

MARC/MAFCA



MODEL A FORD CLUB
COLUMBUS, INDIANA

GOING *Places*



Upcoming 2026 MARC National Meet
Looking forward to our French Lick Event

February 2026 Vol. LXII Issue #2

www.modelacolumbus.org





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*From
the
Editor...*



John Emmering

Fellow Members:

While we are currently experiencing some severe winter weather as we enter February we look forward to the months ahead. This will eventually bring us back to our touring season, the highlight of which will be the MARC National Meet in French Lick we are co-sponsoring.

This month features a Model A report that appeared in Motor Trend Magazine in August, 1962. It contains a road test of a 1931 Model A Roadster. It is interesting to think that the author thought it was amazing how Model A Fords had held up for 30 some years when now the tested 1931 Roadster would be 95 years old! I don't agree with all the author's conclusions but it is an interesting article.

Tim Diehn submitted a good tech article on page 10. If you have a story and photos please send them along for future publication .

Best Regards

John

UPCOMING EVENT

February 12- Membership Meeting, El Nopal Nat. Rd.
February 15- Tour Planning meeting
February 20-21 Tour to Dayton Air Force Museum

A Message from the **PRESIDENT** *A Word From Tim Diehn*



Hello Membership,

We are now in the heart of winter, and I hope many of you are deep into your seasonal Model A projects. I'm a bit behind schedule myself, but as of the last week of January, I've finally taken the plunge. After several tours and many miles on the road the past few years, a few issues cropped up along with a "wish list" of improvements. My primary focus this winter is upgrading the rear axle ratio from the stock 3.78:1 to a 3.54:1. While it's a significant amount of effort and cost for a modest gain—roughly 150 RPM reduction at cruising speed or an extra 4 MPH on the top end—it's a change that makes sense for me. Yes, I'm familiar with Mitchell overdrives and other options, but I prefer staying closer to the stock configuration. While the drivetrain is apart, I'm also replacing the rear spring to fix a sagging backend, installing sealed transmission bearings to stop leaks, fitting a new clutch with captured springs, replacing front crank seals (top and bottom ropes), inspecting the main and rod bearings (I'm still running babbitt!), and performing a full brake inspection. My goal is to be back on the road by the start of the touring season.



Speaking of touring, a group of us are having a Tour Planning Meeting on February 15. We typically organize about 18 outings a year, ranging from lunchtime fried chicken runs to multi-day excursions. If you have a destination in mind or would like to lead a tour, please reach out to a board member. We have some great ideas on the table, but there is always room for more!

Preparations are in full swing for the July 2026 MARC National Meet in French Lick. You can find the hard-copy registration form in the current Jan/Feb issue of *Model A News*. To make things even easier, we are currently developing an online registration portal. This will allow you to register instantly using major credit cards or PayPal—no stamps or envelopes required! We expect the online system to be live by late February, so stay tuned for that announcement.

Keep those wrenches turning, and I'll see you "Going Places!"

Tim



February 12 -- *Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting .*
 February 20-21 *Modern Car Tour to the Air Force Museum, Dayton, Ohio (Howell, Morlock)*
 March 12 -- *Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting*
 April 9 -- *Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting*
 April 26- - *Columbus/M.A.R.C. Swap Meet, 4-H Fairgrounds, Columbus, IN (Prohaska)*
 May 11-14 *MARC National Tour - Finger Lakes. Pen Yan, New York*



M.A.R.C. NATIONAL TOUR – May 11-14, 2026



Treat yourself to a trip to the stunning Finger Lakes!

The Finger Lakes region of Upstate New York is a premier destination, centered around the scenic beauty of Penn Yan and Watkins Glen. In Penn Yan, you'll find a charming small-town vibe, lush vineyards, and the sparkling waters of Keuka Lake. Just to the south, Watkins Glen offers the breathtaking waterfalls of its famous State Park and the expansive views of Seneca Lake. Between the world-class wineries and the peaceful countryside, it is the perfect setting for a relaxing escape.

[Register on the MARC Website](#)



NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE™

TOUR TO DAYTON, OHIO FEBRUARY 20-21.



Make your reservation under "Model A Club" Block

The Hotel @ Dayton South, 899 Old Yankee St., Centerville, Ohio

Two nights Friday Feb. 20 and Sat. Feb. 21. Hotel Phone 937-291-0284

We will travel in Modern Cars

For further information and to RSVP Call Larry Morlock (812-371-6628) or Tim Howell (317-767-1135)

The Model A Restorers Club, Inc.



THE running BOARD REPORT



From Tom Hovetter, President and Jim Zimmer, Director of Regions

February 2026

Members, our MARC Board has launched our new website as part of our new social media strategy. You can access it by entering our new url: modelarestorersclub.org. The site contains many new features including a members only section that members can access by entering your membership number and zip code. Once signed in you can update Region information, add events, access issues of *Model A News*, technical information and much more! Some have also noticed that we now have two Facebook groups, Model A Restorers Club, our public group and Model "A" Restorers Club (note the quotes), our members group where more MARC information is posted. Check them out!

Also, speaking about our new social media strategy, your Board is excited to announce that the response thus far has been overwhelming. Many more views on our new website and TWICE as many new members joining than last year at this time. Keep watching for new member promotions and encourage your Region non MARC members to join!

Regions, we still need your help to add content to the website. You can now update your Region information directly, update officer contact information, report your Region activities including creating technical videos to share with all of our members, schedules of your upcoming events to help YOU attract new members and much, much more. Larry Shepard is still asking for names and contact information for your technical experts who are willing to help fellow members with assistance in keeping their Model A's in tip top operational condition. Please contact Larry through our Contact Us section of the website. We are also in the process of creating an updated member roster. Please send our office your member rosters and indicate those members willing to be added to the MARC member roster.

Certainly more members are planning to attend the upcoming Finger Lakes Tour and the National Meet in French Lick. We are still accepting registrations for the Finger Lakes Tour. Registration forms for French Lick will be published in the next issue of the *Model A News* which will be available on February 1st on our new MARC website. The Columbus Indiana Region is also creating an online option that will allow you to easily, accurately and securely register for French Lick from your phone or computer. No more writing, adding or wondering if your registration form will make it through the postal system! Major credit cards and PayPal will be accepted through the secure MARC website. Coming soon!



FRENCH LICK IN.

"HISTORIC HOOSIER HOSPITALITY"

Hosted by the Hooser Hills Model A Club
& Columbus Indiana Model A Club



The MARC National Meet

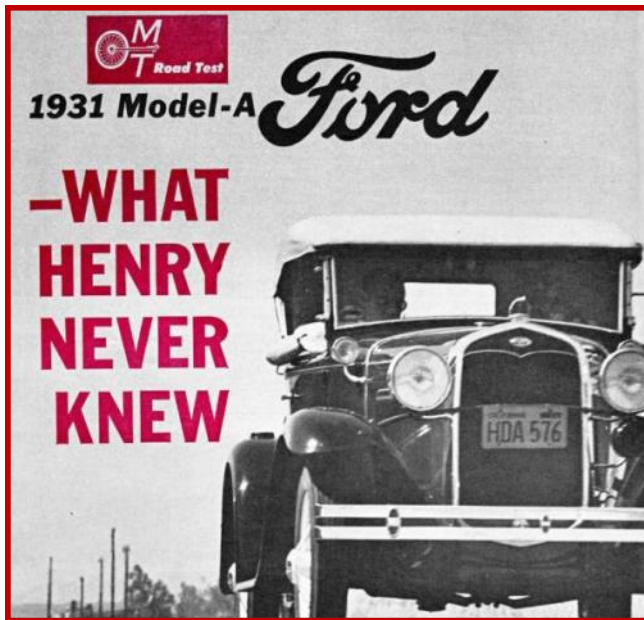
July 12-16, 2026



Test Drive of a 1931 Ford Model A Roadster

From Motor Trend, August 1962

By Gene Creighton



When Henry Ford created the Model A in 1927 to replace the Model T, he felt he was offering the public only an interim car. The River Rouge genius wanted to give his customers a bigger, more comfortable car, with a gear shift, and a softer ride, and the engineers just about let it go at that. Ford was content, meanwhile, to watch the automotive winds blow, before shaping up plans for a bigger and faster car in the future.

What followed was one of the success stories of the age. Model A was not only successful to the tune of more than four million produced from 1928 through 1931, but it established longevity and value records which make it the most often restored antique automobile to day

Model A was a huge success. Embarrassingly, even appallingly so, to Ford Motor Company. The public liked its low price, which got down to \$260.00 for a standard coupe, and ranged about \$500 only for such luxury models as a sport phaeton, town car and Victoria. Most of all, they liked the do-it-yourself simplicity which meant that almost anyone with a handful of tools could keep his a bone perking.

Most of all, however, the public liked the A's ruggedness, its ability to take abuse and hard work with-out breaking down. Model A owners were delighted to find that where other cars rusted out, the A's thick steel body panel, screwed over hardwood frames, showed no such problems. The four-banger engine, with its 200.5 cubic inch capacity, it's one bolt carburetor, and it's ridiculously low 4 to 1 compression, proved it could spin up to 100,000 miles or 200,000 miles, with minor attention to valves and bearings. Never a bear for performance, averaging only 21 miles per gallon under optimum driving conditions. The Model A won its spurs on sheer reliability.

The 50,000 or more Model A restorers in the country today frequently tell the story of how Henry Ford visited Sweden in the late 1920s and was impressed with a piece of Swedish steel which he saw at an industrial fair. As the tale goes, Ford immediately incorporated the steel into Model A production. Actually, except for a small amount of imported steel used in springs, all of the tough metal which went into the Model A was produced in Ford's own plants, to a high enough standard, but never intended to last the 33 years which it has today. Model A's in 26 different body styles, simply represented a happy meeting of tough, excellent design and engine, transmission, differential, body and running gear.

What Henry never knew was that in 1962, half a million of his clacking model A's would still be in operation, 50,000 of them restored to like new perfection, and that almost any Model A today is worth at least twice what it was when it rolled off the Detroit production lines in 1927 to 1932. The average roadster today, restored to mint condition, calls for \$2,000. A standard coach, \$1,500 or so. In such rare models as the A-400 convertible sedan, or the town car, may tip the scale at \$2,500 to \$3,000 anywhere from five to eight times their original cost!



The "A" bone has become much more sought after than the familiar Model T Flivver, with Model A Ford clubs in every state, two huge national organizations, pushing both interest and the price up to a national interest phenomenon. Never remotely identified as a classic but definitely a special interest car because of its ruggedness and the spunky pettiness of a gleaming restored model, the A owns its perpetual success to the fact that it is an everyday usable car, capable of meeting most demands which a motorist can put on it. At the same time it is metamorphosing from a jalopy into the restored class..

Unlike the big, graceful, expensive behemoths of the 1930 to 1935 classic age, the Model A can and is driven every day by most owners, without fear that a sideswipe will bankrupt the exchequer completely. It's also the only top favorite car for restoration which can be encountered daily in such mundane operations as delivering RFD mail, hauling ashes, or for senior citizen original owners who "wouldn't trade the old tin for anything else. "

These are the people who growl adamantly that the Model A is the best Ford ever built and ask plaintively, why doesn't Ford bring the Model A back again?. Their numbers are legion until the complaint is pinned down with the direct question, "Would you buy a Model A at what it would cost to produce one today? " Usually that changes things.

While it undoubtedly would fill the need for city transportation off the freeways, few people would invest in a car with a top speed in the neighborhood of 55 miles an hour, averaging only 18 miles per gallon or so in city driving, riding on stiff transverse springs, and too slow on acceleration to beat even venerable Nashes away from the stoplight. With its 3 7/8 inch pistons, the Model A's cubic inch displacement is more than some of today's six cylinder, smoothly operating engines, and offers far less in economy.

True, a modern day recreation of the model A would bring 100% dependability for cold weather starting, but as mechanical brakes, and light weight on 4.75 x 19" or 21" tires would confront the driver with skid problems on the hairy side. Then, the family accustomed to today's svelte car heaters would find it difficult to put up with the Model A manifold heater which was merely a tube down the exhaust manifold delivering hot engine air, with all of the grease and fumes, directly into the passenger compartment. No, a present-day Model A, with the possible exception of the roadster, would find few cash on the barrel buyers.

Fifth wheel performance tests run at Riverside Raceway, California, bear out the above. The car in this instance was a cherry maroon roadster, owned by John Wedberg, young Los Angeles stockbroker, and in as near new condition as five years of patient construction from new parts could make it.

With two aboard, the 1931 roadster, with a recommended engine red line of 2,785 RPM's, was put to acceleration tests. Pick up from zero to 30 mph registered 8.4 seconds in one test, 7.9 on the second, a zephyr like headwind probably accounting for the difference. Acceleration from zero to 4 25 MPH was 19.5 seconds in the first instance, 18.7 in the second period. The normal zero to 60 check proved simply impossible, inasmuch as the top speed which the \$3,700 Model A could show was 58 mph.

From a standing start, the roadster ran 1/4 mile in 27.9 seconds, at 52-53 mph. Speed and gears, at 3,000 RPM were 21 MPH in first, 32 in second, and 58 in third. Speedometer error, a factor seldom considered in a mass-produced economy car such as the model A's initial design, showed a true reading at 30, 43 at an indicated 45, 48 at an indicated 50, and 58 at an indicated 60 mph. at 1000 rpm in Top Gear registered a true 20.

(cont. on page 8)

Model A brakes, stubbornly produced in mechanical versions only (although half a dozen manufacturers had already switched to hydraulics), show unimpressive figures. Stopping distances from 30 mph were 33 feet, and from 58 mph (60 on the speedometer) 206 feet.

Indicative of the characteristics which would probably make a purchaser of a resurrected Model A think twice was a strong tendency to oversteer, with the relatively short ratio of 2 1/2 turns from lock-to-lock, a tendency to veer easily in high winds which only the Volkswagen of today can match, and a high noise level which would make ordinary conversation next to impossible

Thus, the story of the Model A Ford is one of a happy coincidence in circumstance in that every element of the little Four Banger apparently held the same life expectancy as Emerson's famous one horse Shay. Built simply to capitalize on the record of the 17,000,000 Model T's which had preceded it, the Model A Ford was never promoted as anything but an extension of forward reliability into a more comfortable car.



Photos from Motor Trend Magazine, August 1962

Fashions of 1920s & 1930s

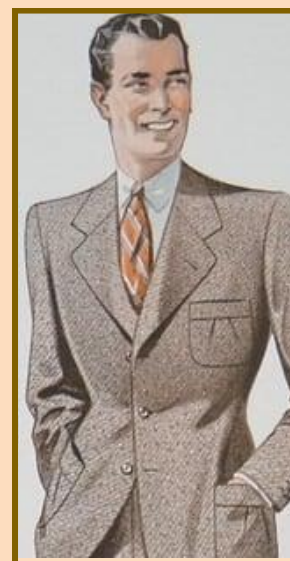


The jackets of the '20s were cut much more closely to the body to accentuate the natural waist. If you look at them today, they're much closer to a body coat than a modern suit. The buttoning stance was a bit lower than the 19-teens, and it had about two to three buttons. Sometimes, the fronts of jackets were cut away inspired by morning coats.

Dressing in Style

Men's Suits of the late 1920's

The most popular fabric was, of course, sheep's wool but they were a lot heavier than what you could get today, and the finish was a lot coarser than today. For summer, you also had cotton and linen suits. The fabrics were slightly less stiff and lighter weight at the time, but compared to today, they were still heavy-weights.



From the Gentleman's Gazette "What Men really Wore".

Columbus Model A Club Members Attend



A group of early risers gathered in the parking lot of the West Hill Shopping Plaza shortly before 6:30 am on Saturday, January 10th, eagerly anticipating their trip to Shepherdsville Kentucky, the site of the 41st Annual Model A Swap Meet held by the Falls City Model A Club of Louisville, Kentucky.

Our Columbus Model A Club Members always look forward to the Shepherdsville Swap Meet as a bright spot in the cold month of January

when Model A activities are few. Besides shopping for parts our members enjoyed reconnecting with the Falls City Club members and with other acquaintances made over the years who share an interest in the Model A Ford hobby.

As departure time rolled around our members packed up their purchased items and headed for lunch at the Chicken House Restaurant in Sellersburg, before heading back to Columbus.



The Swap meet offered a great variety of Model A related merchandise.



Tim Diehn examines Model A Parts offered for sale



(L to R) Dennis Meyer, Ron Lawson, Larry Morlock and Larry Pumphrey



Blake Hudman, his grandson Jack and Ron Lawson pause for a photo op.



FORD MODEL "A"

MECHANICAL TIPS

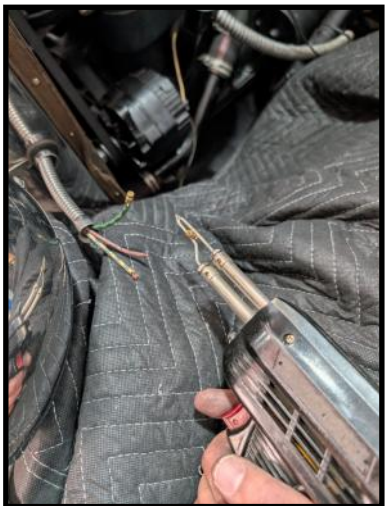


Shedding Light on the Model A Headlight Connector

By Tim Diehn

Ford's original design for the Model A headlight connector wasn't exactly their brightest (pun intended) idea. Between loose conduit collars, poor grounds, and finicky spacers, it's a setup that has tested the patience of many hobbyists.

During a recent repair, I felt the strong temptation to scrap the whole thing in favor of modern terminal blocks, wire nuts, or bullet connectors. However, I decided to hold onto hope and keep the original design work. But I quickly ran into a problem.



The Two Hand Challenge

A proper rebuild involves installing new brass contacts on the end of the wire harness from the car. These are meant to be **soldered**, not crimped. If you're doing this while the harness is still in the car, you run into a problem: how do you hold the harness, the contact, the solder, and the iron with only two hands? The goal is to melt the solder and flux inside the contact and keep it liquid while you seat the wire. After some thought, I discovered a trick that offers a 'third' hand.



The "Third" Hand

If you use a **soldering gun (not pencil style)**, the heating element usually has a loop or a "U" shape that is perfect for holding the contact. Here is what you do:

Prep the Contact: Place the brass contact directly into the loop of the soldering gun. The element will hold the contact and heat it simultaneously.

Tin the Contact: Pull the trigger to heat the contact, then melt your solder and flux directly into the recess.

The "Big Push": While keeping the trigger held down (and the solder molten), shove the wire into the contact.

The Set: Immediately release the trigger but **keep holding the wire steady**. Wait a several seconds for the solder to solidify.

Finish: Once it's cool enough to touch, slide it out of the iron's loop.

Job done!



YOUTH Department



Progress Report on Deglan's 1930 Model A Pickup Truck Restoration

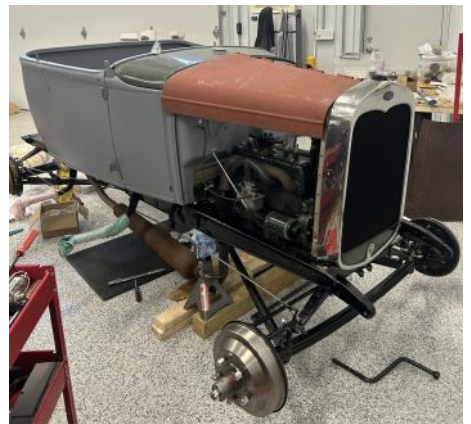
By Deglan Cunningham, age 20. Youth Columnist

Hey there fellow Club members! Another few months have passed since an update, so it's time for my first report of the year.

Since my last report, I've gotten a LOT of things done. The biggest achievement is getting my rims powder coated. I decided to use a company down in Seymore named FINCO Powder and Metal. They did an amazing job, and it was a very quick turnaround time. Now with the rims done, I am looking for tires to put on these new rims. I think the rims are 15" so trying to find tires that fit is difficult, especially wanting white walls.

Let's direct our attention to the engine bay where we are making more progress on the car. With the help of Larry, we got the distributor installed correctly and I got a basic lesson in how to time the engine, so I have a rudimentary understanding. Along with getting that installed, I have started getting some wiring figured out. In my stash of parts, I found some loose wiring harnesses together in a box. Those ended up being all the engine harnesses. After figuring out how they go together, I got them installed on the

engine, and it looks SOOO much more complete. I have a few more things to go together with the engine before I think about the first start up. But we are getting closer every day.



Finally the next big step made was undoing most of my work to add the speedometer gear to the driveshaft. When I assembled the driveshaft into its carrier, I did it haphazardly and missed an important part of driving. I had bearings and spacers in there, but I was missing the speedo gear when I assembled it. So, my Dad and I undid all the hard work we had done to add a critical part to the drivability of the car.

Thanks for reading, and as always feel free to call and chat if you have any advice for me or just knowledge you want to share.

Deglan



Meeting Minutes



By Rob Kirkpatrick

Membership Meeting Minutes

El Nopal Mexican Restaurant, January 8, 2026

Meeting was called to order at 6:35 PM by President Tim Diehn

39 members were present: Paul and Tamara Arlin, Steve Butler, Deglan Cunningham, Ed and Mary Dathe, Roger Dean, Jim and Cathy Dininger, Christian and Susan Easton, John Emmering, Dave Engle, Rex Hinkle, Tim and Frieda Howell, Blake and Michelle Hudman & grandson Jack, Scott King, Bob Kinser, Rob and Debbie Kirkpatrick, Dennis Knight, Ronnie and Katy Lawson, Duke and Linda Mathis, Dennis Meyer, Larry Morlock, Larry and Carol Pumphrey, Chris Rider, Phil and Marge Sutton, Randy and Angia Watts, Don Wesseler, Neil Wesseler.

Tim welcomed new member Tonya McLeod. She owns a 1938 Chevy Business Coupe, an original restoration. She noted that now, as a member of this club, she should get to work acquiring a Model A. We assured her that it shouldn't take long.

Minutes from the November meeting were approved.

Treasurer's Report

Starting Balance	\$6,598.01
Income	
Dues	430.00
50/50	72.00
Christmas Party	1,800.00
Food Bank	609.00
	<hr/>
	+ \$ 2,911.00
Expenses	
Newsletter	26.44
Seasons/Party	2,976.90
Refund/Party	120.00
Food Bank	809.00
Hard Luck Plaque	7.50
	<hr/>
	- \$ 3,939.84
Ending Balance	\$5,569.17

Committee Reports

Cares & concerns

Jack Sullivan took a major fall and has significant injuries
Linda Sullivan's sister is in critical condition
Randy Hughey is still having to wear a neck brace
Ron Huddleston is now suffering from a weak immune system
Phil told a new Kathryn Sullivan memorial joke and we laughed.

Touring Notes

Reminder to get your 2025 odometer reading to Larry Morlock ASAP
Make your list of touring ideas for the year and share it with a board member or bring it to the February meeting
Keep in mind the MARC tour of the Finger Lakes region in May
Phil has tours lined up for the MARC summer meet
Those carpooling to the Shepherdsville, KY swap meet this weekend should meet at West Hill at 6:30 a.m. on Saturday. Lunch will be at the Chicken House.

New Business

Larry Morlock shared that reservations are being taken for the April Swap Meet
Reminder to pay/renew your 2026 dues to the club and the Nationals

50/50

Dennis Knight won the 50/50: \$59

MARC National Meet – Rex Hinkle

The schedule is together
The Jan/Feb MAN will have the schedule and reservation information
For hotel reservations, call 888-936-9360 with the group code 0726MAR
Do not call the 800 version of that number
Prices are equal or less than the 2014 National Meet \$177.00 + taxes, \$201
Tours are set and will be fun. Meals will be offered at \$29/person on Tuesday and Wednesday
Volunteers: There will be a website to sign up for volunteering. If you know of web platforms that would be useful for this, please let Tim know.
Susan Easton reported on Sweepstakes plans
The Grand Tour will go to Montgomery, Indiana and featuring Amish Food

Program

Tim asked several members to briefly tell about their early Model A experiences
Larry and Carol double dated in a family A in 1956. It was later lost in a file. They later bought another one which they still have
Blake Hudman and grandson Jack shared about the A that Blake bought last March from MAFFI. It's a 1931 Slant Windshield Sedan
Larry Morlock bought his first A in 1955 at age 15 for \$40 and cut the leaky top off, then a spare frame & body for \$5. He joined the club in 1980 and bought his current Roadster in 1987.
John Emmering bought a 1928 Tudor in 1971 at 16. He sold it to buy a 1949 Ford that he could drive to high school. He bought his 1931 Roadster in and a 1929 Tudor this past year.
Rob Kirkpatrick bought a 1930 Cabriolet project at 15 in 1969 and finished the running gear before selling it for college expenses, traded some barn finds and drove a 1930 pickup high school.
Tim Diehn's dad bought a Tudor in 1969 when Tim was one. He grew up helping with Dad's full restoration and learning a great deal. It was the family fun car and it is now Tim's pride & joy.

The meeting adjourned at 7:50 PM. Respectfully submitted, *Rob Kirkpatrick*

Model A Ford

Sunday

SWAP

MEET

**April 26
2026**



COLUMBUS INDIANA



MODEL A CLUB

MARC / MAFCA



BARTHOLOMEW COUNTY

4-H Fairgrounds

**750 W 200 S
Columbus, IN 47201**



8:00 AM to 12:00 PM

(Open for unloading and set up at 6:00 AM)

Admission - \$5 / person

10 x 10 Space Rental - \$10

Tables for Rent \$2.00 each

Breakfast & Lunch Available

Pie for Sale

SWAP MEET CHAIR:

John Prohaska

(812) 350-8780

prohaska1069@yahoo.com

CLASSIFIEDS

FOR SALE: 1931 Ford Model A Standard Phaeton. Older restoration that still wears well or could be the basis for a fine point restoration. Body and fenders repainted prior to my ownership. Will consider a trade for a 1928/29 closed car. (Favorite body styles: Oval Window Coupe, Blind Back Fordor or commercial vehicle including AA Truck, older restoration or project plus cash) *Asking price \$17,000. Located in Casey, IL (40 mi. west of Terre Haute off I-70) Contact Justin Kelsheimer Jkelsh325@gmail.com*



"A-Toons" by Stan Blinks



Shall we tell the Kid he is getting Warm?



What's the limit on your Credit Card?

"95th Anniversary of the 1931 Ford "



GOING PLACES

3965 Fenwick Lane
Columbus, IN 47201



[Columbus, IN - MARC / MAFC - Model A Ford](#)



FEBRUARY PHOTO OF THE MONTH



The Chicken House in Sellersburg was the lunch destination for those attending the Falls City Model A Club Swap Meet on Saturday January 10. Members enjoyed the meal.