



The Flying Quail



Official Monthly Publication of the Sierra Chapter, Model A Ford Club of America
Serving the Areas of Fresno & Clovis, California
P.O. Box 1312, Clovis, CA 93613

VOLUME 65, No. 1

JANUARY, 2026

CHAPTER MEETING!!

SANDY'S COUNTRY JUNCTION

MONDAY, JANUARY 12TH

7:30 PM

(BOARD MEETING @ 6:30 PM)

**PLEASE BRING A DOOR PRIZE
IF YOUR LAST NAME STARTS WITH A- H**

**REFRESHMENTS PROVIDED BY
JIM & PEGGY RILEY**



Past Presidents' Breakfast



Saturday, January 17, 2026

The Waffle Place

(Cedar & Herndon)

6700 N Cedar Ave, Fresno (S/E corner Bullard & West)
(Formerly BJ's Kountry Kitchen)

All Past Presidents: Come and Take a Bow!
Our Host: Past President Todd Riley 559-916-2167



It's Activity Sign-Up Time!!

We need volunteers to host our
**Breakfasts, Tours and
Meeting Refreshments!**

Sign up at the Meeting, or...

**Reserve your
Preferred Dates Now!
See the Calendar on page 3**

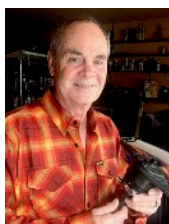
Contact VP Virginia Diffey
559-304-8054

**Remember: No Club Activities,
No Club!**



Sierra Chapter President's Message

by
Bill Cooper



Dear Club Members,

As I step into the driver's seat as President of our Sierra Chapter, I am honored and excited that, only four years after attending a club breakfast, I would now be representing the chapter as

President. I have met so many great club members and learned so much about these historical antique cars that everyone seems to love.

This last month of the year we adorned lights on our cars for the *Clovis Children's Electrical Parade*, as well as a trip down *Christmas Tree Lane*. And then, with our annual Christmas Awards Banquet to finish off 2025, our club had a phenomenal year!

I want to thank everyone who participated in and contributed to making our club events such a success, and the enthusiasm to continue the Sierra Club's long reputation for attracting new members while having fun as we move into this new year!

Thank you, and here's to many miles and smiles with our Model A Fords!

Bill Cooper



For the fourth consecutive year, club members got together and drove Christmas Tree Lane in Fresno. See more pictures on page 6.



Find lots of pictures
of this year's
Christmas Banquet
on pages 4 & 5
and
Christmas Parade
Pictures on page 7.



**SIERRA CHAPTER
BOARD OF DIRECTORS**



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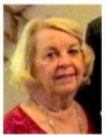
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Sunshine Report

from
Nadine Lowe

Please keep our fellow Members in your thoughts as they heal or grieve.

Thankfully, I have not received any reports of any of our members becoming sick from the virus nor ailing for any other reason.

Please notify Nadine of any Sunshine needs.

559-227-6423. HI-LOW7@PACBELL.NET

**Meeting
Minutes**

Because of the Christmas Banquet, there was no General Meeting and, therefore, no Minutes for December, 2025.

Respectfully Submitted by Secretary Mary Cooper



***From the Desk of the
MAFCA Chapter Coordinator***

It's hard to believe that 2026 is already here—how did that happen? I hope your Chapter enjoys a wonderful holiday gathering. These events are perfect for sharing stories from the past year, catching up on family news, and celebrating with Model A friends.

2025 was a successful year for MAFCA, as we welcomed several new chapters. I'm pleased to announce that the Board approved another new chapter at our December meeting. Please join me in welcoming the "Northern Valley A's" of Lisbon, NH to our family. It gets pretty cold in northern NH, so I'm sure the Model A's are put away for the winter—unless, of course, they have Model A Snowmobiles!

As we begin the new year, please remember to return your Chapter Registration form. Keeping your chapter's officer details up to date helps headquarters stay in touch and support your activities. Please send in your form as soon as possible.

For many of us our Model A's are resting in the garage for the winter months. However, this is a great opportunity for maintenance work to get ready for the 2026 touring season. Many clubs conduct winter technical sessions during the winter months. These are great opportunities to repair different parts of the Model A together or observe repairs, while providing valuable learning opportunities. It is something for your club to consider during the winter months.

Until the snow melts up north we wish our friends in the warmer areas happy touring.

Doug Linden

**Bachelor's
Quarters**

**Dog on
the Rug**

**Whiskers
to Blame**

**No One
to Hug**

Burma Shave



Sun

Mon

Tue

Wed

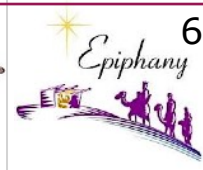
Thu

Fri

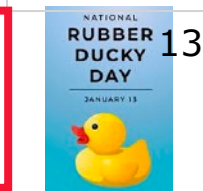
Sat

**** January 16th, National Nothing Day:**

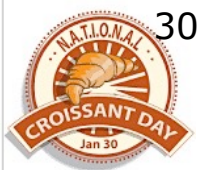
National Nothing Day is an annual anti-holiday observed on January 16. True to its name, the purpose of this day is to do absolutely nothing, not even celebrate the holiday! It comes right after a period that is heavy with holidays and celebrations, so it aims to give Americans a break from all that hustle and bustle.



Chapter Meeting
Sandy's 7:30 PM
Door Prizes: A - H



Past Presidents' Breakfast
Waffle Place, Cedar
8:00 AM See pg 1



Please Volunteer for the Open Events!

<u>Month</u>	<u>Breakfast</u>	<u>Tour</u>	<u>Refreshments</u>	<u>Other</u>	<u>Raffle</u>
<u>Jan:</u>	Todd Riley	Volunteer Needed	Jim & Peggy Riley		A - H
<u>Feb:</u>	Brent Richardson	Volunteer Needed	Volunteer Needed		I - Z
<u>March:</u>	Bill & Mary Cooper	Mel & Jan Smith	Cecil Spurlock/Kay Hamilton	CCRG, Bakersfield April 29 - May 2	A - H
<u>April:</u>	Volunteer Needed	Bill & Mary Cooper	Bob Sharp		I - Z
<u>May:</u>	Volunteer Needed	Randy & Lisa Smith	Mike & Lily Gouff	<div> <p>Help the club by volunteering to host these monthly activities.</p> <p>Contact VP Virginia Diffey to reserve an event.</p> <p>559-304-8054 or vcdiffey@yahoo.com</p> <p>Remember— no activities, no club!</p> </div>	A - H
<u>June:</u>	Volunteer Needed	Volunteer Needed	Volunteer Needed		I - Z
<u>July:</u>	Tom Dodd	Volunteer Needed	Volunteer Needed		A - H
<u>Aug:</u>	Volunteer Needed	Volunteer Needed	Marla & Dave Ekstrom		I - Z
<u>Sept:</u>	Bob Sharp	Volunteer Needed	Charldene & Joe Cluff		A - H
<u>Oct:</u>	Volunteer Needed	Todd Riley/Bob Sharp	Volunteer Needed	Christmas Banquet	I - Z
<u>Nov:</u>	Volunteer Needed	Volunteer Needed	Charles & Virginia Diffey		A - H
<u>Dec:</u>	(no Breakfast)	Christmas Tree Lane	(no meeting)		none
<u>Jan '27:</u>	Past President	Volunteer Needed	Volunteer Needed		A - H

Volunteers are also needed to Chair the following special Events! Dates are Negotiable!

- 1) Ladies Luncheon 2) Christmas Banquet 3) Ice Cream Social

Christmas Banquet

Saturday, December 13th, was the date for this year's annual Christmas Banquet, Awards Ceremony, and Installation of new officers.

The event, attended by 55 Sierra Chapter members, was held at New Hope Community Church in Clovis. The church has its own banquet staff and provided an excellent buffet meal of New York steak, chicken, scalloped potatoes, vegetables, and salad. Fantastic homemade desserts were provided by a dozen attending volunteers, especially **Brent & Mary Richardson** who themselves brought enough desserts to feed the entire group.

Master of Ceremonies for the event was **Jim Riley**, who also swore in the 2026 Board members. The tables were beautifully decorated by **Lisa Adanalian, Irene Riley, and Lisa Smith**. Chairpersons for the event were **Todd Riley and Tom Dodd**.

This year's winners for having the most activity points were: 1st place, **Todd & Irene Riley**; 2nd, **Bill Cooper**; 3rd, **Jim Riley**. The FUBAR Award was earned by **Rick Davidson**. The year's 1K mile patches were also distributed to those who earned them.

And, finally, Santa Clause and his faithful helper (**Charles & Virginia Diffey**) added the final touches to an enjoyable holiday evening.

—Pictures thanks to **Linda & Don Williams, Lisa Smith, & Tom Dodd**



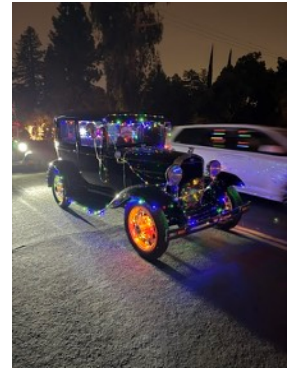
**More Christmas
Banquet Pictures**



For the Fourth consecutive year, **Tom & Yvette Nelson** hosted the **Christmas Tree Lane Tour** up Fresno's Van Ness Avenue on **Wednesday, December 10th**. Members drove both Model A's and classic V-8's.

As before, participants met at the home of **Eric Schmitt** on the corner of Van Ness and Lansing Way, and caravanned north with the public to view the decorations. The group met after at the Elbow Room in Fig Garden Village for refreshments.

— Pictures thanks to **Yvette Nelson & Ted Mooradian**



Successful Model A Clubs
have two common ingredients:

- 1) They have members who will plan events, and
- 2) volunteers to assist in running the organization.

These are necessary ingredients!!



I got gas today for \$2.39! Unfortunately, it was at Taco Bell.

— Thanks to **Judy Hulstrom**



Contact Chuck Kallas for Details
In Fresno: **559-287-1256**



1929 Sport Coupe: \$15,500
Low Mileage Restoration



1928 Roadster \$26,500
Show Quality



1931 Roadster Pickup
Fresh Build \$25,500



1928 Phaeton Autorama
V6 Ford Automatic \$29,500



Rare Late 1931 "Budd Body"
Wide Bed Pickup: \$26,500

Old Town Clovis Children's Electric Christmas Parade

On Saturday, December 6th, ten Model A families again participated in the annual Clovis Children's Electric Parade in their brightly decorated cars. The group was warmed up before the parade with pizza and hot chocolate. **Todd and Irene Riley** hosted the event.



1930-'31 Ford roadster production figures

By Franklyn K. Brown

Have you ever noticed that most of the 1930-'31 Model A Ford roadsters that you see today are of the Deluxe type? They are not Standard models, which made up 65 percent of roadster production for these two years.

The famous Wall St. stock-market crash occurred in October 1929. It led to the Great Depression, in which many great automobile companies (especially those that made more expensive cars) closed their doors.

Considering the economically-disastrous times, it seems odd that so many people would opt for the more expensive of the two roadsters when buying one of the least expensive makes of cars.

I think a brief look at Ford's best-selling car, the Tudor sedan, is helpful in making my point, even though I'm primarily concerned about roadsters. Tudors were generally slightly more expensive than roadsters.

New Model A prices

Model	1930	1931
Std. Rds.	\$435	\$430
Del. Rds.	\$495	\$475
Std. Tudor	\$490	\$490

In both years, Model A Tudor sedans outsold any other Ford. They seemed to be the best choice for all-around use, and especially for family-car use.

Model A Tudor production

[1930] 376,271 Standard
[1931] 148,425 Standard
[1931] 21,984 Deluxe

In contrast to Tudor sedans, roadsters seemed to appeal to younger and sportier drivers. However, according to production figures given in the book *The Ford Model A As Heavily Built It* by DeAngelis, Francis, and Henry, the popularity of the Deluxe roadster (once it became available) became one reason for its high survival rate.

Model A roadster production

[1930]	
Standard	112,901
Deluxe	11,313
Total	124,214

[1931]	
Standard	5,499
Deluxe	52,977
Total	58,496

[2-Year]	
Standard	118,400
Deluxe	64,310
Total	182,710

The authors tell us that, in 1930, over 22,000 Standard roadsters were made in April alone. However, by late that summer, the figure dropped to less than 600 per month.

The Deluxe roadster was introduced in August 1930. As you can see, it became a big hit and its popularity continued throughout 1931, whereas

production of the Standard roadster declined dramatically in 1931.

The significance of the Model A roadster production totals becomes more obvious if we round them to whole numbers and convert them to percentages.

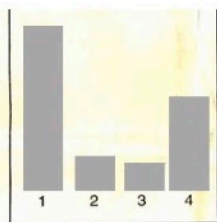
Model A roadster production Expressed in percentages

[1930]	
Standard	91 %
Deluxe	9 %
Total	100 %

[1931]	
Standard	9 %
Deluxe	91 %
Total	100 %

[2-Year]	
Standard	65 %
Deluxe	35 %
Total	100 %

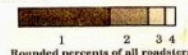
Even though the percentages show a perfect flip-flop, the two-year numbers show that almost twice as many Standard roadsters were built as Deluxe versions. Further study reveals that about 10 times as many Standards were built in 1930, and just the opposite was true for 1931. Charts 1 and 2 reduce these Tables to graphical form for easier interpretation and understanding.



Number of roadsters made

- 112,901 units = 62% of all roadsters made in 1930-'31
- 11,313 units = 6% of all roadsters made in 1930-'31
- 5,499 units = 3% of all roadsters made in 1930-'31
- 52,977 units = 29% of all roadsters made in 1930-'31

The graph above is drawn from the numerical data presented in the table to the left.



The bar graph above is drawn from the same table as the first graph, but it emphasizes the relationship of unit data to total production.

The actual numbers show that about 20 times as many Standard roadsters were built in 1930 as in 1931. However, in 1931, Deluxes became more popular. About four-and-a-half times as many 1931 Deluxes were made than 1930 Deluxes.

Although total 1931 roadster production (both models) was 32 percent of the two-year production for both, it was only 47 percent of the previous year's total for both. This seems consistent with what was happening in the auto industry, as a whole, during the Great Depression.

For example, Ford built a grand total of 1,045,094 cars (all body styles) in 1930, but only 47 percent as many (488,059) in 1931. It is interesting to note that the combined production of roadster models was 12 percent of total production for both years.

In view of the data and observations above, why do we now see so few Standard roadsters of both model years - especially 1930 - today? Here's what I think, based on deductions from the data I've gathered. Keep in mind that this is opinion, and not fact. I welcome comments from Old Cars readers will be welcome.

The 1930 roadster, though introduced as a Standard only, was apparently seen as an improvement in styling over the 1929 model (both the

1928 and the 1929 roadsters were offered only as Standards). These "Plain Janes," were lower in price than any other Ford (except the four-door phaeton). Perhaps they were considered utilitarian and, therefore, subjected to severe service. This would have caused them to wear out faster. Perhaps the more expensive Deluxe roadsters were better cared for, and had a better chance of survival.

In 1931, the preponderance of Deluxes (91 percent) over Standards (nine percent) assured a greater number of 1931 Deluxes surviving. This ratio also raises another interesting question. Why, when the Great Depression was well under way, did so many more people choose the more expensive Deluxe model? One guess is that some buyers preferred more expensive models of the less expensive make, as a variation of the big-fish-in-a-small-pond concept.

While these are interesting and debatable suggestions, a better explanation of the imbalance is the relative ease with which a restorer can upgrade a Standard to Deluxe status. In fact, certain Deluxe equipment, such as twin sidemounts, a trunk rack, and cowl lights, could originally be ordered at extra cost. It could then be added to Standard roadsters, upon delivery or later, by a Ford dealer.

Original Roadster Equipment & Features

	1930		1931	
	Std.	Del.	Std.	Del.
[Equipment]				
Cowl lights	No	Yes	No	Yes
Side Mount	No	Yes	No	No
Trunk rack	No	Yes	No	No
[Features]				
Color Options	7	11	5	4
Windshield/top profile	High	Low	High	Low
Top Color	Black	Tan	Black	Tan
Upholstery Color	Black	Tan	Black	Tan
Upholstery Material	Plastic	Leather	Plastic	Leather

Additional facts and opinions

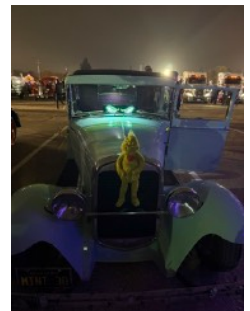
The original '30 Deluxe roadster had a styling advantage over the '31 in that it had a left sidemount and a trunk rack. Both were dropped for 1931, as a cost-saving move, although they could be added. A right sidemount was extra both years. All 1930-'31 Ford frames were drilled for attaching sidemount brackets on both sides. Therefore, when restoring any 1930-'31 Ford, twin sidemounts and a trunk rack can easily be added. It takes just a little effort to install cowl lights, and the one-inch-lower Deluxe windshield and top bows are available from the restoration-parts dealers. The top material and color can also be changed easily, as can upholstery. Many restorers substitute a good grade of modern, upholstery-type vinyl for the seating surfaces, due to the high cost of leather.

A clue to an original '30 Deluxe is a smooth rear panel below the rumble seat lid. Since '30 Standards and all '31s used a rear spare mounting bracket, adding a sidemount requires three plugs for the bracket holes. It is unclear if Ford used plugs or a smooth panel when a '31 Deluxe had sidemounts. Some restorers fill these holes to create a smooth panel. A painted upper radiator shell and a modified steering column bracket were supplied on '31 Standard and Deluxe models.

I concluded that a principal reason for the number of 1930-'31 Deluxe roadsters seen today is the upgrading of cars during restoration. Purists may not approve of this, but I think it's O.K. Antique cars should be enjoyed, and if correct upgrading enhances a Ford owner's enjoyment, I think that's good.

Interestingly, there is now a relative shortage of Standard roadsters of either model year. If rarely appeals to you, consider obtaining or restoring a 1930-'31 Standard roadster. Or you might even contemplate (pardon the expression) "downgrading" a previously upgraded car.

Thanks to Paul Watts



TECH TIPS BY BOB BIDONDE

- from Long Island X's

Spark Advance Lever Travel Adjustment

- Adjust by rotating steering column
- Loosen column clamp at gas tank or dash support bracket
- Loosen clamp under hood at base of sheet metal column
- Be sure to tighten clamps when done



These big Cheerios are way better than the small ones. And, you don't even need to pour milk on them!



My grandson was helping me in the garage the other day. He looked under my old truck and asked, "Is this thing leaking?"

"Of course it's leaking," I answered. "It's a Model A, isn't it?"



The Flying Quail

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Model A Ford Club of America
% Tom Dodd
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