drove our cars a combined total of **22,587** miles, short of our 2024 goal by **1437** miles. Robert reported that 31 of our members reported their mileage for 2024 and that 34 Model A's were driven in that effort. He also stated that 16 club members had driven their cars at least 500 miles in 2024, and thus they met the minimum MAFCA standard of 500 miles. Finally, Robert mentioned that Clyde Munson reported the highest mileage in the club at 2952 miles and that Bill Thompson was next with 2187 miles for the year.

Buster mentioned that the new club goals for 2025 are:

- Drive our cars 20,000 miles (which is an average of 500 miles per car in the club).
- 70% of club cars in running order.
- 25% of our club members earning the 13+ Award.
- Club will participate in at least one service project during the year.
- 25% of the club members will participate in an Overnight Tour during the year.
- 40% of the club members will be members of MAFCA.
- 25% of the club members will earn the new "Lucky 7 Award", which is that they will drive their cars to at least 7 club activities.
- One or more of our youth members will apply for an award.

At this time, club member Bob Todd gave a special presentation about 5 beautifully restored Model A cars that he recently learned about, that are currently owned by the retired owners of the Jones Paint and Glass company and being stored in a warehouse in Provo. Bob showed photos of the cars, and mentioned that the owners may be willing to sell some of them...if the price is right. Here are some of the photos of the cars that Bob shared with the club. If someone is seriously interested in buying one of these cars, they can contact Bob Todd who will provide them with the contact information.





1929 Roadster  
Pick-up Truck



1929 Tudor



1931 Victoria



1931 Cabriolet



1931 Roadster

At this time, Buster reminded all of the club members about the Club's Annual Luncheon this Saturday at Brick Oven Pizza in Provo at 1pm. The cost is \$8 per person and the club will be covering the additional cost. The members are encouraged to wear period attire and drive their cars, if they can.



At this time, Buster turned the meeting over to Theon Laney to hand out the Club Awards.



The first award was a 500 Mile Award that was presented to Tyler Lewallen. Tyler is one of our new Youth Members and is currently making great progress working on his 2<sup>nd</sup> Model A, shown here, on one of its first drives around the block.



The second award was a 2500 Mile Award presented to John Warby (shown in photo right). Great job John!

The next awards were presented to six members of the club who all earned the 13+ Award for 2024. This award is given to those who drive their cars in 12 consecutive months and to at least one club activity during that time. The recipients of this award are shown here, standing next to Theon (left to right, below) and are



Nick Mack, Jeff Niven, Roger Davis, Bob Todd, John Warby, and Clyde Munson.

Congratulation guys!



The next award was the Golden Wrench Award which is presented to those members who do work on their Model A and then submit a



written article, about what they did, which is then included in the monthly club newsletter, the Motometer. This month, two club members were presented with this award; Roger Davis and Clyde Munson. Thanks for the articles, fellas.



Next came nominations for the coveted Bent Rod Award, which is presented, each month, to two club members who have problems with their cars, for which they are personally responsible. Three nominations were received from the club members including:



Paul Jerome – Paul’s muffler became separated from the underside of his Model A, while he was driving, such that his car “pole vaulted” over the muffler before he was able to stop the car. He was able to wire the muffler back on with wire and drive home.

Clyde Munson – For accidently breaking his headlight glass, while trying to adjust the headlight with a hammer.

**Note:** If you think that one sounds bad, the next one is even worse...

Jeff Niven – After lubricating the leaf springs on his Tudor, he thought he would try to “work the grease in” between the leafs by jumping up and down on the rear bumper. He jumped up and down so violently that he broke the Anti-Rattler Springs attached to the brake rods at the rear of his car.



At this time, the club members voted on which two on the nominees should receive the Bent Rod Awards, and the two awards were presented to Paul Jerome and Jeff Niven.

Next on the agenda, Patsy Palmer reported on the final amount of money generated by the recent National Awards Banquet in December. Patsy said that the final amount of money obtained after paying all the bills, etc., was \$8447.50. As agreed with the other two clubs, that amount was to be divided evenly between all three of the co-sponsors of the event. Therefore, each of the three clubs will receive \$2815.80.



At this point, the meeting was opened up to receive ideas for club activities for 2025. Ideas that were suggested included:

- Tour of Thistle Utah flood site
- Games and free Hot Dogs at the Palmers
- Butterfly Event at Thanksgiving Point
- View the Stained Glass at UVU Library
- Tour selected Auto Shops in Orem
- Tour the Vander hall Motor Works
- Visit the This is the Place Monument in SLC.
- Visit Provo Pioneer Village

Reid Carlson passed around a sign-up sheet for those willing to give a Tech Talk on subjects that had been submitted previously by members of the club.

Rodney Gardner announced the Annual Oremfest Car Show in support of American Legion Post 72, which is scheduled to be held on Monday, June 2, from 6 to 8 pm at Scera Park, Orem. The cost per car entry is \$25. Contact Rodney at (435) 255-2171 for information.

Roger Davis announced that Youth Scholarships are now available for youth members of MAFCA, who will be graduating soon from High School. (Information about those scholarships is included in this edition of the Motometer.)

Theon and Laurel Laney provided delicious refreshments including a variety of tasty cookies, a vegetable platter and water. Thank you, Theon and Laurel!



At this time, Reid Carlson gave an excellent and practical presentation about using Multimeters to fix electronic problems encountered with Model A's. The presentation included numerous examples of how to use both digital and analog types of Multimeters. Members of the club asked questions which were answered by Reid as well as other members of the club.

The meeting ended at 9:10.

# Utah Valley Model A Club Annual Club Party

22 February 2025

The Annual Club Party of the Utah Valley Model A Club was held at the Provo Brick Oven Pizza Restaurant at 1pm on Saturday, 22 February 2025. Per the most accurate count, there were 53 people in attendance and everyone seemed to have a wonderful time. We met club members we hadn't seen for a long time. The club picked up the majority of the cost of the meal, but members were asked to contribute \$8 per person for an All-You-Can-Eat pizza, salad and soda meal. One of our club officers commented, "who wouldn't pay \$8 for all-you-can-eat pizza."



Elaine Carlson created the table centerpieces to look like small roadways, down the middle of the tables, with miniature traffic signs and trees. Then club members brought their Model A car models to place along the miniature roadways. They looked great! Thank you, and great job Elaine!



After everyone had taken their seats, club president, Roger Davis, asked everyone to stand, in turn, introduce themselves and mention the year and model of their Model A's. Following the introductions, the club members were excused to try out the salad bar in the adjoining room, or select from a variety of pizzas located on the room.





# UTAH VALLEY

*- Model A Club -*

Motometer

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After most everyone had eaten their fill of pizza, salad and unlimited Root Beer, Roger Davis got up and began the Awards portion of the luncheon. He began by handing out gifts from the club to all the members. The gift was a Circuit Tester that can be used to detect “open” circuits and electrical continuity.

Next, the Club Officers were individually presented with a metal sign of the Ford Motor Company Logo, as shown below:



Buster



Howard



Clyde



Diane



Amber



Theon



Jerome



Greg



Nick



Robert



Reid



Brad

Awards were presented to Clyde Munson and Bill Thompson for driving the most miles during the year. Last but certainly not least, Buster



Roger Davis

presented a special award to the UVMAC club president, Roger Davis, who received a laser engraved photo of his 1931 US Mail Truck, as it appeared on the front cover of the July/August 2024



Jeff

Restorer Magazine (left). We sure appreciate Roger and all he does for our Model A Club. Thank You, Roger!

Following the presentation of the awards, all of the attendees went out to the nearby parking lot so that a group photograph could be take standing next to the nine Model A cars that various club members had driven to the restaurant. (That photograph will appear in a future edition of this newsletter.) In the meantime, here are a number of photos that were taken outside after the luncheon.

Thanks to all who helped with the lunch. A great time was had by all!





# UTAH VALLEY

*- Model A Club -*





# Back in Time – Who Is This?

Some members of the Utah Valley Model A Club have owned and/or worked on Model A automobiles since they were very young. In last month's Motometer, you may have identified a younger Steve Dutton, sitting on the running board of his Model A Station Wagon.

As a new feature of our Motometer newsletter we will share similar photos of younger club members with Model A's and hope that you will enjoy trying to figure out who they are. Check out this photo and see how well you do.



# A Note on Authenticity

By Roger Davis

This is our third discussion about Model A shock absorbers. As previously mentioned, shock absorbers had myriad permutations making it a challenge to install authentically. This month we'll talk about shock absorber link tubes.

At the 2018 National Convention in Reno, I first noticed that the cars being judged had small tubes (about 6 inches long and 1 inch in diameter), (see photo left) to connect the shock absorber to the spring perch. My car had these small clamps shaped like dog bones (see below).

When installing my rebuilt shock absorbers on my Fordor, I noted that some of the dog

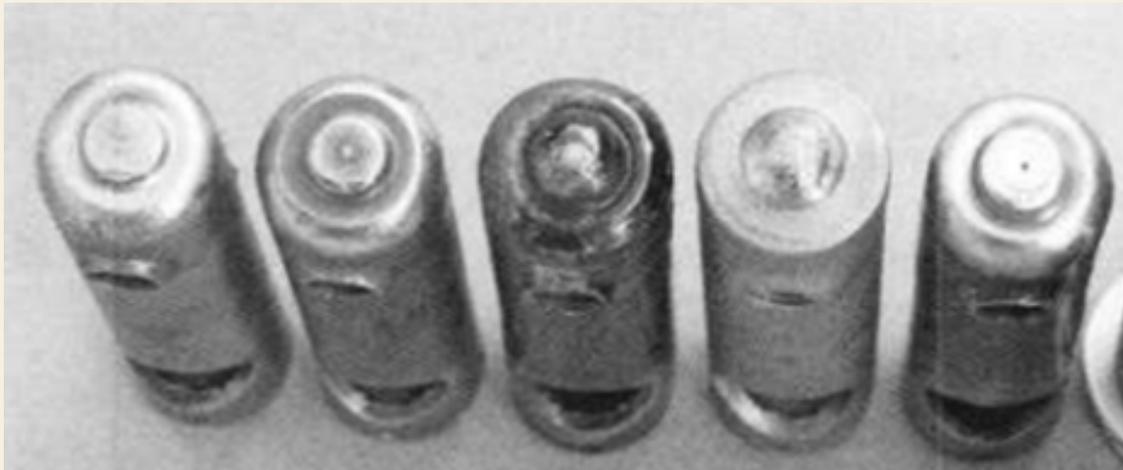


bones were stamped steel and one was cast. Compare the rightmost dog bone to the others in the photo below (right).

Assuming that the cast dog bone was more original than the stamped ones, I called Steve at Bert's Model A Store in Denver (I should have researched the Judging Standards first). I asked if he had any of the original cast dog bones to put on my 29 Fordor. He kindly advised me that the dog bones weren't originally installed on any Model As—they came out a couple of

years later. The dog bones are easy and quick to install and work very well in place of the shock link tubes. Steve taught me that if I wanted to be authentic, I'd need to install original shock link tubes.

You can identify an original shock link tube by looking at the closed end of the tube. It will be plain with no markings or it will have 4 possible markings on it: star, bullet, china hat, or ring-dot, as shown in the photo below.



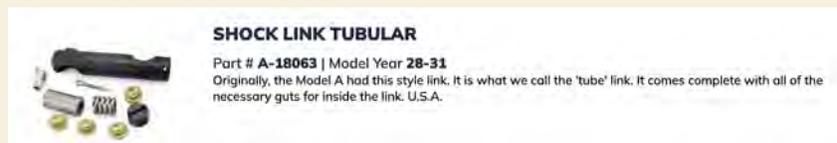
Left to right: plain, star, bullet, china hat, ring dot

There were a few different designs used on the very earliest Model As. But beginning in January 1928, all five designs were manufactured through the end of production. Because all five designs were used, the Judging Standards simplifies this down to all four links just need to be the same design: "Shock link closed-end designs and features should match on a vehicle."

There is one more detail: In early 1931 a new thin-walled (15/16" outside diameter) version was introduced to replace the previous 1" outside diameter. Thus, the Standard says, "The design of the closed end and the outside diameter of all shock links should match." I've found that these original shock tubes are fairly available at swap meets or from a pile of parts—just look at the closed end to see if you can assemble a full set of the same design. They clean up easily and are easily restored. Or, reproduction tube link sets (part #A-18063) are available from the Model A suppliers, as shown in this photo (below).

These tubes have a spring, a spacer, and end caps in them which are readily available from the Model A suppliers. They are a bit

tricky to get installed but don't despair, by the time you get the fourth one installed, you will have figured out a way that works for you. Be sure to mount them with the closed end down, and the end with the cotter pin, up. Otherwise, you'll have a very hard time removing them later. Be authentic!



## 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](http://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

## Recipe of the Month

# Gingersnap Strips

Here is another recipe that was a favorite in our family, especially around the holidays, when my mother would make them to share with our neighbors. A note from my mom that she wrote in the margin of the recipe said, "This is my family's favorite. We like the "Honey variation best." So, here is her recipe for the "Honey Spice Snaps" version to which she referred.

Ingredients:  $\frac{3}{4}$  cup shortening  
1 cup sugar  
1 egg  
 $\frac{1}{4}$  cup honey  
2 teaspoons soda  
 $\frac{1}{2}$  teaspoon salt  
 $\frac{1}{2}$  teaspoon cinnamon  
 $\frac{1}{4}$  teaspoon ginger  
 $\frac{1}{4}$  teaspoon nutmeg  
2- $\frac{1}{4}$  cups of flour



Recipe: Combine all the ingredients in a mixing bowl.  
Blend until dough forms.  
Divide into 6 parts.  
Shape into 12 inch rolls.  
Place at least 3 inches apart on greased cookie sheets.  
Brush tops with water, sprinkle with sugar.  
Bake at 350 degrees for 12 to 15 minutes or until golden brown.  
Cool 5 minutes.  
Cut diagonally into 1-inch bars.

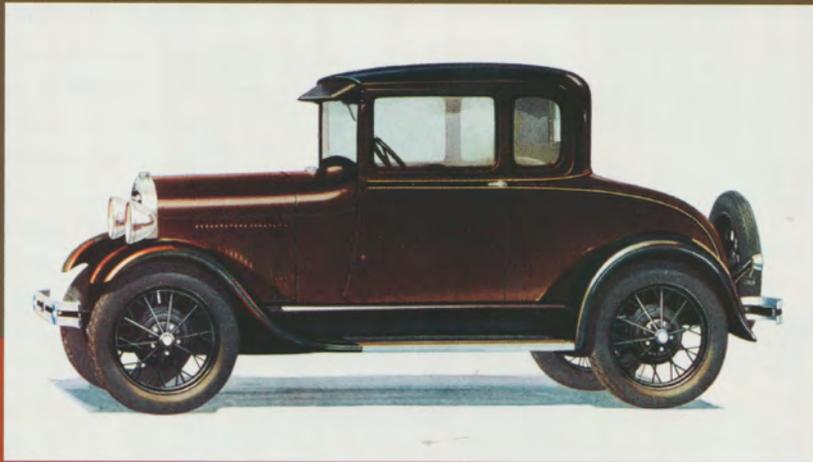
### Optional Glaze:

$\frac{3}{4}$  cup sifted powdered sugar  
1 tablespoon softened butter  
1 tablespoon milk (a few drops more may be added to achieve "glaze" consistency)  
 $\frac{1}{2}$  teaspoon vanilla

Combine all glaze ingredients in small bowl until smooth.  
Drizzle over bars and allow to set before cutting bars.

## Model A Ford – Model of the Month

### COUPE



	TOTAL	1927	1928	1929	1930	1931
Ford Body Style		45-A	45-A	45-A	45-B (Std.)	45-B (Std.)
Weight (pounds)		2,200	2,200	2,200	2,257	2,257
Price (FOB Detroit)		\$495	\$495	\$550	\$500	\$490
Units Produced (U.S.)	556,220	611	70,784	178,982	226,027	79,816
<b>Number of U.S. Ads</b>						
Primary Formats	10	–	1	5	3	1
Ad Variations	24	–	3	10	7	4
Magazine Insertions	77	–	7	26	38	6

The Coupe was among the first six Model A body styles announced by Ford in December 1927. Because several Model A body types used “coupe” as part of their names, this body style was sometimes referred to as the Standard Coupe. However, the “standard” designation was very rarely used by Ford – and then only when making direct comparisons to the Special Coupe, Business Coupe, De Luxe Coupe or Sport Coupe models.

Between July 1928 and July 1929, Ford produced a “leatherback” coupe version, called the Special Coupe (49-A), and temporarily suspended production of the (standard) Coupe (45-A). The Business Coupe (54-A) was first available in May 1928. This car featured a Sport Coupe type artificial leather top without the landau bars and, in the 1929 models, oval side windows. The 1930 and 1931 De Luxe Coupe used the same body type number as the Coupe (45-B).

# Period Fashion

(Taken from September 2020 Restorer Magazine)

## Take a Little Trip

Melanie G. Whittington

Traveling in a Model A is one of the highlights of our hobby. Combining an interest in Model As, travel, and era fashion is about the best thing I can think of to experience all aspects of this hobby. Where are you going? Is it for the weekend? What's the weather forecast? A few things to ask yourself before beginning to plan your wardrobe and luggage requirements.

"Each year motoring becomes more and more a favorite pastime as weekends grow in popularity..." according to the June 1931 issue of *Good Housekeeping*. This sentiment is



Figure 1; Picnic set

very similar to the short tours so many of our chapters take each year. Do you and a few Model A friends like to take day trips and pack a lunch? Have a little fun with it! One of my favorite trips involved the Southeastern Touring group and a trip onto the Blue Ridge Parkway. My husband and I packed a lunch and brought our picnic set along. Add some fried chicken, potato salad, and lemonade for a trip you won't soon forget. (Figure 1) These luncheon kits were suggested for anyone "motoring much". This cobra-grained Fabrikoid kit was setup for six-place settings and to fit



Figure 2; Luncheon kit ad from June 1931, *Good Housekeeping*

the running board. (Figure 2) Kits like these were available during all years of the Model A era. They range from simple sets to more elaborate. I have seen kits with eight-place settings, multiple thermoses, tin, or enamel boxes to carry a variety of items, cups, and various other accessories. They are not the easiest to find at antique stores, but I have seen several in my travels. It may look like a suitcase if it is setting on the floor closed. Look a little closer and you may find a treasure.



Figure 3; *York Daily Record*, July 1927, "new zippered cases"

"Talon Hookless Fasteners," "slide fasteners" or "Zip-O-Grips" were all names for what we would call a zipper. These started showing up in luggage before the Model A era. Here is an ad from July 1927 in the *York (PA) Daily Record*. (Figure 3) The same ad, two months earlier, from Austin, TX did not mention the "new zippered cases" noted in the "For Long Trips" section.

Of other interest is the mention on short trips using "light luggage for feminine travelers". Not only were motoring trips becoming commonplace, the ads were focusing on females and the needs of traveling with multiple dresses, shoes, and hats.

In our effort to reproduce an authentic trip in our Model As, we may not be able to go into every aspect, but pick something you enjoy and try it! If you love hats, find a nice hat box and throw it in the back seat, trunk or rumble seat. If you're lucky enough to have a truck, you have plenty of room for luggage. Be sure, if you're using originals, to keep them protected from the elements. They aren't making any more "Wheary Wardrolettes of buffalo rawhide." (Figure 5)



Figure 4; Luggage from June 1931, Good Housekeeping

“Brimmed hats having returned to fashion importance, a large hat box is required, as proved by the Mendel-Drucker model, covered in Scotch tweed duck.” Also shown, is the Oshkosh duffel bag of orange and red striped cord duck which is great for shoes. In the lady’s hand you see a Zip-O-Grip handbag made of bright-colored goat skin. At her feet is the Revelation suitcase of black cobra-grained cowhide with locks and adjusts to 14 sizes. The Seward Aero-Pak suitcase, to the far left, included wardrobe conveniences. Hanging over the Seward is a Snuggle Rug of English plaid woolen, which, on motor trips, is a “wise precaution”. This rug is bag shaped and uses a Talon Hookless Fastener closing. (Figure 4)

The items in Figure 5 include the Oshkosh hat box, with cord duck to match the duffel bag mentioned earlier. Trunks were used for longer trips, usually rail or sea travel. Wardrobe trunks would keep your clothes

organized and less wrinkled. Dresses of lace, such as Chantilly, were invaluable for travel as they don’t show wrinkles as easily as silk. Wool suits were also great for cool days and less prone to wrinkling. Bringing along wraps or “tiny jackets” which can be used with multiple outfits is also a smart idea. Those with light fabric such as chiffon or “transparent velvet, require almost no space at all.”



Figure 5; Luggage from June 1931, Good Housekeeping



Figure 6; February 1930 ad from Kansas City newspaper, Aerolite Bags featuring Zip-Lock fasteners

This February 1930 ad from the Kansas City Star for Aerolite Bags specifically mentions they are “designed for air travel.” It also featured a Zip-Lock fastener. (Figure 6)

Next time you travel in your Model A, think about your luggage and packing for the era. Many of these suitcases, duffels, and trunks can be found on eBay or in antique stores, for a decent price. Even if you only use it as a prop in your “A,” or for your next trip down the runway at a fashion judging event, you’ll be adding a little more authenticity to the occasion.

#####

## Calendar of Activities, Birthdays and Events

MARCH 2025						
SUN	MON	TUE	WED	THU	FRI	SAT
23	24	25	26	27	28	1
2 Joe Jeppesen	3	4	5 Ash Wednesday	6	7	8
9	10 UVMAC Club Bd. Mtg.	11	12 Sam Korologos	13 Total Lunar Eclipse	14 Pi Day	15
16	17 St. Patrick's Day	18	19	20 UVMAC March Club Mtg.	21	22
23 John Warby	24	25 Mark Layton	26	27	28	29
30 Chris Tucker	31 Nicholas Mack	1	2	3	4	5

www.GrabCalendar.com

### Upcoming 2025/6 MAFCA Events:

National Tour – Virginia – June 15-22

National Awards Banquet – Alabama – December 3-6

National Convention – Oregon – May 31-June 7, 2026

# Total Lunar Eclipse

By Jeff Niven

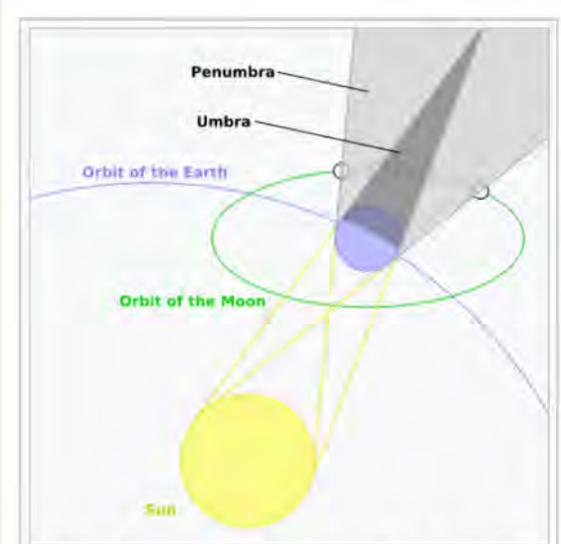
We will be fortunate this month to be able to view a Total Lunar Eclipse from our location on the Earth's surface. The Lunar Eclipse will take place beginning late on March 13 and last until early the next day.

**Lunar Eclipse** - A Lunar Eclipse is when the Moon moves into the Earth's shadow as depicted by this first diagram on the right. You can see from the diagram that there are two parts of the shadow, the Penumbra and the Umbra. The Umbra completely blocks the sun, while the Penumbra only blocks part of the sun's light. As a result, the viewer near Salt Lake City this month, will see five main phases of the eclipse.

- 1 – 10:00pm to 11:10pm – Penumbra covers the Moon.
- 2 – 11:10pm to 12:25am – Umbra covers the Moon.
- 3 – 12:25am to 1:30am – Umbra remains over the Moon.
- 4 – 1:30am to 2:47am – Umbra will uncover the Moon.
- 5 – 2:27am to 4:00am – Penumbra will uncover the Moon (Eclipse is over)

As you can see, this long process takes about 6 hours, in the middle of the night, so many people do not bother to view the entire process, even if the Moon is visible through the clouds. Perhaps the most dramatic views will be as the Umbra is partially covering the Moon, which first begins about 11:09pm on Thursday night and is about half way done about 11:45pm. Set your alarm for that time, and if the clouds behave themselves, you should be able to get some great photos.

If you stay up and observe the total Penumbra (darkest) phase, the Moon will appear to turn red, which is often referred to as a "Blood Moon". This is due to the refraction (bending) of sunlight about the edges of the Earth.



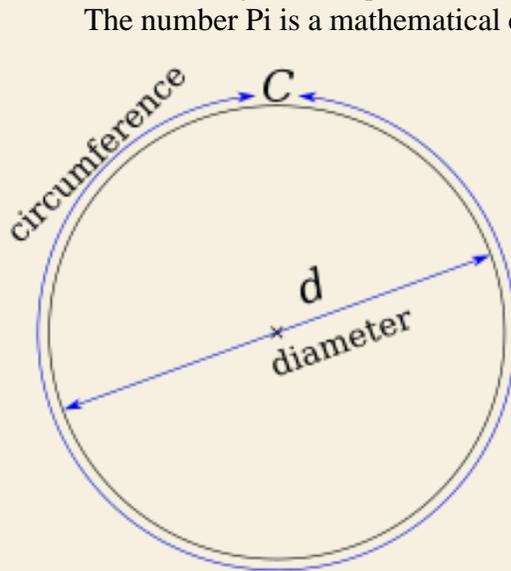
A schematic diagram of the shadow cast by Earth. Within the umbra, the central region, the planet totally shields direct sunlight. In contrast, within the penumbra, the outer portion, the sunlight is only partially blocked. (Neither the Sun, Moon, and Earth sizes nor the distances between the bodies are to scale.)

Graphics on this page courtesy of Wikipedia

# National “Pi Day” – March 14<sup>th</sup>

By Jeff Niven

This month, we have the opportunity to celebrate “Pi Day”. No, it is not about pies that we bake in the oven and share with family and friends. It is about a special number that has been around for thousands of years. Ancient civilizations including the Egyptians and Babylonians used the number for many of their practical calculations.



The number Pi is a mathematical constant that is represented by the lowercase Greek letter “ $\pi$ ”. The value of Pi is the ratio of a circle’s circumference to its diameter, as illustrated in the figure (see left). The number is an irrational number, meaning that you cannot represent it using a fraction of two whole numbers. Because of that, its decimal representation has an infinite number of places, that never repeat. For my own personal calculations as an engineer, I often use the value, 3.14159 for Pi and it seems more than sufficient for the accuracy I need. Throughout history, mathematicians have attempted to increase their understanding of Pi by calculating it with increasing accuracy. Here is Pi represented with twenty-five digits, but I have seen it with more than one hundred places!

**3.1415926535897932384626433...**

In 1988, a man named Larry Shaw, who was a physicist at the San Francisco Exploratorium, at that time, organized the first large scale celebration of the number Pi and called it “Pi Day”. It was held on March 14, since March is the third month of the year, and the 14<sup>th</sup> day, thus it matched the value of Pi. It also happens that March 14<sup>th</sup> is the birthday of Albert Einstein. Here is a photo of Larry Shaw at the celebration, next to tables of pies that were consumed as part of that special day.



In 2009, the United States House of Representatives passed a Non-Binding Resolution recognizing March 14 as “National Pi Day”.

Graphics on this page courtesy of Wikipedia

~ News From The Era ~  
**WOOD & COAL GAS-POWERED MODEL A FORDS**

By the 1920s, a German engineer named Georgas Imbert had developed a wood gas generator for automobiles that could readily be used in the car's combustion engine. The Imbert generator became quite popular, and over 9,000 vehicles were modified and then used all over Europe.



While gasification systems were popular in the 1920s, their development stopped not long after for the larger companies, with a few smaller operations still producing these kits into the 1930s. Many older cars and trucks with the system were still around when WWII started. It wasn't long before these vehicles were pressed back into daily service or their gasification systems were retrofitted to newer vehicles. As crude and slow as vehicles so equipped appeared, at least their owners could stay moving during dark times in Europe's history.



During WWII, the gasoline shortage forced almost all domestic European cars to convert to wood gas, and by the war's end, more than 500,000 vehicles were running on wood. This green Model A is a 1930/31 Tudor located in a museum-in-the-making named Provence Collection near Draguignan in the picturesque south of France.

How does the wood gas system work? The gas-charged smoke produced by the chunks as they burn passes through a layer of charcoal and rises again into a tube that runs under the car. It enters a two-in-one filter/radiator unit mounted in front of the stock, Ford-badged radiator before being routed to the cylinders through the A's stock intake manifold.

Securing fuel was a serious business during WWII, and using wood wasn't the best option because the wood used in wood gas vehicles was weight-heavy and low in BTUs. Coal gas became attractive because it was lighter and produced higher BTUs per pound than wood. As shown on the "A" below 1931 Model A, coal gas conversion units soon appeared on many vehicles, including Model A Fords.



**Coal Gas Powered 1931 Ford Model A**

The gray vehicle you see here uses the gasification process to propel itself along. It is claimed that this '31 Sedan Delivery runs on gasoline, petroleum (kerosene?), and coal. Given coal's higher BTUs for the same fuel weight as wood, carrying less fuel was possible and easier to handle and use than wood.



**Coal Gas Powered 1931 Ford Model A**

An interesting article on the subject is here: [Hemmings](#)

This page courtesy of the Sullivan Trail A's Model A Club in New York



Sullivan Trail A's News

Page | 6

**LOVE THOSE A'S**  
 Some Photos Courtesy **MAFCA**, **MARC**, and **America in the 1930s Facebook Pages**

**Repairs, Fixes, and Inspections**



This page courtesy of the Sullivan Trail A's Model A Club in New York

# Repairing an Emergency Brake that Locks Up Hard

By Roger Davis



On our way to our January Impromptu Luncheon in our Fordor, as we rounded our first corner, the left rear emergency brake locked hard and we skidded to a stop. I was able to back up and the brake released, freeing the wheel. However, it locked up again in about half a block. I backed up again and was able to get into the driveway. One last reverse and I got it in the garage and on the lift. I didn't expect any trouble with the emergency brake as I've driven the Fordor many hundred miles since I rebuilt these brakes.

The first thing I checked was the ebrake rods and linkage. They all seemed fine. The ebrake actuating arm and ebrake actuating arm spring also appeared to be moving properly and releasing just fine.

I removed the rear wheel hub and observed several manifest marks on the inside of the drum. See bottom arrow of Figure 1. I also noted the center ebrake toggle link pin had some wear on the head. See Figure 2. Measuring the distance from the center of the hub to the marks and from the center of the axle to the center pin confirmed the marks on the drum were made by the toggle link pin head. Just a note: When assembling the ebrake assembly, the pins must have the heads facing out with the cotter pins on the inside. This is a common assembly error.



Figure 1



Figure 2

I also noted farther out on the hub a deeper mark which appeared to be made by the ebrake resting plate itself. See top arrow in Figure 1. During troubleshooting Howard Eckstein noted that the end of the ebrake shoes were not resting flat on the resting plate as they should. (See Figure 3) I also noted that the black paint was slightly shipped in the corner of this area which could have been caused by the metal bending and cracking the paint. (See figure 4)



Figure 3



Figure 4

Howard recommended I pull the other rear wheel so I had a baseline to compare to. After pulling the other rear wheel it became apparent that the ebrake carrier on the left side was bent. See Figure 5. I reached out to our goto brake guy, Randy Gross at Mel's Model A Parts & Services in California. After asking a few questions, he told me that if the ebrake is engaged hard without also engaging the regular service brake, the ebrake carrier can bend causing the ebrake to malfunction. This is something we should remember in our daily driving.



Left Side (Bent and not resting straight)



Right side (Straight and resting smoothly)

Figure 5

When previously rebuilding the rear brakes, there was a lot of grunge and filth on them and most of the bolts were rusted and hard to remove. I made sure I cleaned and repainted all components, chased all the threads, and used quality parts. One trick I consistently use is to paint all the nuts and bolts with Slip Plate, aerosol graphite, so they all install easily, are lubricated with graphite, and look nice. (As I learned from the Model A sages, don't put things back on your car if they look crummy.) Just a tip: when removing the ebrake actuating arm on the inside of the backing plate, be sure to keep the small woodruff key. Replace it if worn.

As I removed the ebrake assembly, I noted that the carrier bound up on the mounting bolts when I was removing it, likely indicating the carrier was bent. Sure enough, after removing the carrier assembly, I could easily see the carrier was bent and had even cracked. (Figures 6 and 7)



Figure 6



Figure 7

The ebrake carrier is readily available at the Model A suppliers with multiple options as shown in Figure 8 (below).

1. You can buy just the carrier;
2. You can have your carrier assembly rebuilt;
3. Or, you can purchase the ebrake assembly fully assembled.

As I previously installed all new components and my ebrake shoes were barely worn, I chose to have Randy send me a fully assembled ebrake assembly using my existing parts on a new carrier. I remember that assembling this was a challenging task so I chose to have Randy do it for me. Then all I have to do is put the entire assembly back on my left rear wheel with the four bolts and cotter pins, reattach the ebrake actuating arm, attach the ebrake actuating arm spring, re-attach the ebrake rod, and adjust the brakes. For easy reference, Figure 9 shows the brake assembly as depicted in Les Andrews' red book.



**EMERGENCY CARRIER RIGHT**

Part # **A-2600** | Model Year **28-31**

Quite often this part is either missing or mangled beyond use! These are brand new units, not rebuilt. New bushings are installed and reamed to accept toggle levers in these units. Fits right side which is the passenger side of a left hand drive vehicle.



**RECONDITIONED EMERGENCY BRAKE ASSEMBLY**

Sold on exchange We will be rebuilding your own parts and returning them to you. Please allow 2 weeks turn-around. Carrier and band are blasted & painted. Bushings installed in toggle lever housing & reamed, new A-2636-A toggle lever is installed, band is relined, and all components are assembled with new A-2633-S toggle lever pins, and new A-2624 springs.

Parts are assembled using your existing A-2628 toggle links and A-2632 connecting lever. If either of these 2 components are bad, they will be replaced and the cost added.

If toggle lever housing is missing or bad, new A-2637 housings will be installed and billed. U.S.A.



**EMERGENCY CARRIER ASSEMBLIES LEFT**

If you are missing all of your emergency brake components at the backing plate or they are simply worn out, this kit will give you everything you need a save a couple bucks as well. Does not include emergency brake rod, not assembled.

Figure 8

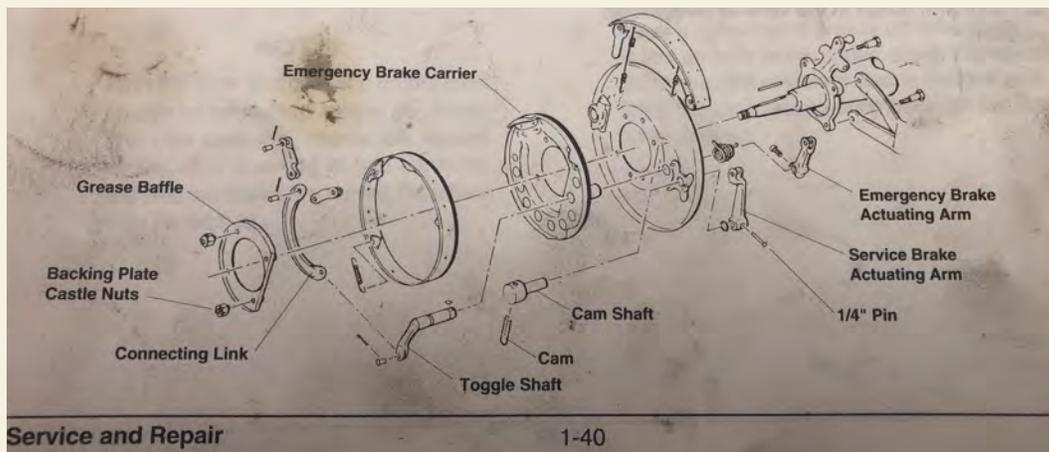


Figure 9

Installing the ebrake actuating arm spring on the ebrake actuating arm (there are left and right side springs/arms) is known to be a real challenge. There are myriad articles written and tools devised but it is a real pain with no easy way to install it. I've now done this multiple times and it is among the most odious of Model A repair tasks.

Howard did recommend I repaint the interior flat face of the hub so that in the future I could clearly see new marks made on the drum. See Figures 10 and 11.

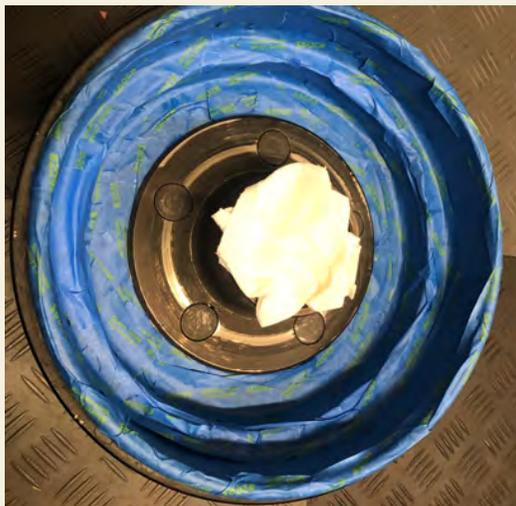


Figure 10



Figure 11

Earlier this week, while recovering from surgery, Howard and Jeff called, saying they'd come help me reinstall the ebrake assembly. They made quick work of installing the rebuilt assembly and now the Fordor's ready to go. As always, the people in the club are truly amazing.

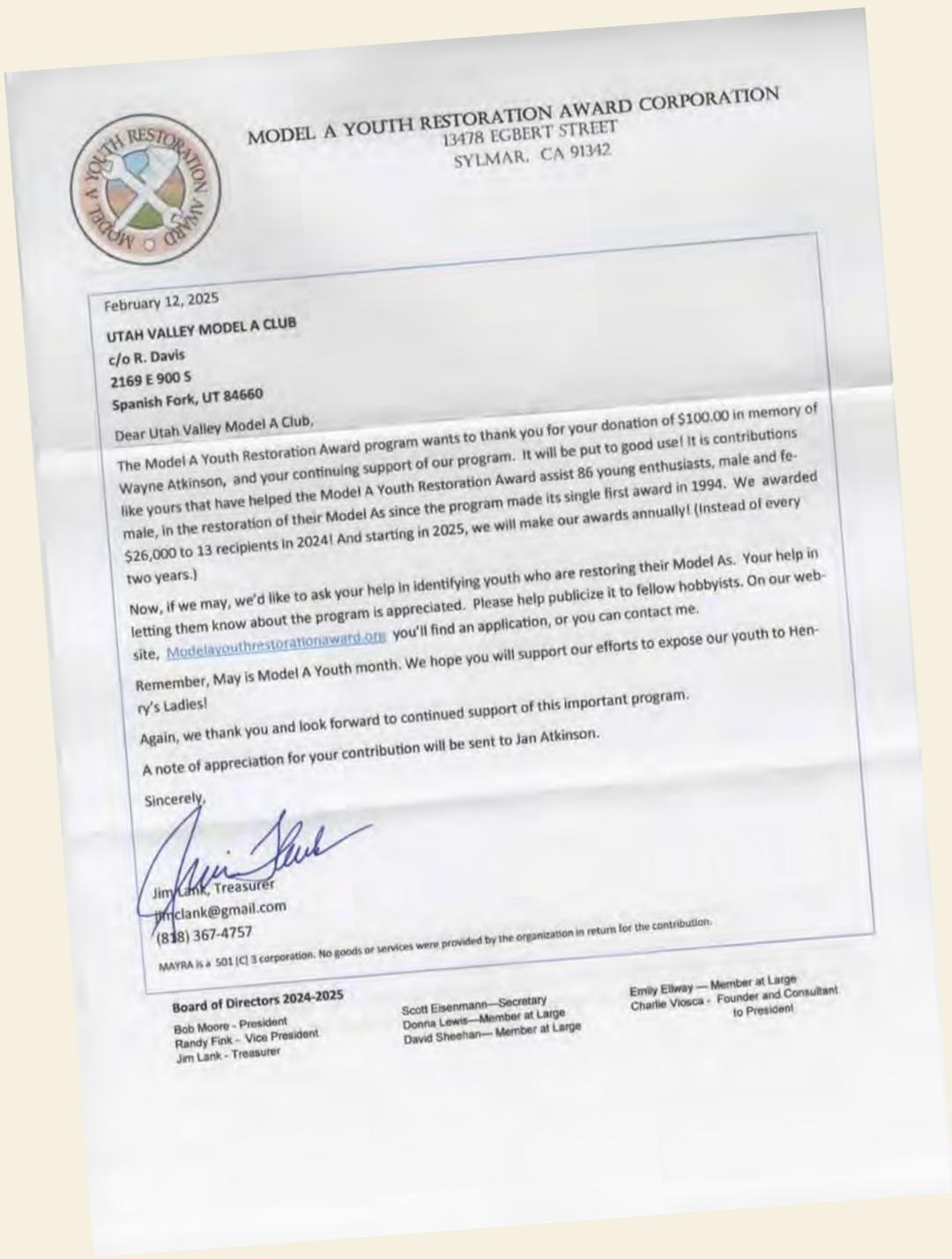
“Is this a Model A and is there anyone inside?”



This photo courtesy of the Sullivan Trail A's Model A Club in New York



# “Thank You” Note from MAYRA for Model A Youth Restoration Award Donation In Memory of Wayne Atkinson



MODEL A YOUTH RESTORATION AWARD CORPORATION  
13478 EGBERT STREET  
SYLMAR, CA 91342

February 12, 2025  
**UTAH VALLEY MODEL A CLUB**  
c/o R. Davis  
2169 E 900 S  
Spanish Fork, UT 84660

Dear Utah Valley Model A Club,

The Model A Youth Restoration Award program wants to thank you for your donation of \$100.00 in memory of Wayne Atkinson, and your continuing support of our program. It will be put to good use! It is contributions like yours that have helped the Model A Youth Restoration Award assist 86 young enthusiasts, male and female, in the restoration of their Model As since the program made its single first award in 1994. We awarded \$26,000 to 13 recipients in 2024! And starting in 2025, we will make our awards annually! (Instead of every two years.)

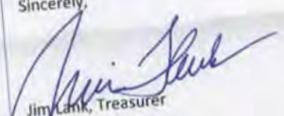
Now, if we may, we'd like to ask your help in identifying youth who are restoring their Model As. Your help in letting them know about the program is appreciated. Please help publicize it to fellow hobbyists. On our website, [Modelayouthrestorationaward.org](http://Modelayouthrestorationaward.org) you'll find an application, or you can contact me.

Remember, May is Model A Youth month. We hope you will support our efforts to expose our youth to Henry's Ladies!

Again, we thank you and look forward to continued support of this important program.

A note of appreciation for your contribution will be sent to Jan Atkinson.

Sincerely,

  
Jim Lank, Treasurer  
jimclank@gmail.com  
(838) 367-4757

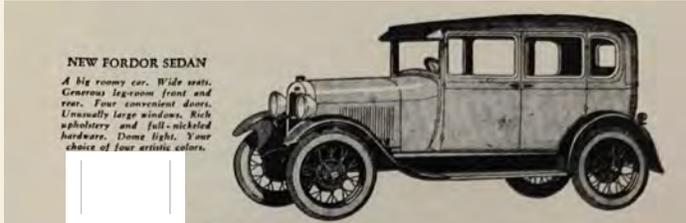
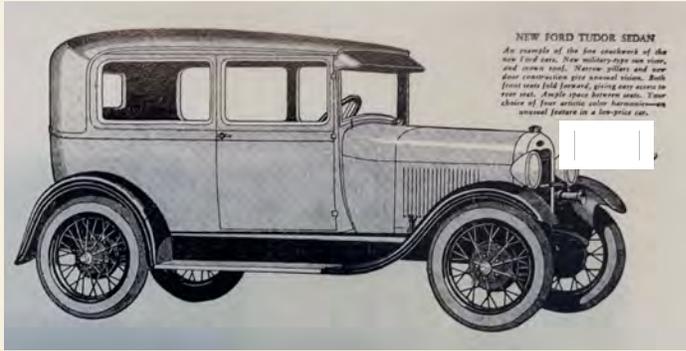
MAYRA is a 501 (C) 3 corporation. No goods or services were provided by the organization in return for the contribution.

**Board of Directors 2024-2025**  
Bob Moore - President  
Randy Fink - Vice President  
Jim Lank - Treasurer

Scott Eisenmann—Secretary  
Donna Lewis—Member at Large  
David Sheehan—Member at Large

Emily Ellway — Member at Large  
Charlie Viosca - Founder and Consultant to President

## Have Some Fun Match the Model's Prices



On December 2, 1927, Ford Motor Company released an ad to the US public in which they presented the New Ford Car. The photos here appeared in that ad and included a brief description of these six models as well as their base prices (F.O.B. Detroit).

See if you can match the following list of prices to the appropriate model.

Correct answers can be found in page 36 of this newsletter.

- \$495
- \$395
- \$550
- \$385
- \$570
- \$495



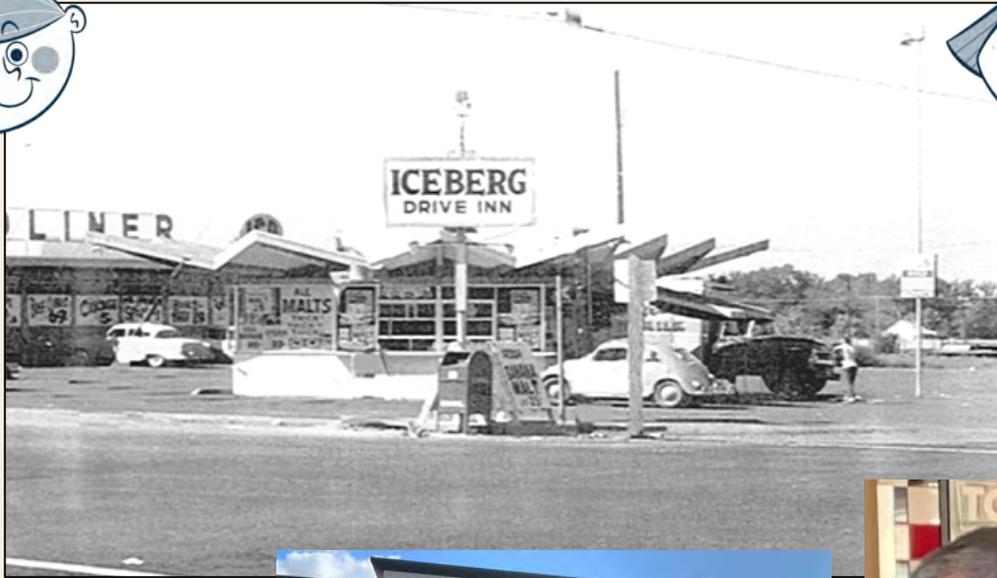
# Impromptu Lunch

26 February 2025



Club President Roger Davis invited the Utah Valley Model A Club to an impromptu lunch on Wednesday, 26 February, at the Iceberg Drive Inn located in Pleasant Grove. The first Iceberg Drive Inn was opened on 12 April 1960 by Lamar Sorensen in Salt Lake City. The restaurants are known for their delicious hamburgers, fries and especially for their shakes!

There were five Model A's at the event, and a great time was had by all.



# Down Memory Lane

Do you remember when you had to worry about the cost of a telephone call by the price per minute? Check out this ad from a 1958 Reader's Digest, and pay special attention to the prices down in the lower right corner. I can't imagine paying \$2.25 for a three-minute telephone call, especially when you realize it was 67 years ago! And the prices must have been a bargain at that time, for them to advertise them in this ad.



A telephone call from out of town  
**takes the blues out of the night**

Talking over the telephone with someone who's out of town can brighten the evening at *both* ends of the line.

So much can be said in a telephone call. Why not call right now?

**BELL TELEPHONE SYSTEM**  
Call by Number. It's Twice as Fast.

**YOU SAVE MONEY  
WHEN YOU CALL STATION-TO-STATION**  
instead of Person-to-Person

For example:	First 3 Minutes Person-to- Person	Station-to- Station	Each Added Minute (applies to all calls)
New York to Baltimore	85¢	55¢	15¢
Cleveland to Chicago	\$1 <sup>15</sup>	75¢	20¢
St. Louis to Omaha	\$1 <sup>30</sup>	85¢	25¢
Albuquerque to Los Angeles	\$1 <sup>65</sup>	\$1 <sup>10</sup>	30¢
Boston to Miami	\$2 <sup>25</sup>	\$1 <sup>50</sup>	40¢

These rates apply nights after 6 o'clock and all day Sunday. Add the 10% federal excise tax.

## Electric Car Ad from 1920

## Model Price Answers From Page 33

### HUPP-YEATS

**New \$5,000 Electric Coach and  
Other Magnificent Models  
Are Announced**

**T**HE ELECTRIC pleasure vehicle, from a mere luxury, has become a practical necessity to the woman of social standing. Constantly in use for all social functions, it has come to reflect the personality of the owner almost as much as the gowns she wears. So, naturally, the tendency is continually toward greater luxury and elegance in appointments, coach work and finish.

To meet this demand we have designed and will exhibit at the coming National Automobile show a Hupp-Yeats Electric Coach so luxurious in its refinements and appointments that the price must be and is \$5,000. It is an equipage of such exquisite beauty as to carry one back a few centuries, to the time when the carriage-maker created art almost as much as the brush of the painter or the chisel of the sculptor. It must be seen to be appreciated.

There will also be other models at \$4,500, \$4,000, \$3,500, \$3,000 and \$2,500.

All of these, except in coach work, finish, upholstery and accessories, will be identical with the chassis of our Regent model, 36 in. wheel base at \$1,750 and the Patrician model, 100 in. wheel base at \$2,150.

For we cannot improve the mechanical efficiency of the motor or the distinguished lines of the Hupp-Yeats Electric Coach. We cannot improve its present absolute safety. It is a conceded fact that we are well in advance of the best the world has to offer in these respects.

We have added these models in direct response to the growing demands from those who desire not only the best in an electric car, but a supreme luxury and art in its appointments as well.

No other car, perhaps, has met with so great a success in the same short time as the Hupp-Yeats Electric Coach, with its low-hung French style of body.

The graceful low-hung body insures the greatest ease in entering or leaving the car. Better still, it insures a car that is the last word in the element of safety, and that affords ample room for four persons, without discomfort or cramped apparel.

Drop forgings of nickel steel are used throughout the car. The motor is the very best that the great Westinghouse Company can produce. It is so mounted and geared that we are enabled to secure a mileage so far beyond the ordinary requisites that the operator does not have to give it a thought. The famous Exide Hycap Batteries and Goodyear long distance No-Rim-Cut Tires on the Regent and Patrician models; Exide Ironclad Batteries and Motz High Efficiency Cushion Tires on all other models—optional.

Batteries are easily accessible, merely by raising the French hood at the front of the car.

No matter what model you buy, you get in the Hupp-Yeats a distinction, a class, a safety and a value that no other electric possesses.

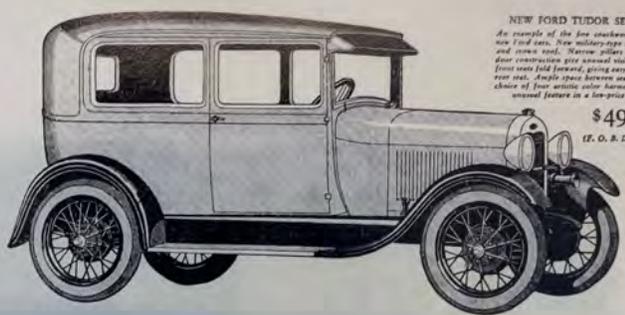
**Hupp Corporation**  
710 Lycaete St., Detroit, Mich.

BRANCHES:  
Detroit, Cleveland, Kansas City, New York, Philadelphia, Buffalo,  
Los Angeles, Boston, Chicago, Denver, Minneapolis, Atlanta.



**NEW FORD TUDOR SEDAN**  
*An example of the best construction of the new Ford line. New millimeter wire tires, and canvas roof. Narrow pillars and new door construction give unusual room. Both front seats fold forward, giving easy access to rear seat. Double door between seats. Your choice of four artistic color harmonizations—special feature in a low-price car.*

**\$495**  
(F. O. B. Detroit)



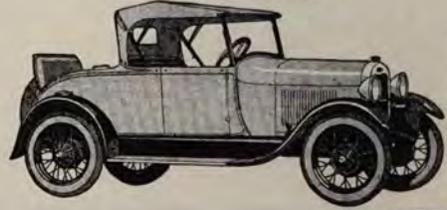
**NEW FORDOR SEDAN**  
*A big roomy car. Wide seats. Greening legroom front and rear. Four convenient doors. Unusually large windows. Rich upholstery and full-nickel hardware. Dome light. Your choice of four artistic colors.*

**\$570**  
(F. O. B. Detroit)



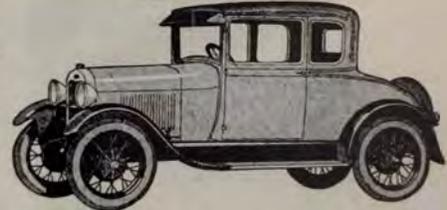
**NEW FORD ROADSTER**  
*A long, low, chummy car. As fast as it looks. Wide doors. Deep cushions. Rich upholstery. Full-nickel hardware. Rumble seat optional. Your choice of four beautiful color harmonizations.*

**\$385**  
(F. O. B. Detroit)



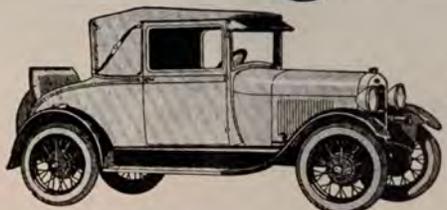
**NEW FORD COUPE**  
*There is a bit of the European touch in the coachwork and contour of this new Ford Coupe. Handy package shelf in back of seat and unusually large waterproof luggage space in rear deck. Your choice of four beautiful colors.*

**\$495**  
(F. O. B. Detroit)



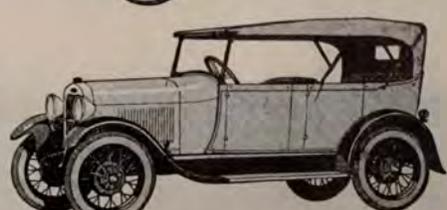
**NEW FORD SPORT COUPE**  
*Combines the alert smartness of the roadster and the advantages of a closed car. Rumble seat standard. Louver trim on rear quarter. Finished in four artistic color harmonizations.*

**\$550**  
(F. O. B. Detroit)



**NEW FORD PHAETON**  
*Another long, low, chummy car. All four doors open forward. Curtains open and close with doors. Side curtains have unusually large windows. Your choice of four artistic colors.*

**\$395**  
(F. O. B. Detroit)





*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](http://MAFCA.COM)

**Membership Benefits:**

The Restorer Magazine - Technical Support - Local Chapters - National Meets - Era Fashion Guidelines - "How to Restore" Series - Judging Standards and Restoration Guidelines

**Dues per year are:**

U.S. Membership - \$50  
 Canada/Mexico Membership - \$60  
 International Membership - \$70

Make Checks payable to: Model A Ford Club of America

**Optional Initiation Package**

For New Members Only:

- 1 Back Issue of Restorer
- 1 MAFCA Lapel Pin
- 1 MAFCA Decal
- 1 Name Badge

**New Membership:**

Name \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Country \_\_\_\_\_ Telephone \_\_\_\_\_

Permission to publish my telephone number in future Membership Rosters? Yes  No

Return this Form and Payments 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, Pectone, IL 60468-0028