



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. 12 No. 4

April 2024



MAFCA Service Award

UVMAC Chapter

Howard Eckstein – 2020

Clyde Munson – 2021

Tony Jacobs – 2022

Robert Mack – 2023

Greg Mack - 2024

Remember...

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

It's time to pay your club dues and to join MAFCA. 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
	Reid Carlson
Tech Talks	Elaine Carlson
Meeting Refreshments	Greg Mack
Web Page	Jeff Niven
Newsletter	Clyde Munson
Restorer Chapter News	

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



I recently had the chance to visit Paul Jerome's home to help him with the brakes on his kids' car. When I arrived, Chelsea was out there helping Paul get the wheels off the car and preparing to remove the brake drums. Will joined us soon thereafter and helped disconnect the brakes rods from the actuating levers. It was fun to watch them talk with Dad on how to solve a particularly difficult stuck part. I admired Paul's attentiveness and willingness to let his children figure out how to solve the problem.

It's wonderful to see the youth members of our club learn about Model As and the many engineering principles they use. I admire those members who bring their kids or grandkids to our activities—that gives them a super opportunity to interact with adults of all ages in our club. We hope that all of our youth members can find something they enjoy with our Model As.

May is designated by MAFCA/MARC as Model A Youth Month. We encourage all to find a way to share this marvelous hobby with the upcoming generation. After all, they will be the ones driving today's Model As in 50 years. Maybe you could invite the neighbors over to look at your Model A. Or, you could talk with the Church youth leaders to invite the teenagers over to learn how to change the oil. You might consider making a donation to the Model A Youth Restoration Association (MAYRA) to help provide much needed resources to our youth member. Let's all pitch in to preserve these cars for even more generations. Happy driving!



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What's Coming in Next Month's Edition?

- Is there a problem with storing car batteries on a concrete floor? Is it just an old wives' tale or is there some truth to it? Read the facts next month.
- In 1925, what was the popular opinion about the size of automobiles in the future? Were they to grow in size or were they to follow the European trend to build them smaller? Find out what the 1925 experts thought in next month's edition.
- What are Weed Chains and how did they enable automobiles and other vehicles to drive safely over snow and ice? Read about the development of car chains from the early days of the automobile to the current time in next month's Motometer.
- May is MAFCA Model A Youth Month! Find out what is available for youth members and how we can grow the youth membership on our local club.
- The Carburetor Garage Day held on Saturday, March 29, and organized by Howard Eckstein, unfortunately did not get into this month's Motometer. Read about it in next month's Motometer.

Utah Valley Model A Club Meeting 20 March 2025

After a rousing “**Ahooga**” from Clyde Munson, the March meeting of the Utah Valley Model A Club was called to order by the club president, Roger Davis, at 7:05pm, on the 20th of March 2025 in the Clyde Company Building in Orem, Utah. Roger made a few general announcements to start off.

Club dues are now late and as such they are now \$30 instead of the normal amount of \$25. Get your money to Diane as soon as possible.

Roger reported for Robert Mack, that the final club car mileage for last year, 2024, was 24,895 miles after all the club input was received. That puts us slightly over our club goal of 24,024 for the year. Thanks to everyone for your participation and for getting your mileage numbers to Robert Mack. Also, we all need to remember to keep track of our car’s mileage for 2025 so we can achieve our goal of 25,025 miles (which represents an average of 500 miles per car). Good job everyone!



Roger next reported on the club lunch at Brick Oven Pizza, last month. We had 53 members and family in attendance, which was great! Roger still has some member gifts for those who were unable to attend. Go see Roger if you didn’t get one of these nifty circuit testers. He has one for each member of the club.



In addition, Madelne Reed and Darren Paulson (who weren’t able to attend the lunch) were each presented with a metal Ford Logo sign appreciation for their work as Club Secretary (Madelne), and to Darren for arranging for our club to be able to use the Clyde Company Building for our monthly meetings.

Thanks to both of them.

If you haven’t gotten a call recently from Robert Mack about your club membership information, you will soon. Robert is updating the club’s roster of club members which includes names, and contact information. And, if you don’t mind having your birthday on the calendar in the Motometer, make sure you give the date (day and month, only) to Robert when he calls. Numerous club members said that they would be willing to pay for a printed copy of the new roster.



Next on the agenda, Club Treasurer, Diane Brimley, gave the club's financial report. We currently have \$574.78 in our checking account and \$1963.69 in our savings account. In addition, the club's board decided to put the profits from the National Awards Banquet into a CD, which will start with a deposit of \$3000.00.

Roger reminded the club members that he will not conduct club financial activity over the internet, and that club members should ignore requests for money that are sent over the internet. Roger's reminder was given due to the illegal and continued use of his and other club member's names in requesting funds of other club members. If you receive a message like this, simply delete it.

Paul Jerome was next on the agenda, and briefly discussed merchandise that is available for club members to purchase. He took a head-count of those members interested in buying embroidered hats. A suggestion was made to make matching club shirts for members to wear on upcoming trips this summer. An action was taken for that suggestion to be considered by the board at their next meeting.

Next, Roger reminded the club members that youth scholarships are available from MAFCA and MARC, as was presented in last month's Motometer. The deadline for consideration is May 1st, so there isn't too much time.



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: mofyouthscholarshipfund@afca.org

In Theon Laney's absence, Clyde Munson was asked to conduct this month's presentation of Club Awards, including the coveted Bent Rod Awards, which are presented each month to club members who have problems with their Model A's for which they are the cause.

Tyler Lewallen was nominated first and reported having a dead battery during the Elberta trip this month. He ended up getting a push start by members of the club. In addition, Tyler reported that he dropped one of his new headlights, and broke the lens. (That is a \$50 mistake, if you end up having to order a new one on the internet.) As I remember, Clyde had a similar headlight lens problem last month, when he tried to adjust his headlight with a hammer.

The second nomination was for Curt Martinson, who had a distributor issue, also on the Elberta trip this month.

With only two nominations the two Bent Rod Trophies were presented to Tyler and Curt as you can see in this photo (right).

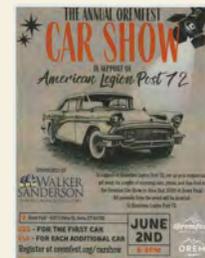


Next on the agenda, Roger announced that Editor Jeff Niven had one of his technical articles, about using LED's in Model A headlights, published in the March 2025 edition of the Script "A" News, which is the newsletter published in Michigan by the Script "A" Model A Ford Club of Michigan. Jeff's original article first appeared in the February 2024 edition of the Motometer.

At this point in the meeting, Roger reviewed with the club members the new club goals for the new year, 2025. They include:

- 25,025 club miles (500 miles per car)
- 25% of club members (13/54) earning the 13+ club award
- At least one club service project during the year
- 25% of club members (13/54) participation in an overnight tour
- 25% of club members (13/54) earning the new "Lucky 7" Award
- One or more youth members applying for an award

Rodney Gardner was next with an announcement about the Oremfest Car Show in support of the American Legion Post 72. It is scheduled for June 2 from 6 to 8 pm. Details about the car show are included in this edition of the Motometer. This activity will satisfy the club goal for a service project for 2025.



Later the same week, on Saturday June 7, will be the Orem City Parade starting at 7pm on 800 E and Center in Orem, UT.

Carburetor Garage Day



Saturday March 29
10:00 a.m.

Roger's House
2169 E. 900 N.
Spanish Fork

•Bring your carburetor for overhaul
•The club will have parts on hand for you to buy
•Tools provided



Next, our Club Activity Organizer, Howard Eckstein, announced the club's official club activity for March. It will be a Carburetor Garage Day workshop at Roger's house on Saturday, March 29th at 10am. The club

has already procured the necessary hardware for your overhaul. Bring your carburetor and enjoy learning.

Next, Roger presented new youth member Chelsea Jerome with a battery terminal cleaner in appreciation for her new membership in the club and her participation in club activities. Welcome to the club, Chelsea!

At this point in the meeting, a number of club members got up and introduced club activities that are being planned for this coming year.

Bill Thompson was first with the mike to announce the 2025 Rat Fink Tour and Car Show in Manti, on June 5,6,7 (Thursday, Friday and Saturday).

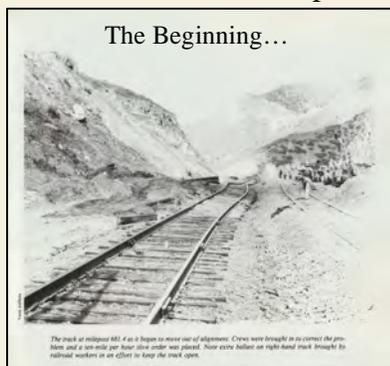
Bill told the club members that they can book rooms at the Cedar Crest Inn, which is owned by his cousin.

Next was Clyde Munson who announced a three-day, two-night trip to Vernal, Utah and southwest Wyoming that he is planning for September. The plan is to visit Flaming Gorge, Fort Bridger, and the roundhouse in Evanston. This would be a Thursday, Friday, and Saturday activity.

The Salty A's are planning a trip to Cedar Fort on July 19th. Our club is invited to join them. More details will be announced.

Paul Jerome is planning out an Eagle Mountain Tour for the month of August, which will be a one day activity. More details will be announced.

Jeff Niven is planning a one day club



activity on a Saturday in May.

to explore historical sites of the Thistle Utah Landslide / Flood Disaster, which tragically destroyed the city of Thistle, Utah in 1983. This will be the club



**ED "BIG DADDY" ROTH'S
ROTH'S
23RD ANNUAL
RAT FINK REUNION**
JUNE 5-6-7, 2025
404 EAST 300 NORTH MANTI, UT

**BETTER TOGETHER
STARRING
RAT FINK FANS**

SPONSORS
WILD ROSE, GERALD & DIANE PEARL,
BILCO LOCK & SAFE,
SANPETE COUNTY TRAVEL & TOURISM,
KMTI RADIO

CAR SHOW STAFF
MIKE & JOEY KREITER
KERMIT'S KRUISER'S

WELCOMING COMMITTEE
TOM & DEANN VALK

thanks LEON "DCHO" ANGLER
for the amazing house tours

WWW.RATFINK.COM
frizieroth@yahoo.com 435-451-2448

REUNION T-SHIRT & POSTER DESIGN
CATHY "CHICAFINK" MEJIA
MICHAEL HILL
SAMIE HILL
5K DESIGN ROGER NITTI



The official club activity for the month of July will be the famous Freedom Festival's 4th of July Parade in Provo, which always proves to be a major event in the area. It will be held on the 4th of July morning.

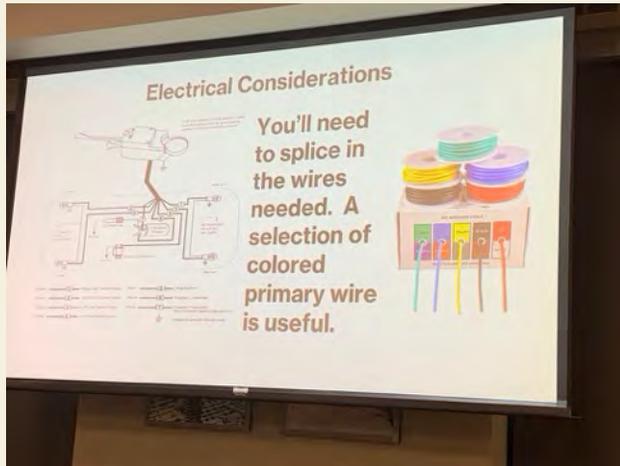


At 8pm, the meeting broke for a short refreshment break, with the delicious goodies being provided by Nicholas and Natalie Mack. The refreshments consisted of a scrumptious Peanut Butter Bar and milk. Yum! Thank you, Nicholas and Natalie!

Following the refreshments, the Tech Talk for the evening was by none other than our own Model A Car Guru, restoration expert, and chief Model A mechanic, Howard Eckstein. The topic of Howard's talk, was how to install Turn Signals on your Model A.

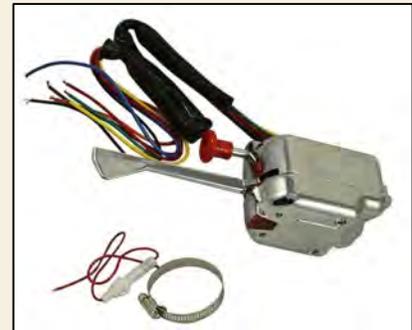


Howard showed the club members the wiring diagram of a Model A, and discussed how and where to connect the turn-indicator switch into the electrical system,

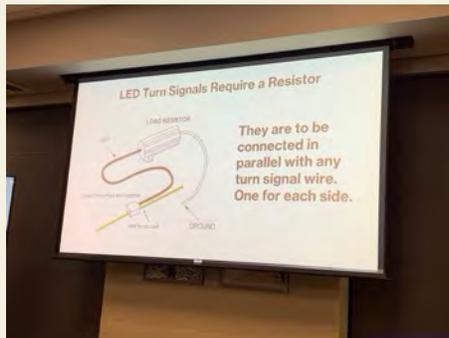


including the various options for using cowl lights or indicator lights on the bumpers. He discussed

how to install a right tail light, if your car does not have one, as you will certainly need one, if you are installing turn-indicators.



One important issue that Howard addressed, was that of the need for a load resistor if you are planning to use LED light bulbs.



At the conclusion of his presentation, Howard encouraged everyone, who was considering adding turn-indicators, by telling them, "You can do it!"

You can do it!



After Howard finished his presentation, there was a little time left, so Roger had Kurt Martinson report on the Impromptu Trip that he had organized on March 8th. The participants in eight cars met at the Smith's Marketplace at the intersection of Redwood Road and Pioneer Crossing at Noon, ate lunch, and then drove South on Redwood Road to Elberta. More details are available in this edition of the Motometer.

After Kurt's comments, Roger asked if there was any other business, before he closed the meeting. Robert Todd noted that he is looking for a 1931 Radiator Shell, and has some 19 inch tires for sale. Bill Thompson asked about how to stop a leak in the fuel valve. Clyde recommend using a small amount of Permatix #2 and another recommendation was made to use some yellow colored Teflon tape.

With no other business, Roger closed the meeting a little early at 8:48pm.

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

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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 429
Mebun Village, NH 05350
Email: _____

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 15th.



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



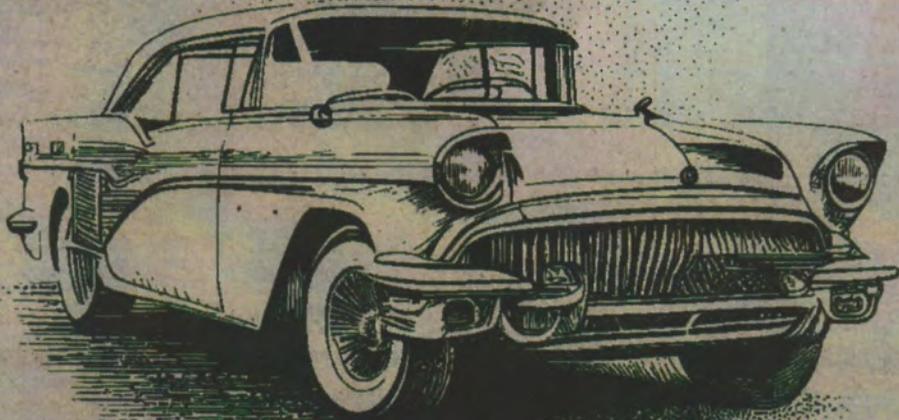
Tour website: Scan the QR code or visit <https://sites.google.com/view/mafca-2025-national-tour>



SCAN ME



THE ANNUAL OREMFEST
CAR SHOW
 IN SUPPORT OF
American Legion Post 72



SPONSORED BY

WALKER SANDERSON
 FUNERAL HOME & CREMATORY

In support of American Legion Post 72, rev up your engines and get ready for a night of stunning cars, prizes, and free food at the Oremfest Car Show on June 2nd, 2025 at Scera Park! All proceeds from the event will be donated to American Legion Post 72.

📍 Scera Park - 600 S State St. Orem, UT 84058

\$25 - FOR THE FIRST CAR
\$15 - FOR EACH ADDITIONAL CAR
 Register at oremfest.org/carshow

JUNE 2ND
6-8PM



Model A Ford – Model of the Month

On 2 December 1927 Ford presented the first six models of the “New Ford Car”. The Sport Coupe was one of those six models of the Model A Ford.

SPORT COUPE



	TOTAL	1927	1928	1929	1930	1931
Ford Body Style		50-A	50-A	50-A	50-B	50-B
Weight (pounds)		2,265	2,265	2,265	2,283	2,283
Price (FOB Detroit)		\$550	\$550	\$550	\$530	\$500
Units Produced (U.S.)	302,990	732	79,099	134,292	69,167	19,700
Number of U.S. Ads						
Primary Formats	10	–	3	4	3	–
Ad Variations	28	–	7	8	13	–
Magazine Insertions	76	–	19	16	41	–

The stylish Model A Ford Sport Coupe was first introduced as one of the six body styles announced by Ford in December 1927. This Model A body style provided the interior appointments of the closed car while appearing, on the outside, as a roadster with a fold-down top. Contributing to the suggestion of the Sport Coupe being a convertible were fixed, non-folding, landau irons positioned behind the side windows. With this appearance, the Sport Coupe is often confused, at first glance, with the Cabriolet – until the Coupe-style sun visor is noticed.

Magazine advertising for the Model A Sport Coupe centered around 10 basic ad illustrations – with many of these primary ads having numerous variations in headline, text and other ad elements. The magazines containing Sport Coupe ads covered a wide variety of publications – including women’s fashion, upscale, general interest, youth-oriented and farm-related magazines.

Back in Time – Who Is This?

Many members of our club have been involved with Model A Ford cars for many years.
Can you identify the people in this Model A Ford Roadster?



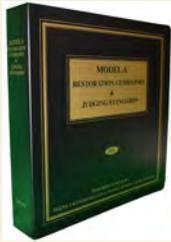
Lincoln Highway

In its day the Lincoln Highway, extending from the Atlantic to the Pacific, was a sensation. One could buy plaques and pennants commemorating it. “The Lincoln Highway March” was composed to honor it. This map shows the many Buick dealers located along this famous route.

- From 1914 Buick sales literature

A Note on Authenticity

By Roger Davis

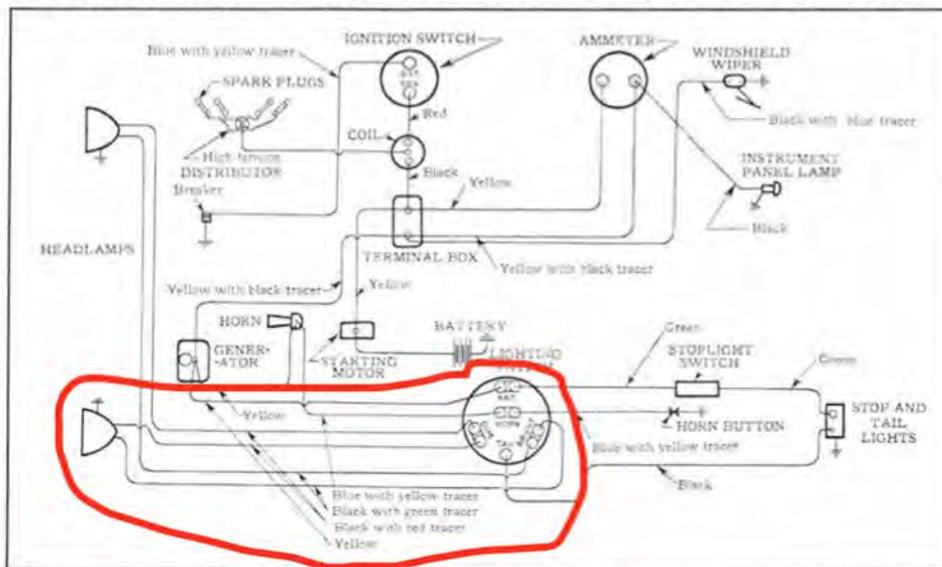


A question came up in our February Club Meeting regarding the differences in the wiring of our Model A's over the years of production. Clyde Munson correctly stated that the wiring in the early cars was slightly different from later cars.

This is a good opportunity to highlight the value of the MAFCA/MARC Model A Restoration Guidelines and Judging Standards. This contains virtually all the information you need to know about restoring your Model A. The standards are available for purchase on both the MAFCA and MARC web sites.

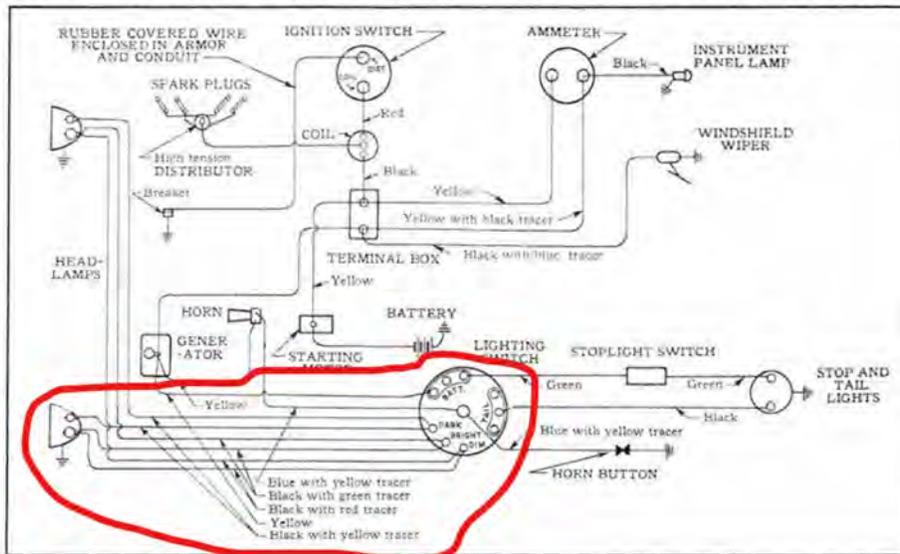
The second section, Area 2, of the Standards is about the Model A electrical system. Page 2-1 of the Standards shows the wiring diagram (shown below) without cowl lights for the Model A from 1928 to March 1929:

TYPICAL WIRING DIAGRAM (NO COWL LAMPS) 1928 TO MARCH 1929



Page 2-3 of the Standards, shows the wiring diagram (shown next page top) without cowl lights for the Model A from February 1929 through the end of production. You can see that in February 1929, Ford added the park lights which are in the headlight assembly. You can see there are additional connectors in the lighting switch (that's the ball-shaped device on the lower end of the steering column) with the black wire with yellow tracer going to the park lights. That's basically the difference between the two diagrams. This is supported by the fact that the major suppliers carry a single wiring harness for all years 28-31. If you are restoring a 1928 to Feb 1929 Model A for true authenticity, you'll need to find an original wiring harness without the park light wiring.

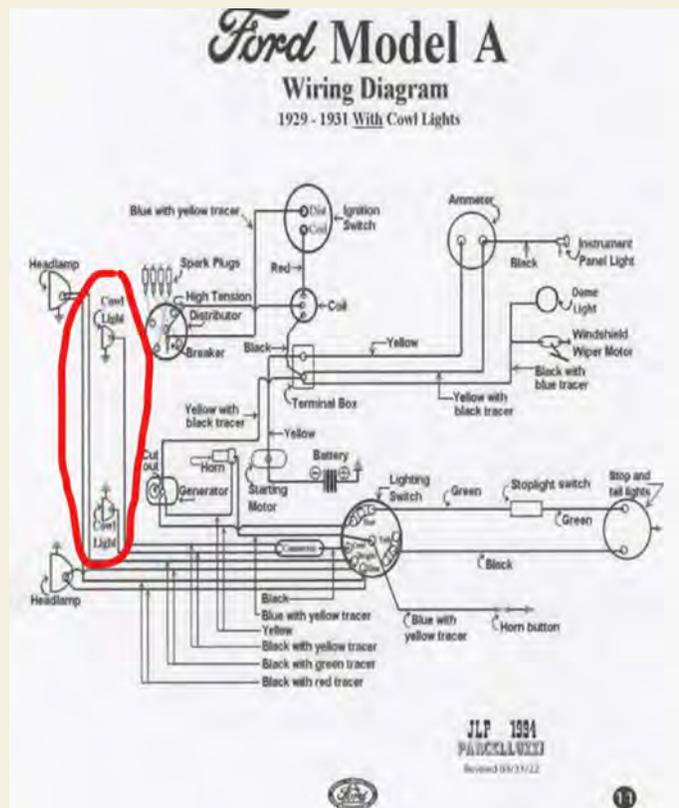
TYPICAL WIRING DIAGRAM (WITHOUT COWL LAMPS) BEGINNING IN FEBRUARY 1929



The diagrams show the color of the wires for each circuit you can use for authentically restoring your car. This can also help if you are tracing a faulty wire because you can visually identify each wire by its coloring.

The Standards discuss cowl lamp wiring on page 2-16 and 2-17 but there is no wiring diagram showing the cowl lights. In my files, I found this Wiring Diagram (shown right) for 1929-1931 cars that shows the black with yellow tracer wire going directly to the cowl lights instead of to the headlight assembly. It also shows the black wire with blue tracer going to the electric wiper and the dome light. The Standards show how the cowl light and dome light are wired in the figure on page 2-15.

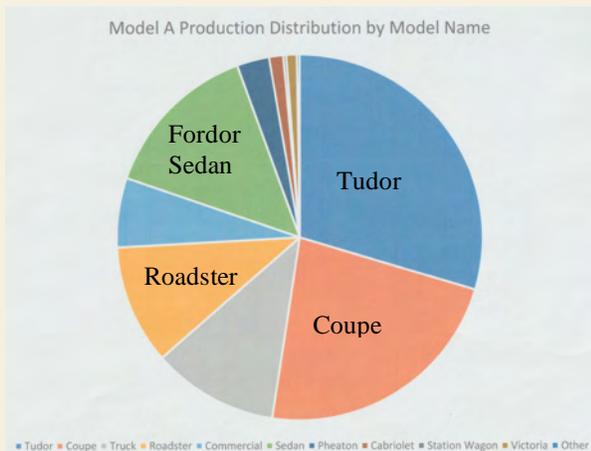
This discussion highlights the value of attending our club meetings. Clyde was correct in the slight differences in the wiring diagrams between 1928 and February/March 1929. Collectively, our club members have a wealth of information and experience. Furthermore, the Standards can and should always be referred to as the authoritative source on the assembly and restoration of our Model A's. Be authentic!



Too Many Model Numbers?

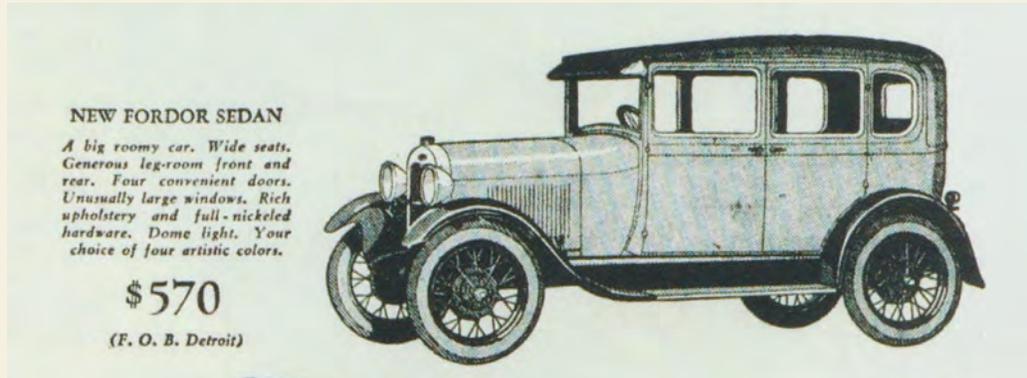
By Jeffrey Niven

On Friday, December 2, 1927, Ford Motor Company introduced “The New Ford Car” to the world in this ad (right). This was the first ad to show pictures and prices of the first six models of the Model A Ford. The car model that was shown 2nd from the top, in the ad, was the “Fordor Sedan” and a price of \$570. Over the next four years, Ford Motor Company would produce nearly 5 Million Model A’s, and nearly 15% of them were variations of the “Fordor Sedan”. The figure, below, shows the distribution of production of the various models of the car that were produced by Ford. The largest/blue portion of the circle represents the Tudor Model A, which was shown at the top of the 1927 ad. Nearly 1/3 of all Model A’s produced were this model. The Fordor Sedan was half that amount, shown by the green portion in the upper left of the circle. Despite that large difference in production quantities, the Fordor Sedan had by far the largest quantity of variations of all the models of the Model A Ford. Over the four year production run, there were four major versions/models of the Fordor Sedan; 1- the basic two window Fordor Sedan, 2- the Deluxe Sedan, 3- the Three Window Fordor Sedan, and finally, 4- the Town Sedan. And most of each of those versions contained 5 further variations. Details of these numerous variations will be discussed below.



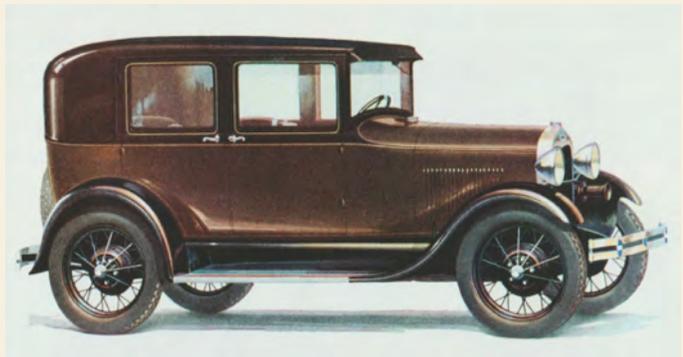
What was the reason for so many different versions of the Fordor Sedan? Was it customer demand? Were their engineering or manufacturing reasons that so many differences were necessary? Did Ford’s subcontractors or vendors influence the decision? Were their safety issues? Perhaps Henry Ford or others in management imposed personal preferences on the design? Whatever the reason(s), there can be no question that having a larger number of variations in configuration increases production costs due to larger and varied inventories, it slows production due to more tooling changes, it requires more personnel training, and it necessitates far more paper work. Whatever the reason for all the model variations, we must conclude that Henry Ford, who was always looking for ways to reduce costs, must have deemed that they were necessary. Let’s take a closer look at all the numerous models and variations of the Fordor Sedan and see if we can discover the reasons that Henry Ford allowed so many versions of the Fordor Sedan to exist.

Wrong Model in First Ad - Interestingly, the version of the Fordor Sedan that was shown in the ad in December 1927, (see below), was NOT the version that was actually offered for sale to the public in 1928. The version that was shown in the ad (above), is the Three Window Fordor Sedan that was not introduced until a year



later, in 1929. Why did Ford show a version of the car before it was available? (Perhaps this is a clue to some unresolved issue?) Let's keep it in mind, as we proceed.

The Fordor Sedan model that was actually sold in 1928 (shown below) had two windows on each side, both of them contained within a door. It was the most expensive of the first six Model A models, at \$570, and it was the heaviest of the six models. Only the later Station Wagon (2482 lbs) and Taxi Cab (2500 lbs) models were heavier. The 1928 Fordor Sedan body was produced by one of Ford's subcontractors, Briggs, who would remain a body supplier throughout the entire production of the Model A. The first version of the Fordor Sedan, weighed 2467 pounds and could carry five adults. It utilized the same engine, transmission, and chassis as the other five original Model A models. The only real differences between the first six models of the Model A Ford, were the body styles and the body's construction.



To help understand the history of the various versions of the Fordor Sedan, a production chart of the various models is shown on the next page. The main versions of the car, with their associated variations are divided into four groups:

- 1- Fordor Sedan (shown in red)
- 2- Deluxe Sedan (shown in blue)
- 3- Three Window Fordor Sedan (shown in green)
- 4- Town Sedan (shown in yellow)

The notes on the left of the chart describe the main differences between the various versions, which were designated with a number followed by a letter (e.g. 165-A). Note, that there were 16 different body styles for the Fordor Model A Sedan.

In 1928, as you can see below, only one version of the Fordor Sedan was produced and sold, beginning in May 1928. It was the 60-A which was a two window design with a brown artificial leather top that was attached down the back and upper rear corners. It was designated a "Leatherback" and slightly over 82,000 of them were sold in the years 1928 and 1929.

Notes	1927	1928	1929	1930	1931	1932
Fordor Sedan						
Two Window Briggs - Brown Artificial "Leather Back"		60-A				
Two Window Briggs - Black Artificial "Leather Back"			60-B			
Two Window Briggs - Top Artificial Leather - "Blindback"			60-C			
Two Window Briggs - Artificial Leather Top - More steel in body			170-A (added in July)			
Deluxe Sedan						
Briggs 170-A with improved interior & cowl lights				170-B (changed from Standard to Deluxe in May 1930)		
Briggs and Murray - "170-B" with a Slant Window					160-C	
Three Window Fordor Sedan						
Three Window Murray			165-A	165-C		
Three Window Briggs			165-B	165-D		
Slant Window "165" - Called the "Standard Sedan" Briggs & Murray					160-A	
Town Sedan						
Deluxe Version of the Three Window "165" - Murray			155-A	155-C		
Deluxe Version of the Three Window "165" - Briggs			155-B	155-D		
Slant Window version of the "155" - Briggs & Murray					160-B	

Structural Problems with Three Windows? - While it is complete conjecture on my behalf, I believe that Ford was having structural design problems with the Three Window Fordor Sedan, that Ford had presented to the public in its December 1927 ad, and it was for that reason that they were unable to confidently sell the three window design to the public in 1928. Henry had to sell some type of Fordor model, while he struggled to fix the problem, and a two door version was chosen to fill its place, due to lower risk of structural failure. Let me explain the reasons for my belief.



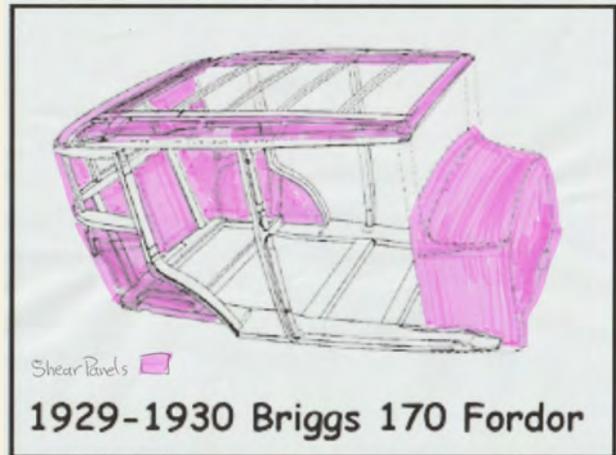
The torsional stiffness of the body of any car is dependent on the stiffness of the frame and the car's body, and is critical to the performance of the vehicle. With a simple 4-inch tall C-section ladder-frame (refer to page 19 of the December 2024 Motometer for a more detailed discussion of the Ladder Frame design), the torsional stiffness of the Model A Fordor Sedan was thus dependent on the stiffness of the body for much of the overall torsional stiffness of the car. If the torsional



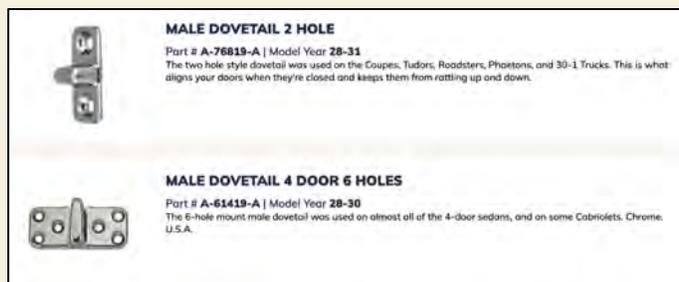
stiffness of the body was low, then the car body would twist as it drove over uneven ground, creating misalignments between the doors and their frames, as well as glass windows in their openings. If the twist was severe, sheet metal portions of the body might buckle, leaving permanent dents.

The side body panels and the top of the body as well as the front and rear body panels are critical to creating a stiff car body.

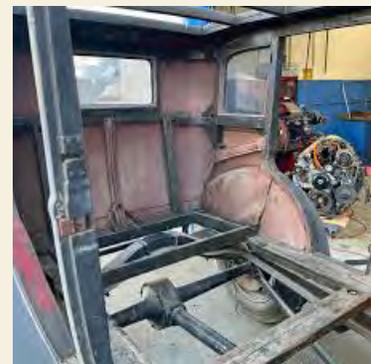
However, with the Fordor model, the top of the car was removed for the artificial leather top, and the sides of the car had been cut out for the doors, leaving only the front cowl and the rear of the car to provide torsional stiffness (see colored areas in drawing at right). And removing the material to install the 3rd windows for the three window models made the problem much worse. The engineers had to find a way to retain the four doors and the advertised three window design and still provide adequate torsional stiffness.



If you examine the door strikers and dovetails of the Fordor Sedans (lower right), and compare them to any other closed car Model A's, (upper right) you will immediately notice that they are far more substantial/beefy and attached with three times as many bolts compared to the Tudor or Coupes. Ford engineers must have realized the problem with the twisting body and weak torsional stiffness, and tried to use the doors to add badly needed stiffness. But the only way to do that was to secure the doors (when they were closed) with strong door closure hardware such that the torsional loads could pass from the doors to the center body post (between the two doors). In doing so, the door closure hardware, including the striker, the dovetails, the latches and even the hinges had to withstand very high loads as the car drove over uneven ground. And I suggest to you, that as a result, they broke often. I believe that is why many vendors do not offer replacement hardware for doors on Fordor Sedans, or they are often "Out of Stock". Note: I have been able to find one supplier that does offer replacement strikers and dovetails for Fordors, but door latches and hinges designed specifically for Fordors may be hard to locate.



This fix, using the doors with strengthened door hardware, gave Ford the confidence to finally start selling the two-window version of the Fordor Sedan, starting late in May 1928, but they still had to figure out a way to structurally install the



3rd windows at the rear of the car, as they had promised in their December 1927 ad. I believe that their body maker, Briggs, may have found the solution.

In 1929 Ford introduced the 170-A Fordor Sedan and the literature states only that “In July 1929, Briggs also produced a new two-window Model A Fordor Sedan (170-A), **using more steel in the structural body parts.**” (emphasis added) (Ref. p. 179, Advertising the Model A Ford, by James E. Thomas) Apparently, they had solved the problem by adding some internal steel bracing, somewhere inside the body, and were able to finally begin selling the Three Window Fordor Sedan and Town Sedan that they had promised the public back in December 1927. I believe that the 170-A model, in 1929, contained the solution to the engineering structural problem that was born out of the desire to make a car with an open roof, four doors and three windows on each side.

Unnecessary/Duplicate Part Numbers – The three most important objectives in any manufacturing company are to keep costs down, to maintain high quality, and to meet the production schedule. One task involved in achieving all of those goals is create the least confusing method of documentation and making it easy to follow, yet flexible such that changes can be made when necessary. An important rule in that task is that all parts that are “Form, Fit, and Function” the same as other parts, **MUST** have the same part number. And the converse of that rule is that all parts with the same part number must be “Form, Fit, and Function” interchangeable. To break that rule is to create confusion and a waste of time and money. For these reasons, I find it difficult to understand why Ford would have allowed two sets of part/model numbers for the same Fordor body styles, unless they were different and **NOT** interchangeable. Let me explain.

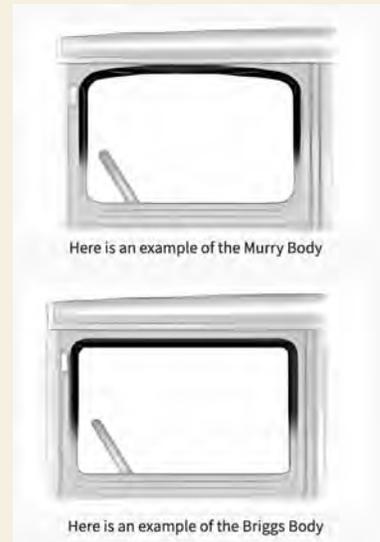
Ford made car and vehicle bodies themselves, but they also used two subcontractors to make bodies for the Fordor Sedan. One was Briggs and the other was Murray. In 1929 Murray made bodies for the Three Window Fordor Sedan, which were designated 165-A. At the same time Briggs made bodies for the same Three Window Fordor Sedan, but which were designated 165-B. I have no issue with using two different subcontractors to make the same body, as this is often done in production to increase production capacity and rates, and it is often done in order to reduce risk that a subcontractor may have a problem, and cannot meet their delivery requirements including cost. Sometimes, a company may “play” one vendor against another in order to obtain a lower price, or better schedule. Any or all of these reasons may have been the reasons that Ford used two body manufactures at the same time. What doesn’t make sense is why Ford used a different part/model number for the same body, when the two bodies should have been interchangeable?

NOTE: An interesting item can be found in the February 26, 1927 issue of *Automotive News*. Apparently, Walter O. Briggs wanted to buy out his prime rival, Murray, and the paper ran a story that stated a Briggs/Murray merger was “being considered.” **Henry Ford reasoned the merger of his two largest body suppliers would not be in his best interests,** so a week later, a large *Automotive News* headline proclaimed “Briggs Mfg. Co. Not to Merge With Murray Corp. of America.”

The logical reason for the lack of interchangeability would be that they were **NOT** the same part, but were somehow different from each other, such that different part numbers were required

to keep track of different models. The next question would be, “Why were the two vendors making different models with different part numbers for the same car model?” If they were being used in the same model of Model A, the two bodies from Briggs and Murray, should have been “Form, Fit and Function” interchangeable. We know for a fact that there were differences between the shapes of the windows made by Briggs and Murray. Why was this allowed? Perhaps there were other differences in how they were made and what they looked like inside the walls of the bodies. However, Ford should have forced the two vendors to make their bodies so that they were interchangeable with each other. Why didn’t he do that?

It was the responsibility of management within Ford Motor manufacturing to keep costs down, especially with respect to documentation, including drawings, specifications, test procedures, parts lists, bills of materials, assembly instructions, etc. Having two part numbers for the same part, can easily double the cost of that documentation, as well as the costs associated design changes. Therefore it should have been incumbent upon Ford management to insist on only having one part number for the two vendor’s bodies. And, the specifications, drawings and requirements provided to both of the vendors **should** have ensured that the two bodies were “Form, Fit and Function” interchangeable.



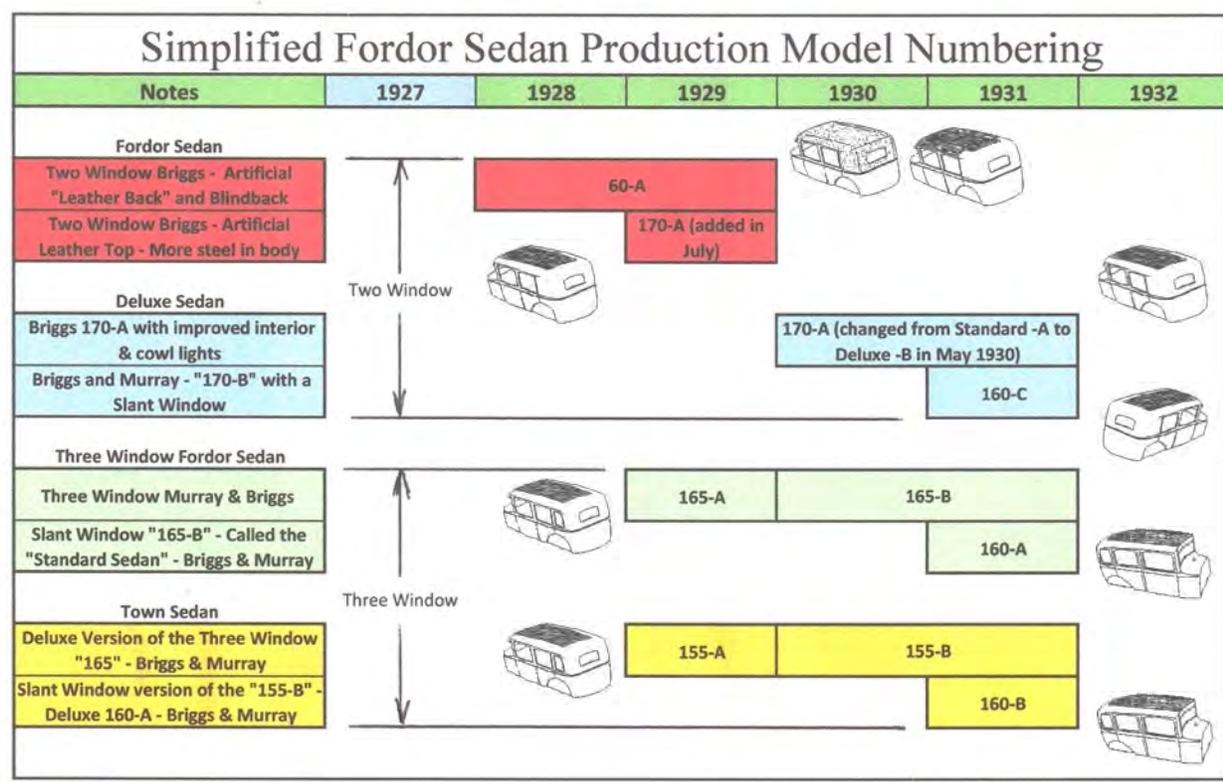
The issue of interchangeability with the two suppliers may never be completely explained, and Ford maintained different body style numbers for Briggs and Murray for the 165-A and B, the 165-C and D, the 155-A and B, as well as the 155-C and D, throughout 1929, 1930 and 1931.

However, for some reason, with the introduction of the 1931 Slant Window body style, Ford made a significant change in the way they were numbering the Fordor body styles for Briggs and Murry. Rather than creating two model numbers to differentiate between the Briggs and the Murray bodies for each of the three models, they used only single model numbers: 160-A for the “Three Window Fordor Sedan” with the slant window, 160-B for the “Town Sedan” with the slant window, and 160-C for the two window “Deluxe Sedan” with the slant window.

As a side note, I also suggest that Ford should also have used a single model number for both of the two-window Leather Back Fordor Sedans along with the Blindback model that they produced in 1928 and 1929. In that case, the only difference between the three models was the color or absence of the Artificial Leather on the top of the cars. Different colors was never a reason to create a new model number for any of the other Model A’s that were produced by Ford from 1928 through the end of production in 1931.



Summary – If Ford Motor Company had incorporated the changes that have been suggested in this article, they might have made their work much easier and created a much more simple system of model numbers (10 models v.s. 16 models in the previous chart) for the Model A Ford (see chart below). They should have been more firm with Briggs and Murray, to ensure that the bodies made by the two vendors were completely interchangeable. As a result, they might have saved themselves time, and money as well.



SHAWMUT TIRES

SOLD EVERYWHERE

SHAWMUT TIRE CO., Boston, Mass.



Out and About News from the Lindenlaubs



I just heard from Brian and Sharon Lindenlaub who recently left on their 18-month mission to Tampa, FL. Here is what Brian wrote:

In early February I readied my Model A for long-term storage by filling the gas tank, adding fuel stabilizer, and putting it up on jack stands. Then I fogged the cylinders with oil, removed the battery, and covered the carb air intake and tailpipe openings.

Sharon and I entered the Provo Missionary Training Center on February 17, and after 2 weeks of training we started the 2400-mile drive to Tampa, Florida. We arrived on March 5, and we've been busy ever since, learning everything we can about serving as the mission secretary (Sharon) and managing a fleet of 90 missionary vehicles (Brian). I have yet to spot any Model As here, but I will report any future sightings.

News from Jason Beadle

One of our Youth Club Members is Jason Beadle who is half way through his 2-year mission for the Church of Jesus Christ of Latter-day Saints, in the Liberia, Monrovia, Africa Mission. I receive an Email from him every week with news and photos of his great work with the people in Liberia.

This week, Elder Beadle reported that he and his missionary companion are very busy teaching the people. He also sent a photo of he and his companion after they made 180 mud bricks to be used to build a house for one of the members. Jason's 1929 Tudor is being taken care of by



his brother, while he is serving on his mission. Keep up the good work, Elder Beadle!





Youth Spotlight

By Jeff Niven

My Text-Message Inbox has been beeping off-the-hook this past month with news and updates from Tyler Lewallen about his on-going Fordor Sedan restoration. As you may remember, Tyler was one of a handful of MAFCA youth members who were recipients of the 2024 Model A Youth Restoration Award (MYRA), and was awarded with \$2000 from them towards his car restoration. In our last month's Motometer, we reported on Tyler's first drive around the block.

This past month, Tyler found a source of old Model A parts and returned with a load. Here are recent photos showing Tyler's progress this past month, including that one after he painted his car door. Looks pretty good to me!

Keep up the good work, Tyler!





Calendar of Activities, Birthdays and Events

APRIL 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1 April Fool's Day	2	3	4	5
6	7	8	9	10	11	12 Passover
13 Palm Sunday Thomas Jefferson's Birthday	14 Club Bd. Mtg.	15 Tax Day	16	17 Club Meeting	18 Good Friday	19 Natalie Mack Linda White Aaron Ellsworth
20 Easter Sunday	21 Carl Vernon	22 Earth Day	23	24	25	26
27	28	29 Melody Penrod Karmyn Swan	30	1	2	3

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

Impromptu Lunch & Drive

8 March 2025

Curt Martinson organized an impromptu club lunch and drive, held on Saturday, 8 March 2025. The Salty A's were also invited. The starting location was at the Smith's Grocery Store at the intersection of Pioneer Crossing and Redwood Road. The weather was sunny and warm; perfect for a Model A drive! After visiting and checking out each other's cars, the group walked to a nearby Arby's for a quick lunch.



Following lunch, everyone hopped into their Model A's and the line of eight Model A's made their way south on Redwood Road toward their destination, which was the old Sinclair Station at the crossing of Redwood Road and the Grand Army of the Republic Highway in Elberta.



The drive to Elberta was uneventful and all the cars worked flawlessly as they drove along



the west side of Utah Lake with a perfect view of the snow-capped mountains off to the west. Upon arrival at the Sinclair Station, all eight cars lined up in accordance with club tradition in front of the station, and before long a large number of spectator's cars had stopped nearby to take pictures of the gleaming old cars.



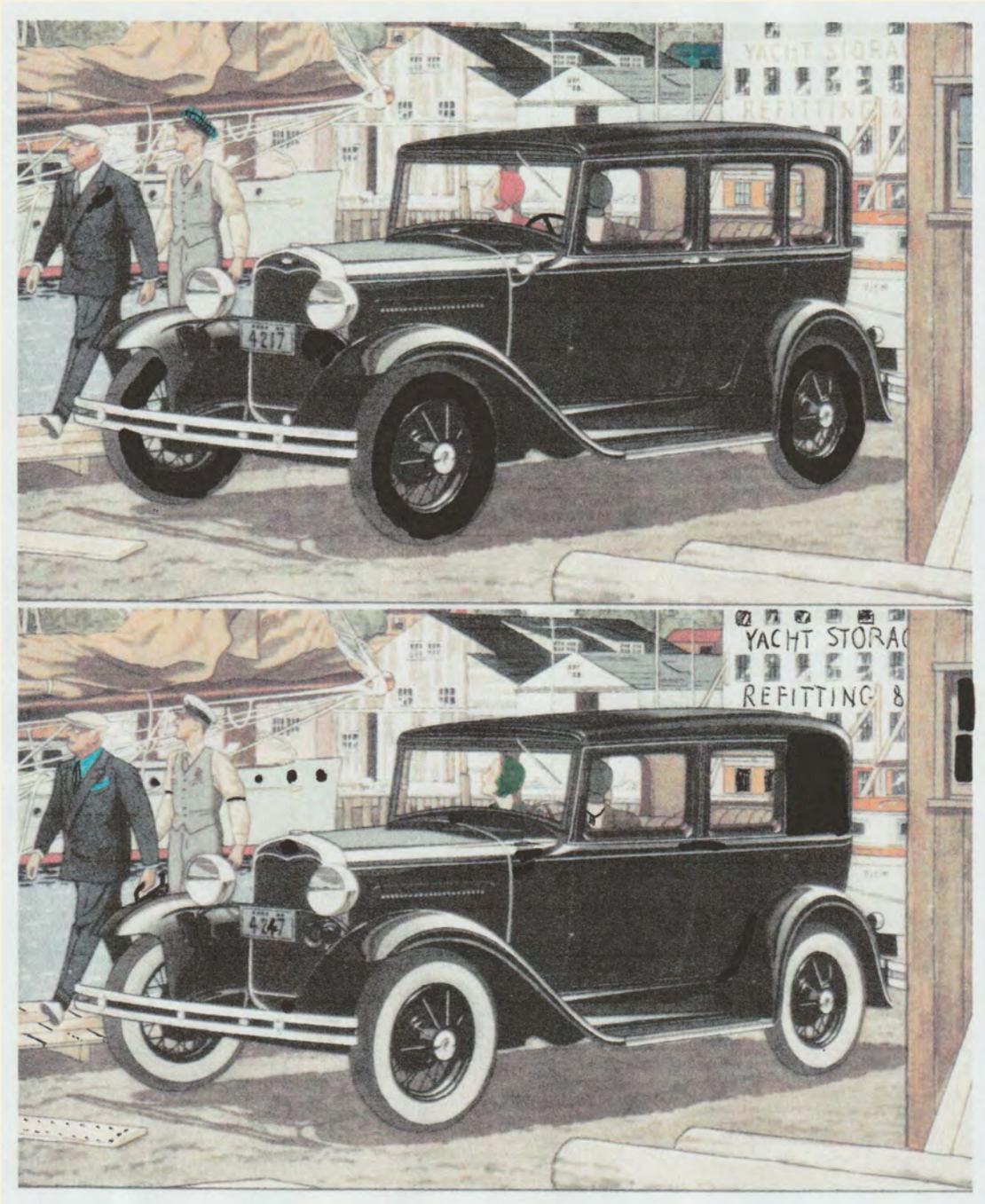
Everyone was on their own for the return trip, as some went north and some went east. A good time was had by all.





Have Some Fun

See if you can find 25 differences between the two pictures?





Out and About

News from Tim Isaksen

While Robert Mack was gathering 2024 club mileage from members of the club, he received the following Email from Tim Isaksen, who explained why we haven't seen him for a while. Faithful Tim is still a dues paying, Motometer reading, member of the Utah Valley Model A Club. We miss you Tim and Judy.

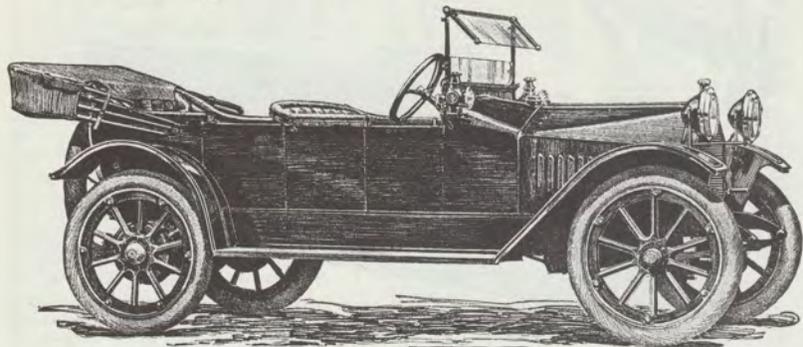
Hi, Robert
Sorry, I have no mileage to report. I have been in California all but a couple of weeks since Christmas (of 2023), unfortunately, mostly for medical reasons.
Take care,
Tim ISAKSEN



1930 Special Coupe

H u p m o b i l e

Hupmobile was a line of automobiles that were built from 1909 through 1939 by the Hupp Motor Company of Detroit, Michigan. Their first Hupmobile prototype was developed in 1908.



My Ford Model A Running Rough

By John Warby

My car has had a miss in the engine for some time now. I gapped the points to .020", but this didn't help. Next, I checked the spark plugs. They were light tan, so they were not the issue. I removed my carburetor, took the bowl off and I found some debris in the bottom. I cleaned it and blew out the jets. This seemed to help. I went for a test drive and the car ran okay. I parked it back in the shed thinking it was fixed.

The next trip I had the same issue. Back to the garage to troubleshoot more. It still acted like it was electrical. I started looking at the distributor body for possible cracks, but everything looked fine. I always leave the coil wire hooked to the distributor cap and have never turned it over. The cap was missing the carbon pile that the rotor rides on causing spark to dance all over the rotor with a wide spark. I found an old cap and put it on. Car ran great, better than it has for a while.

It's hard to find reliable replacement parts. The cap only has 2,500 miles on it. I thought it was the least of my worries. Problems can be right in front of you. I did talk to one other club member, Paul Jerome and he had the same problem, so there could be an issue with some of the replacement parts.



Impromptu Lunch – JCW's

25 March 2025 – By Roger Davis

The unseasonably warm days of late March gave me the “hungries” as Clyde says so it seemed totally appropriate to get in the Model As and meet for lunch at JCW's in Provo for a burger and fries. Robert and Becky Mack, Howard and Gemma Eckstein, Roger and Geena Davis, Steve Dutton, John Warby, and Jeff Niven were able to join us today with their cars. It was wonderful to share a few stories and a few ideas about our cars.

It's hard to beat beautiful cars, wonderful people, and pleasant Spring weather, in any combination. A great day!



Period Fashion

Taken from July 2013 Restorer Magazine

Pen and Pencil Sets

By Judy Lewis

As advertised in *Art Needlework*, Fall and Winter 1930-31, Catalog No. 37

Pen and pencil sets are great items to use as an accessory and are easy to find in most antique shops, flea markets, estate sales and the like. Most of the sets I have seen are in very good condition and can fit easily in a handbag or the inside pocket of a suit or sport coat. The following are quite typical of all 4 years of the model A era.

No. 1402: Ladies' non-breakable pen and pencil set. 14K gold fittings. Red or green with gold marbled effect. Leatherette case.
Per set, postpaid \$1.25



No. 1405: Combination pen and pencil. When not in use it is carried like a pencil. Pen has gold nib with iridium tip and gold trimmings. Triple action pencil. Guaranteed unbreakable. Mother-of Pearl and black.
Price, postpaid \$2.75



No. 1406: Jumbo size pen and pencil set with pocket clips. 14K gold trimmings. Pen has gold nib and iridium tip. Triple action pencil. Guaranteed for 5 years. Gold and black marbled effect.
Per set, postpaid \$2.95



No. 1408: Ladies' pen and pencil set. Pearl and black; gold trimming. 14K gold nib and iridium tip on pen. Triple action pencil.
Per pair, postpaid \$2.75



Recipe of the Month

Old-Fashioned Rice Pudding

From "Taste of Home"

This comforting dessert is a wonderful way to end any meal. As a girl, I always waited eagerly for the first heavenly bite. Today, my husband likes to top his with a scoop of ice cream. --- Sandra Melnychenko, Grandview Manitoba

Ingredients:

- 3-1/2 cups of 2% milk
- 1/2 cup uncooked long grain rice
- 1/3 cup sugar
- 1/2 teaspoon salt
- 1/2 cup raisins
- 1 teaspoon vanilla extract
- Ground cinnamon, optional



Directions:

1. Preheat oven to 325 deg F. Place first four ingredients in a large saucepan; bring to a boil over medium heat, stirring constantly. Transfer to a greased 1-1/2 quart baking dish.
2. Bake, covered, 45 minutes, stirring every 15 minutes. Stir in raisins and vanilla; bake covered, until rice is tender, about 15 minutes. If desired, sprinkle with cinnamon.
3. Serve warm or refrigerate and serve cold.

Byron J. Carter formed the Cartercar Company in Pontiac, Michigan, in 1906. Byron died in 1908 trying to crank start his car, when the crank kicked back and hit him in the jaw.



Model A Stolen from Garage

I recently received this notice from a member of our club, and I thought we might want to keep our eyes open for this guy's Model A. I checked out the phone number and the club's name in Oregon and all of it appears to be legitimate.

Henry's Lady (Oregon) member Bob Schmitt's 1931 Model A "Steel Back" Victoria

was stolen out of his garage this morning 01/30/2025 at approximately 3 am in Southern Oregon.

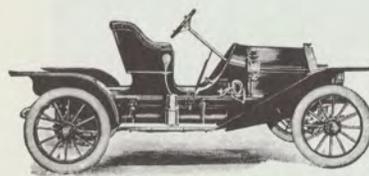
The car is all black in color and has red 16" wheels with dual spare tire fender mounts but no tires.

If you come across any information that might help to recover it please contact John Firth at 541-474-1516



1931 Victoria
Bob Schmidt, Merlin Oregon

The Overland Automobile Company of Toledo, Ohio, was one of the earliest mass producers of automobiles.

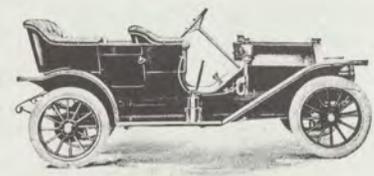


Overland Model 38 - Price \$1,000. 25 h. p. - 102-inch wheel base. With single rumble seat, \$1,050 - double rumble seat, \$1,075 - complete Toy Tonneau, \$1,100

The Overland

Two of the many Overland Models

All prices include Magneto and full lamp equipment



A 40 h. p. Overland with 112-inch wheel base. Price with single rumble seat, \$1,250 - double rumble seat, \$1,275 - with 5-passenger Touring or Close-Coupled body, \$1,400 (47)



UTAH VALLEY
- Model A Club -
Application for Club Awards

Today's Date _____

Club Member's Name _____

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

Justification/Details/Information, etc. _____



Model A Ford Club of America

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

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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, Peotone, IL 60468-0028