

The Badger's A

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AUGUST 2025



The Badger's A

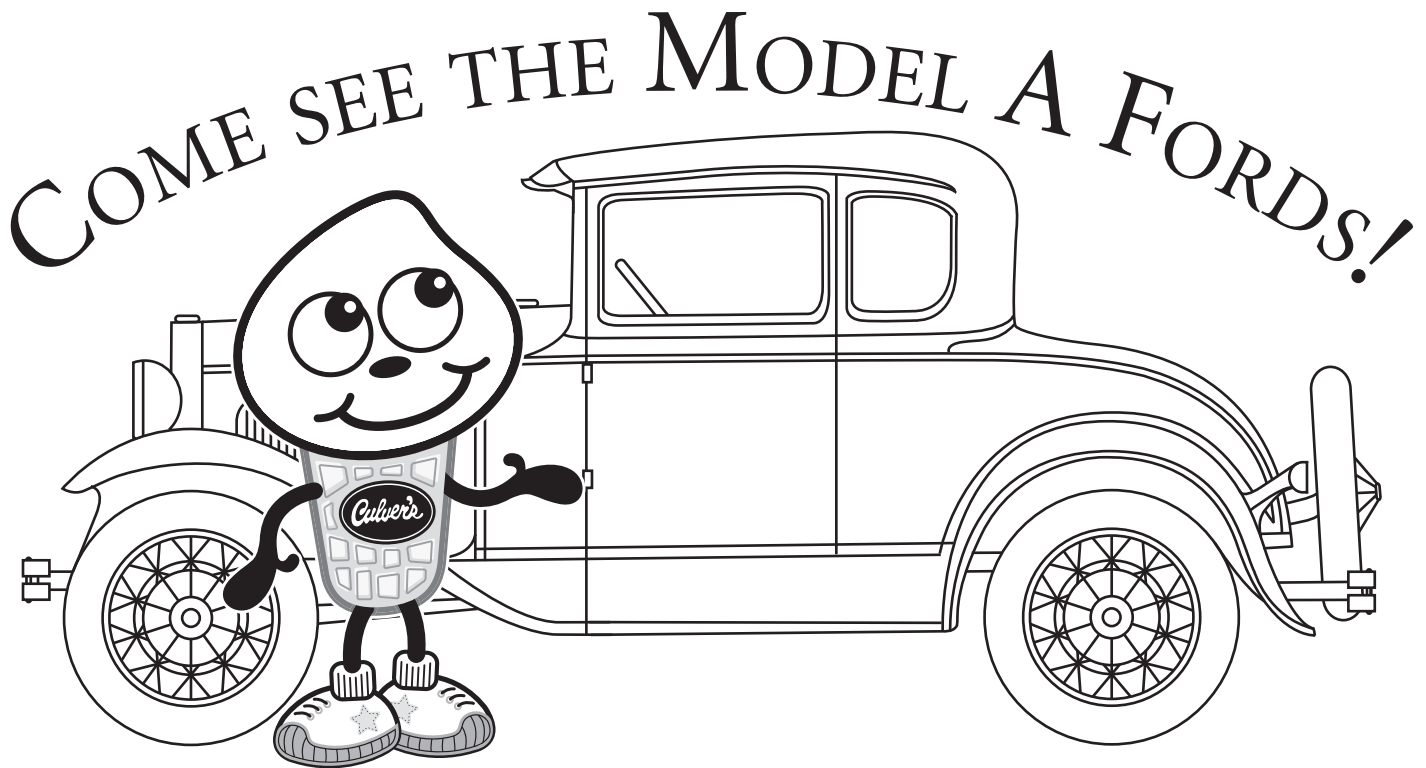
Official publication of the Wisconsin Region MARC

We are a Region of the Model "A" Restorers Club, Inc., and are dedicated to the preservation, use and exhibition of the Model "A" Ford, produced for the years 1928-1931, and literature pertaining to it.



News articles and other information relative to our old car hobby are encouraged to be submitted for publication by the members. Proper references and credits must be given if borrowed from another publication or the web. Others may borrow material from this publication, provided proper credit is given to both the author and *The Badger's A*. Classified ads of cars and parts for sale, trade or wanted are provided at no charge to the membership, and are shared with other Wisconsin Model A Clubs for publication in their newsletters. Newsletter deadline is noon on the 20th of the month, subject to change due to editor's and holiday schedule.

www.wisconsinregionmarc.com



The Wisconsin Region Model A Restorers Club will have their cars on display at the Culvers, 4401 Cottage Grove Road, from 2:00 to 4:00 P.M., on Sunday, September 7th.

Bring the kids, grandkids and grandparents out to see these cars made by Ford from 1928 to 1931.

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Presidential Thoughts

Richard Concklin, President

It's been a busy summer for our Model A's so far. After our very successful parades in Monona and McFarland, the next event was the show at the Bruce Company. Even though it was Father's Day, eight cars showed up and lots of people stopped to talk. We even had a person drive up from Chicago to talk to us, and a new person drove up with his Model A.

Next on the calendar in June was Lake Mills Town & Country Days Parade; we had 12 Model A's with Vi Topel and her grandson leading the group in her Model T.

July 4th in Columbus found us with nine cars in the parade. As I write this, the Edgerton Tobacco Days parade is a few days away, the tour to the Ag Museum and the show at Culver's are scheduled for September. Thank you to each and every one of you for your active participation in these parades, shows and our monthly meetings.

DRIVE, BABY! DRIVE! Challenge

Jan didn't care for the harsh sound of this and thought we should name it something else. I'm going to use it and take my chances, because it reflects the urgency and need of the program.

The **DRIVE, BABY! DRIVE! Challenge** is designed to encourage each of our members to get out their Model A's and use them to go places.

Going to the grocery store, doing errands, getting ice cream, going to the library, meeting friends, going to the dentist, going out for dinner: anywhere and everywhere. Use it as much as you can the way it was intended to be used, as transportation.

Make the hobby visible on the road as often as you can between now and the November banquet. When people smile, wave, or thumbs up, reward them with a friendly Ah-ooga! Report of your mileage, starting with your odometer reading on July 12th (our most recent meeting) and ending at the November banquet.

The winner (or two) gets some sort of recognition at the Banquet (not sure what yet, details are sketchy). But the goal is to get our cars out into our community so that people can see them, appreciate them, and we can make contact with other Model A owners whom we don't already know.

Let's make this the summer of Model A cars **EVERYWHERE**. Our sign in sheets will have a place for you to record your current odometer reading.

A **second challenge** is open to all members, whether you own and drive a car or not: **Attendance** at the activities. Every event will have a sign in sheet. Be sure you get credit for being there by signing in.

~Richard Concklin

Urgently Needed!!

A nominating person/committee to help fill our two 2026 open positions: President, Vice President, and Editor! If you would be willing to work with the board on this, contact one of our Board Members ASAP.

July Board Meeting Minutes

Jan Concklin, Secretary/Treasurer

The Board of Directors did not meet in July.

July Club Meeting Minutes

Jan Concklin, Secretary/Treasurer

The monthly meeting of the Wisconsin Region MARC was held on Saturday, July 12 at Living Water Church in Sun Prairie, hosted by Buzz & Carol Bursaw and Paul & Martha Sillman. President Richard Concklin welcomed and thanked everyone for coming and thanked our hosts for hosting. There were no new members or visitors present. A total of 17 members were in attendance.

The Secretary's report from June was approved as printed in the newsletter. Jan read the Treasurer's report for June, highlighting the financial progress we've made because of the shows and parades so far, with a couple more to come. Vice President Buzz Bursaw highlighted the parades and shows yet to come. Also, we have been invited to the Model T meeting. Wade talked about the tour to the Ag Museum in September.

We continue to need an editor since Tony has given notice effective with the December 2025 newsletter.

No Sunshine report this month.

Under New Business, Richard announced that Darlene Guetschow has scheduled an auction for September 25.

He also announced a Model A mileage challenge and an attendance challenge to go from today's date to our November banquet. (More information elsewhere.)

We urgently need a nominating committee because we have 3 positions open beginning January 1st. According to the regular schedule, 2026 is the year that the President and Secretary/Treasurer begin a new term. The Vice President and Member-at-Large begin a new term in 2027. Both Richard and Buzz are just filling in for the rest of 2025.

Door prizes were won by Robert Anderson and Paul Sillman. Richard had a Brain Teaser involving coins for us to work on; Judy Heiman and Conni Brandt were the only two who solved the puzzle.

Motion to adjourn made by Judy Heiman and seconded.

August Celebrations

Birthdays

Kathy Schmiedlin
Karlene Sillman
Tony Sillman

Ellie Tarnutzer
John Tyler
Karen Walheim

Anniversaries

Gus & Dawn Gessner
Brandon & Rachel Johnson
John & Jeanne Tyler

Sunshine Report

Karen Walheim

No Sunshine News to report for this month.

Upcoming Events

This is list of events we have so far, more may be added later. Non-Club events have an asterisk by the date.

August 3rd*Circus World Museum Car Show
Baraboo WI
August 9thMonthly Meeting
Richard & Jan Concklin/Olson Auto-Stoughton
August 8th-10th*35th Annual Nude Car Show
Valley View Recreation Club/Cambridge
August 15-17th*Badger Steam & Gas Flea Market
Badger Steam & Gas Showgrounds/Baraboo
September 6thTour to Paulson Ag Museum
Wade Blair/Lake Mills WI to Argyle IL
September 7thCulver's Car Show
Paid Event - Cottage Grove Road Location
September 13thMonthly Meeting
Walheims/McFarland American Legion
September 13th*International Model A Ford Day
Drive your Model A, Promote our Hobby!
September 20th*Hill & Valley Day
Baer Park /Cross Plains WI
September 25th*Guetschow Auction
Guetschow Residence/Arlington WI
September 26th-27th*Jefferson Swap Meet
Jefferson WI
OctoberMonthly Meeting
Heiman•Mack•Markielewski•Norsetter/McFarland Am Legion
November 8thAnnual Club Banquet & Meeting
Club 60/Columbus WI
November 16thWisconsin Region MARC
68th Anniversary

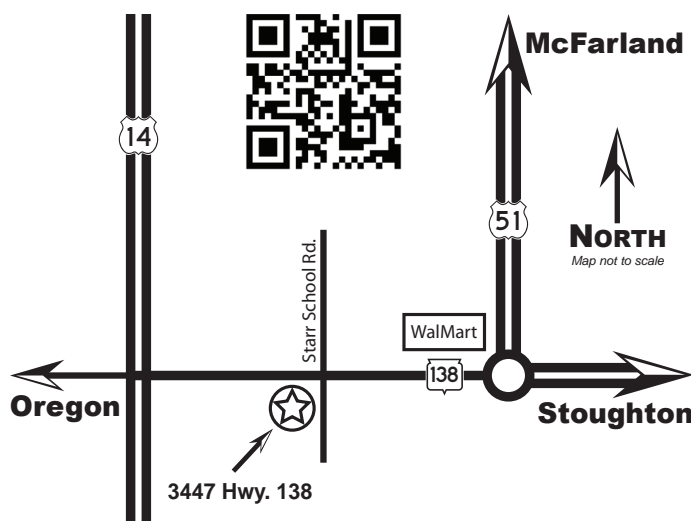
August Club Meeting

Saturday, August 9th

Olson Auto Exchange, Stoughton

The August monthly meeting will be held at Olson Auto Exchange in Stoughton at 3447 Highway 138. Hosts Richard & Jan Concklin will open the doors at 12:30, with a potluck lunch at 1:00. Members are asked to bring a dish to share for the potluck. Meeting to follow lunch.

Bring your Model A or other classic car. Jack Olson has agreed to give us a tour and talk about "something." There may be construction but come in the back door or park on the lawn.



Paulson Agricultural Museum Tour

Lake Mills WI to Caledonia IL

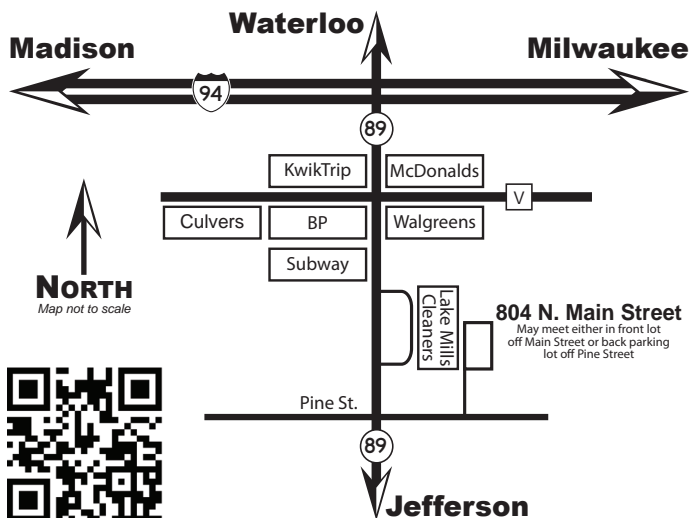
Saturday, September 6th, 2025

I will be leading a tour from Lake Mills to the Paulson Agricultural Museum (PAMA) in Caledonia IL. We will be leaving the rear parking lot of Lake Mills Cleaners (off of E. Pine Street) at 8:00 am. Make sure your car's tank is full before lineup. This will be a 66-mile tour down to the museum, just over 2 hours, and we will be avoiding the busy roads.

Modern cars are welcome to join us on the tour, or meet us at the museum at 6950 Belvidere Road in Caledonia, IL. From Madison, taking I-39, it would be just over an hour trip, with one toll fee each way. Will leave it up to you to decide on the best route to take.

There is a \$10/person admission at the museum. With three buildings full of farm tractors, implements, and farm/agricultural items, it takes about 2 hours to see everything. After going through the museum, we will be touring home to Lake Mills, stopping in Clinton WI for food and gas.

Call me with any questions on the tour at (920)390-0297. For more information on the museum, see their website at paulsonsagriculturemuseum.com ~Wade Blair



Culver's Car Show: Cottage Grove Road

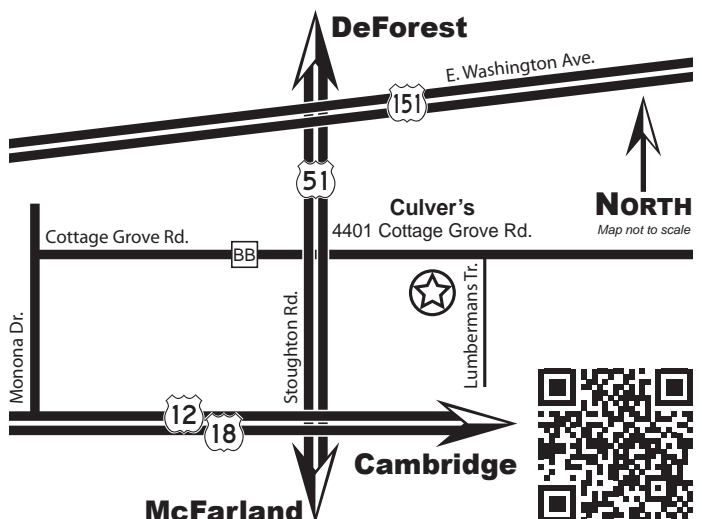
Sunday, September 7th

We're having a car show at Culvers in Madison, located at 4401 Cottage Grove Road, on September 7th, from 2:00 to 4:00 pm. This Culver's location is a paid advertiser in our newsletter and we need at least 8 cars to get paid. Let's show our support, fill up the lot, and attract a crowd.

In the past, members would park their cars and then sit inside Culver's waiting for the event to end. We're expected to stay with our cars, promote our club, and answer any questions from the guests. We can use the restrooms and grab some food and drinks, but need to stay with our cars.

We've been asked to help promote this event. On the cover is a flier that we're asking our members to copy and post at locations around their area to help get the word out.

Don't forget that there are window cards on our website, to help give information on our club, and your car.



For Sale • Wanted • Trade

For Sale: 1930 Ford Model A Slant Windshield Blindback Fordor Sedan, Black with w/w tires. 12V, new starter & battery, drives good, runs good. \$8500. (920) 988-8324.

For Sale: 1930 Ford Model A Sedan, Yellow. Good condition, solid chassis & frame with no rust and minor scratches, clean interior w/period-correct details, starts, runs & drives, mostly driven around Madison a few times per year. Asking \$15,200 OBO. Located in Madison area. Call Jake at (608) 302-8517 for more info or photos.

For Sale: 1931 movie star Model A. This Pick-up appears in a scene of Public Enemies, the gangster movie that was shot in Columbus WI. Authentically restored & in exceptional shape, located Madison area. \$19,500. Lorie Nussle, (708) 448-5830 or lkfishbait@att.net.

For Sale: 1930 Deluxe Roadster. Blue, White top. This car is a beauty! Body and fenders, A+, leather upholstery (incl. rumble seat), B+, engine appears to be fine; owner drove it regularly. \$22,000. Barb Ragatz, (608) 444-5368.

Free: MARC & MAFCA magazines. MAFCA's *The Restorer*, 1973-1986. MARC's *Model A News*, 1987-2025. Get them quick before the new tariffs kick in. Call (608) 496-8129 - UPDATED PHONE NUMBER.

For Sale: Selling off Marv Tomlinson's collection of old auto parts stock, including Model A inventory. Looking to sell for a discount to clear out the shop. Contact Isaac at (608) 501-8580 or email isaacgtomlinson@gmail.com for more information.

For Sale: 1930 Standard Tudor, older restoration. 6 Volt alt., modern points, Borg Warner overdrive, Brumfield head, LED taillights, rack & trunk. Call Tom, (920) 787-5317

For Sale: 1926-27 Model T Touring, restoration started but all apart. 1930 Model A, engine gone through, all apart. 1923 Model T Touring, all parts for restoration. Many Model T & A parts available. Call Francis, (715) 393-5383. Call or text your Ad in to (920) 350-2291 or email to wisconsinregionmarc@gmail.com. Ads are free, but only run once, unless resubmitted. Deadline is the 15th, in order to be shared with other Wisconsin Model A Clubs.

Editorial Edits

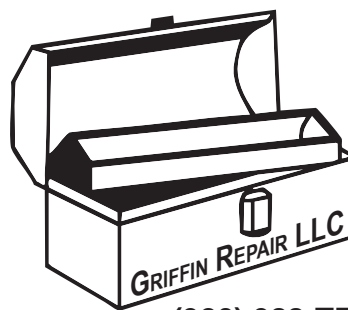
Tony Sillman, Editor

We are excited to share that we have welcomed another paid advertiser to our newsletter. Club member Ron Griffin is now a retailer for Bratton's Model A Parts. We appreciate his support for our club and wish him all the best with his new venture. Ron operates in the same building as his wife Tama's business, Life Changing Nutrition (which is also an advertiser). Tama is situated at the top of the hill in the front, while Ron is located at the bottom in the back.

It seems that in every place I've lived, there has always been a Model A parts store nearby. During my childhood, Old Time Auto in Cottage Grove was just 27 miles away. While I was in Menomonee Falls, Mailtruck Model A Parts in Brookfield was only 8 miles directly south of me. (Whenever I needed parts from him, I would send Karlene, as he enjoyed to talk). When we moved back to Waterloo, Old Time Auto relocated to Lake Mills, which is only 10 miles from my home. Now, Ron's shop will be less than 4 miles away from my place.

WANTED TOURS & EVENTS

You are the ideal person to create a tour in your hometown area because you are the one who knows it the best. You need a destination, a starting location, and a route; stopping for lunch is optional. Think of some places we can go to and contact our Vice-President. He can assist you in taking your idea from a thought to an actual event.



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Our virtual showroom on our website is designed to make your vehicle shopping experience as easy and convenient as possible. View detailed information about each vehicle. We're confident that you will find the perfect ride that fits your needs and budget.

We also have an assortment of engine blocks, manifolds, flywheels, starters, water pumps, generators and other miscellaneous Model A parts for sale at our shop.

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42ND ANNUAL

Hill and Valley Antique Auto and Americana Show

Saturday, September 20, 2025

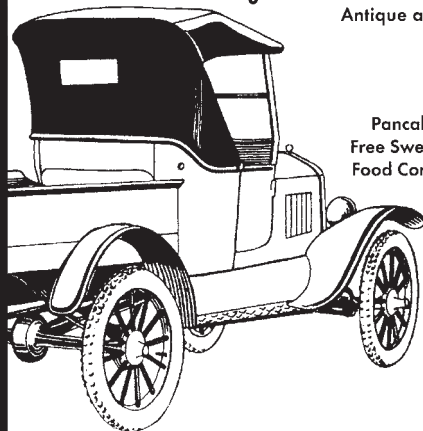
Baer Park in Cross Plains, Wisconsin

All makes and models 20 years and older welcome!

One Hour Tour Through Our Hills and Valleys, Departing at 10am

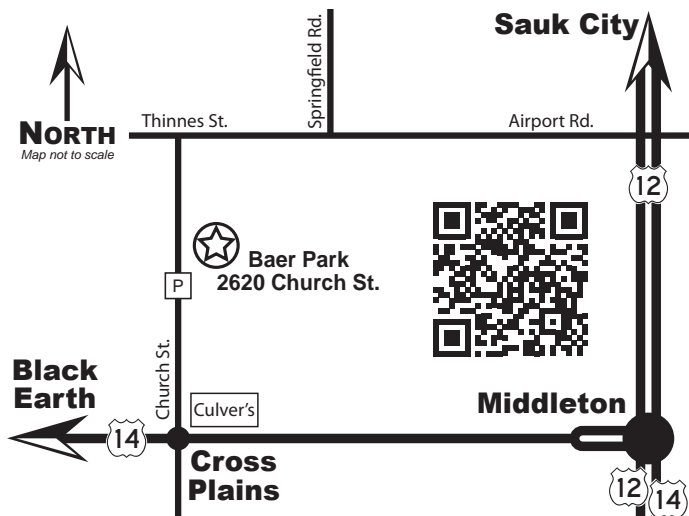
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For more Information: WICapitalModelTClub.com

John Riley, Show Director: 608.770.5646 (cell)

Sponsored by Wisconsin Capital Model T Ford Club and area organizations

Guetschow Auction

Thursday, September 25, 2025

There will be an auction at the home of Darlene Guetschow on Thursday, September 25, 2025, at 10:00 AM. For additional information see georgeauction.com.

On July 15, 1973 Roger Guetschow and Marv Tomlinson drove up to Iola for the *Iola Lions Club Antique Auto Festival, Chicken Roast and Donation Auction*. It was the first Iola Car Show.

In the years to follow, Roger enjoyed wandering through the rows of vendors and attended many car shows and flea markets. For years, most vendors were selling used and new parts for the Model A Ford and they were a great source for reasonable prices.

Most of the time Roger was not looking for anything specific, but when he saw a bargain price for a usable item, he bought it, and took it home. "You never know when you may need one of these."

When I met Roger in 2010, he had a pole barn, two garages, and one small horse stable significantly filled with several Model A's and a multitude of Model A parts. He used his reservoir of parts for his own projects and was very generous in sharing his time and his parts to assist other Model A owners keep their cars running.

Since his passing in June of 2022 the family has sold his mail truck and four other vehicles. Now the time has come to auction off the balance of his collection. His generosity with his time and Model A resources have left a legacy of which his family can be proud.

~Richard Concklin

July 2025 Running Board Report

Monthly update from MARC's Tom Hovetter, President and Jim Zimmer, Director of Regions

The 2025 MARC Gettysburg National Meet is now behind us. We had more than 300 registrations, many informative seminars, SIG meetings, tours, car judging, and great food at the welcome party, grand tour and awards banquet. Thanks to the Gettysburg Region for hosting.

At the closing awards banquet, MARC member Adina Cloud, representing the French Lick Resort, won the 50/50 drawing and then donated it to the Model A Youth Restoration Awards. Tom Hovetter, and the Gettysburg Region, also donated their half to MAYRA!

Don't forget that next year we have a special Finger Lakes tour in the pipeline for May and another great National Meet for July in French Lick, Indiana. We expect both to be jam packed with fun filled activities so plan to attend. We still need Regions to volunteer to host future events! Your Board of Directors will gladly help you plan a tour, meeting or a national event. Contact any MARC Director please

The on-line version of the Model A News is always available for viewing by the first of every even numbered month.

Remember that MARC has a special membership offer for youth, 18 -25, not living at home. FREE membership with a sponsor, digital MAN only, but all the other benefits of full membership. Contact the office for details.

This September 1954 Popular Science article ran in The Badger's A in December 1963 courtesy of the magazine. Some opinions expressed in this article are those of the article's author, and not of this editor or newsletter staff.

A Lament for the Model A

The car that ran like a puppy seems wonderful, in retrospect, to this automobile reporter. Why, he asks, don't they make it any more? By Frank Rowsome Jr.

Sometime when Detroit unwraps its latest wonder - the newest blend of gleam and gadget devised to make you discontented with what's in the garage - I think dreamily back to a sweetheart of a car that they don't make any more. Like many long-ago sweethearts, she was gawky, even a little goofy, with plain-Jane virtues. But the Model A Ford was also, in case you've forgotten, one of the most wonderfully satisfying cars ever built.

The Model A was an uncommonly willing car, like a friendly farm dog. (Ever notice how some cars don't really want to go? They sit silently in the garage, morosely pondering what trouble to have next. Or else they behave like child actresses coughing theatrically in the carburetor throat or stalling petulantly in the driveway.) The Model A, in contrast, had the personality of a puppy; it wiggled all over, it wanted to go, it ignored mistreatment, and it ran until you shot it through the heart.

Shrewd engineering could be detected everywhere. Provided you handled the clever choke and mixture rod right, which was about as difficult as striking a kitchen match, the engine invariably started. One Maine winter, with temperatures around 20 below, I caught it on the first turn every morning for weeks.

Its designers has a realistic view of human nature, for they made it a difficult car to mistreat. Even the dimmest lady driver couldn't proceed with the choke out; the moment she took her fingers off the knob, the choke promptly went back where it belonged. If, impelled by the curious female instinct for wrongheadedness, she persisted in driving with the spark retarded, or with the mixture full rich, or with the parking brake on, nothing grievous happened. It didn't run very well then, but it ran.

That tough old engine would march contentedly for 60,000 miles with only casual attention. If you tossed in an in-frequent overhaul, it would cheerfully go forever. If cruel end unusual punishment busted something, you just write off to a mail order house, screwed on the new part yourself and drove on for another hundred thousand miles. It ran well, too. By a happy combination of weight, balance and wheel sizes, it could trundle through an amount of snow or mud that would immediately bog down those terraced gardens of sheet metal that we drive nowadays. Top speed 65 MPH at 2,785 RPM, more downhill - could take you from one city to the next almost as fast as the current road locomotives. It liked to be driven hard. There was none of the incessant plug-burning, point-pitting and

diaphragm-rupturing that reflect the bilious bad temper inside newer engines.

Lift the hood on a Model A ... and admire the calculated simplicity underneath. That engine was about as intricate as an egg beater. You could very nearly overhaul it with a screwdriver, pair of slip-joint pliers, monkey wrench and a little run-of-the-mill profanity. Modern engines, in contrast, demand hundreds of dollars in tools, a cozy intimacy with dwell angles, milliamperes and inches of mercury, plus a repertory of sulfurous swearing.

No troublemakers. There was a wonderful starkness about the Model A's engine compartment. Consider for a moment the troublemakers it didn't have. There was no fuel pump, no vacuum pump, no accelerator pump, no automatic choke. There was no voltage regulator, no centrifugal spark advance, no vacuum spark retard. There was no crossover heat valve, no thermostats, no hydraulic lifters. Above all, there were no relays. (Does anyone know why present-day engineers plaster relays over an engine like barnacles on a rock? Surely even engineers know that relays are the most bothersome thing invented since marriage.)

It was an engine you could work on easily. If you wanted to tighten the water-pump packing nut, you needed a screwdriver and five seconds. If you wanted to drain dirt or water from the gas line, you needed a pair of pliers and 15 seconds. And if you wanted to re-time the ignition - for which you may now need an oscilloscope complete with a portable, thick-lensed MIT graduate to twiddle the knobs - you could do an accurate job in less than five minutes. If a Model A needed a carbon and valve job, you could button it up in plenty of time before dinner.

No contortions. Partly this was simplicity of design; the engine's fathers didn't have the curious conception that if it's intricate it must be good. But partly it was also because you could get at the engine without 50 inch arms and universal-jointed wrists. It wasn't buried in a deep hole in the chassis, like a watermelon in a well. It wasn't matted over with a jungle of hoses, cables, and tubes, or with power steering pumps, windshield-washing jars, or relays for blowing the horn. With the A engine, you almost never pulled it from the chassis just to work on it - a current practice that's about as cockeyed as letting a doctor cut open your chest to treat a cold.

There were lots of other good things about the old girl. With a 13:1 steering ratio, you could get around a corner without blurring the spokes like a roulette wheel. She'd turn around on a narrow road without making a production of it.

Using the manual spark lever, you could readily quench a knock on a hard pull. (The spark was also handy if a dog ran yapping alongside; you retarded the lever, snapped the ignition off and on, and got a wonderfully terrifying backfire.) As for the absence of oil and water gauges, it was widely held that what you didn't know wouldn't hurt you. And in what other car could you unobtrusively kick off

continued on next page

Lament for the Model A continued

the main gas valve, confronting your girl with a plausible out-of-gas situation on the back road?

The transmission was an unalloyed delight to drivers proud of their shifting skill - there were noissy synchronizers in that box to hide your mistakes. Down-shifting without a trace of a clash into second at 25 MPH or low at 10 was entirely practicable. But it took a nice feeling of revs, an instinct for setting the counter-shaft speed, and some deft double-clutching. When you did it just right, the gears slid together with a silent nicety that separated the men from the boys.

A few flaws. It doesn't make the Model A less of a car to admit that it wasn't perfect. Those brake rods sounded like a Cuban band; the gas tank in your lap wouldn't have been a good companion in a bad smash; and the parking brake could freeze on in winter, giving you a choice of abandoning the car until spring or taking a torch to the drums.

By 1954 tastes the Model A was no fireball. She had just 40 horses to tote some 2,200 pounds, and getaway at 55 pounds to the horsepower didn't exactly snap your head off. The egg beater under the hood had a respectable 200.5 cubic-inch displacement, but it only worked at 4.22:1 compression. (That raises the question as to why we bought gasoline - whale oil would probably have done as well.) And while driving the car was good in its day at road-keeping and cornering, don't slam a surviving model into a rough turn or you'll have a distinct impression of piloting a loose-jointed cow-barn on wheels.

Certainly it's unfair to assess this loyal old car by modern standards. Perhaps it is unreasonable, too, to ask why Detroit doesn't make them any more - it having been repeatedly shown that there isn't a mass U.S. market for dogged, unvarnished transportation, at least from new cars. But what is fair is a prophecy; 26 years from now, in 1980, darn few of us will recall the glistening 1954 models with the same warm affection with which we now remember the Model A.

Editor's Comment: Growing up in the club, most of the women in the club knew how to drive a Model A. With 50 women in the club, I'm curious on how many can start a Model A? How many would feel at ease driving it across a parking lot or even on a complete tour or parade? Anyone want to learn?

July 2025 MAFFI Minute

Cindy Ellenbecker, MAFFI Trustee/Secretary

I thought I'd share a bit of the history to be found in the museum at Hickory Corners, where the very first Model A is housed --to whet your appetite to visit and see ALL the history found there along with the completed museum expansion. Model A Days are September 18-20, 2025. Join us!!

This car is the first Ford Model A produced. It was assembled on October 20, 1927 and given to Henry Ford's best friend Thomas Edison. It was originally a Tudor Sedan,

LOOKING BACK AT PAST CLUB EVENTS **Lake Mills Town & Country Days Parade**

Saturday, June 28th

The weather during the Lake Mills parade was bright and warm, which encouraged many people to come out and watch us as we cruised by in our Model A's. After the parade, some folks decided to cool off at Culver's.

A big thank you to Topel's Towing and Repair for sponsoring us once again this year. We also want to express our gratitude to Wade Blair, Dale & Gloria Metcalf, Ron & Tama Griffin, Mark & Lanie Griffin family, Robert Anderson & Carolyn Simpson, Earl Gritton, Richard & Jan Concklin, Buzz & Carol Bursaw, John & Jean Tyler, Dan Topel and his son Christian, and Vi Topel for participating in the parade this year.

~Tony & Karlene Sillman

Columbus Fourth of July Parade

Friday, July 4th

This year, we weren't stopped by a train, and everyone who began the parade successfully completed it without assistance. A big thank you to Tequilas Bar & Restaurant for their continued sponsorship.

Thanks also to those who came out to support the club during the holiday weekend: Gus Gessner & Dick Markielewski, Dale & Gloria Metcalf, Richard & Jan Concklin, Dennis & Janice Mack, Lowell & Karen Walheim, Robert Anderson & Carolyn Simpson, Buzz & Carol Bursaw, and Wade Blair.

After the parade, we enjoyed a 10-mile tour to Sassy Cow for fresh ice cream.

~Tony & Karlene Sillman

Edgerton Tobacco Days Parade

Sunday, July 20th

Even though the sky was overcast and occasionally seemed like it could rain, the day remained dry and pleasantly cool. It was an ideal day for a Model A outing and parade.

Thanks to all who supported our club at this event: Wade Blair, Gus Gessner & Dick Markielewski, Robert Anderson & Carolyn Simpson, Dennis & Janice Mack, Lowell & Karen Walheim, and Dale & Gloria Metcalf.

After the parade, we visited a local restaurant for lunch.

~Tony Sillman

but Thomas preferred an open car. Henry had the Tudor body replaced with a Phaeton body. Outside door handles were not produced for the early Model A cars. With the existing changes to the car, a restoration process was never attempted. Photos of Henry stamping number 1 on the engine are available.

Henry Ford told Thomas Edison that his name would always be with the Ford name and in the logo for Ford, the cross in the letter F forms a letter T in the distance. The swirl on the end of the cross forms the top of the letter E with the letter O forming the bottom of the letter E.

Tony and Karlene Sillman
The Badger's A Editors
W8210 Doepke Road
Waterloo, WI 53594



WISCONSIN REGION MODEL A RESTORERS CLUB APPLICATION

Our organization is dedicated to the preservation, use and exhibition of the Model A Ford produced for the years 1928-1931. *The Badger's A* newsletter is a publication which is sent monthly to our members.

Names (Please Include Spouse): _____

Address: _____

Home Phone: _____

Cell Phone-His: _____ Cell Phone-Hers: _____

E-mail-His: _____ E-mail-Hers: _____

Birthday-His: _____ Birthday-Hers: _____ Anniversary: _____

Cars: _____

Do you carry liability coverage on your antique car? _____

Other Auto Club memberships? _____

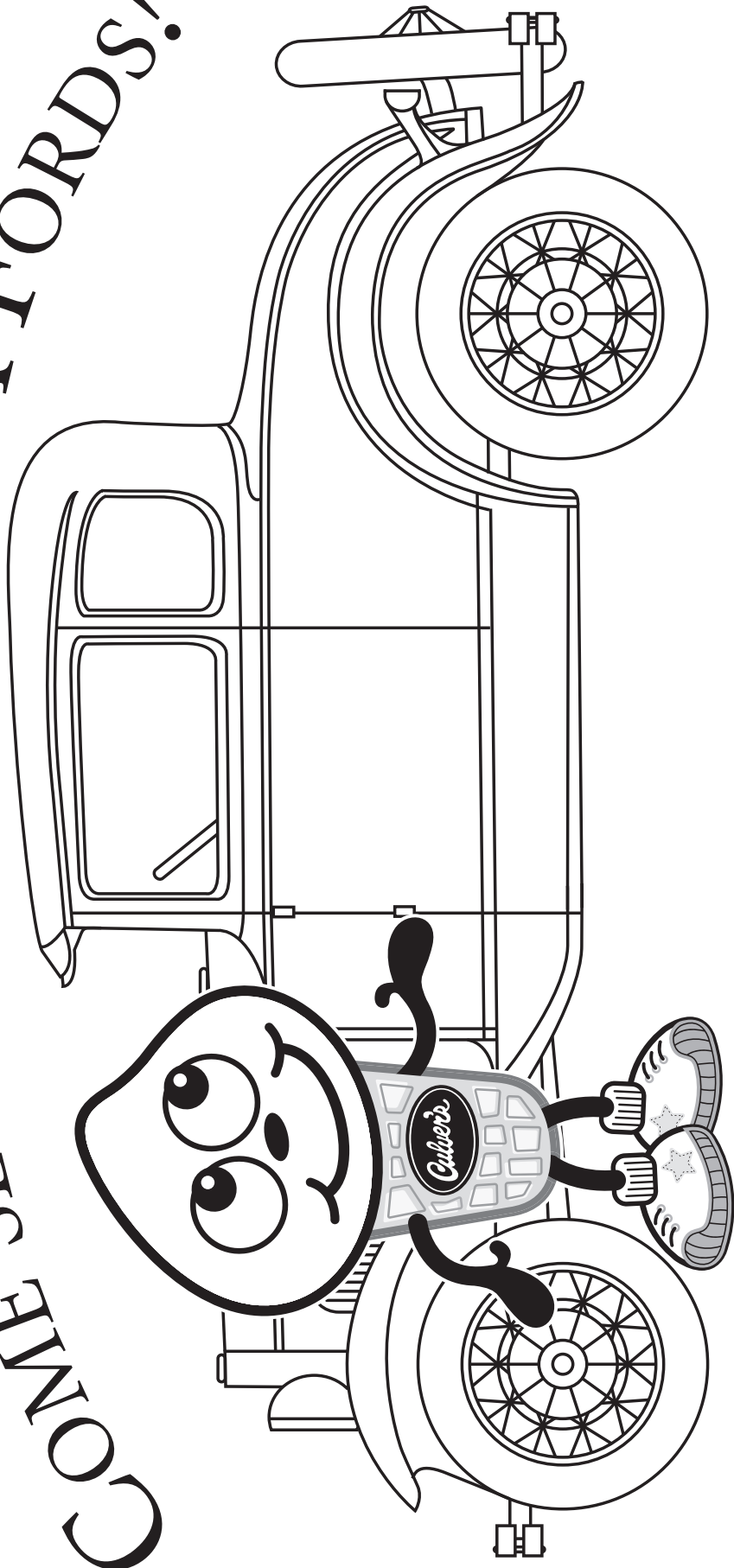
LOCAL DUES - \$25.00 (Jan. through Dec.) / NATIONAL DUES - \$50.00 / **TOTAL - \$75.00**

Membership in the National MARC is required to join a local Region, due to insurance coverage. My National Membership number is (if already paid).

**Please mail this application
along with your dues to:**

**Model A Restorers Club
c/o Jan Concklin
4818 Ferris Ave.
Madison, WI 53716**

COME SEE THE MODEL A FORDS!



The Wisconsin Region Model A Restorers Club will have their cars on display at the Culvers, 4401 Cottage Grove Road, from 2:00 to 4:00 P.M., on Sunday, September 7th.

Bring the kids, grandkids and grandparents out to see these cars made by Ford from 1928 to 1931.