



# UTAH VALLEY

## Model A Club

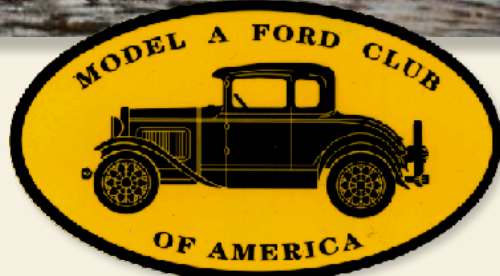
11 No. 1 • 2021 Newsletter of M... 16 Newsletter of Distinct... Dec... 23  
... 2018 Newsletter of the Year...



IN THIS EDITION:  
Christmas Luncheon  
Interesting Christmas Facts  
A Look Back at 2023  
PREPPING MY 1929 MAIL TRUCK  
WHY DID FORD USE SPUR GEARS...



An AI image of a 1929 Model A Pickup  
Artist — Andy Dean  
Image found on [vecteezy.com](https://www.vecteezy.com)



**UVMAC MISSION  
STATEMENT**

**2023 Club Officers**

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.

**CLUB OFFICERS**

Board Chair	Brad Christofferson	bdc.p51@gmail.com
President	Brian Lindenlaub	b.lindenlaub@gmail.com
Vice President	Roger Davis	rldavis1929@aol.com
Secretaries and	Elaine Carlson	sewingbird@msn.com
Historians	Jennifer Paulson	jenpaulson74@gmail.com
Treasurer	Diane Brimley	brimleydiane@gmail.com
Activities	Howard Eckstein	h_eckstein@hotmail.com
Membership	Amber Morrell	mystuff@live.com

**APPOINTED POSITIONS**

Awards	Jeff Niven	jefferyniven@gmail.com
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Librarian	Mike Carlton	mcarlton1@gmail.com
Merchandise	Par & Patsy Palmer	trusspar@gmail.com
Photographers	Howard Eckstein	h_eckstein@hotmail.com
	Amber Morrell	mystuff@live.com
	Buster Hansen	buster_hansen@msn.com
	Greg Mack	gregmack02@yahoo.com
	Nicholas Mack	kcam1999@yahoo.com
	Robert Mack	mack4759@yahoo.com
Tech Talks	Buster Hansen	buster_hansen@msn.com
Web Page	Greg Mack	gregmack02@yahoo.com



*1929 Model A Pickup*

Artist — Andy Dean, image found on [vecteezy.com](http://vecteezy.com)

UTAH VALLEY



# Christmas Luncheon

Saturday December 9 at Noon

At the Clyde Company Conference Room  
730 North 1500 West, Orem

~ This is our club meeting location ~

*Join us for a catered Turkey Dinner*

*\$15 a plate*

*Socializing ~ Reminiscing ~ Christmas Magic*

Get your tickets at a club meeting in  
September, October or November



# UVMAC President's Message

BRIAN LINDENLAUB

This was a good year for the Utah Valley Model A club. I'd like to take this opportunity to review some of the things the club accomplished in 2023.

### 2023 Goals

Earlier this year our club set goals for four things we wanted to achieve in 2023.

- **Goal:** Club members will drive their Model As more than 18,000 miles. Status: Achieved. The final tally isn't in yet, but I am confident that club members drove considerably more than 18,000 miles this year.
- **Goal:** Get one of Greg Mack's cars drivable. Status: Not Achieved. Some progress was made, including painting the firewall and doing a weld repair on the front crossmember, but technical difficulties, time constraints, and other challenges continue to keep Greg's Model As idle. Perhaps next year . . .
- **Goal:** Complete at least one service project. Status: Achieved. In May the UVMAC put on a car show at the Covington Assisted Living Center in Orem. The residents admired the cars and enjoyed sharing stories about their

own Model A experiences. Many accepted an invitation for a ride in one of the Model As, broadening their smiles even further. And this Christmas season the club is once again collecting donations for Toys for Tots. If you are attending this year's Christmas party, please consider bringing a new, unwrapped toy to donate.

- **Goal:** Drive the speedster around the block under its own power before the end of 2023. Status: Not met, but still Achievable. The original goal was to have the speedster ready for sale before the end of September. The goal was revised in October to reflect actual progress. The speedster needs just a few more things to be drivable. The speedster team is working hard to achieve this goal and plans to complete the drive around the block in late December.

### Membership

The UVMAC closes out 2023 with 57 members. This is an increase of 11 (24%) over last year.

*Continued on page 11*

### WHAT'S INSIDE

2 Mission Statement	12 A Note on Authenticity	26 Editor's Viewpoint
Club Officers	14 Prepping My 1931 Model A Mail Truck for the Next 90 Years	28 Let's Have Some Fun
3 Christmas Luncheon	16 A Look Back at 2023	29 Pay Your Dues
4 President's Message	19 Why is UVMAC a Successful Club?	30 MAFCA News
5 November Club Meeting	20 Why Did Ford Use Spur Gears...	31 MAFFI News
8 2023 Calendar of Events	23 Fall Is Just Around the Corner	32 Classified Ads
9 Birthdays		33 Club Awards Application
10 Interesting Christmas Facts		MAFCA/MAFFI Applications

# November Club Meeting

BY ELAINE CARLSON

## 2023 GOALS

1. 18,000 driven as a club.
2. Get one of Greg's Model As running.
3. Recruit new members and reactivate old ones.
4. Carry out another community service project.
5. Finish speedster by International Model A Day



1500 Mile Award  
Curt Martinson

**Welcome:** President Brian Lindenlaub, conducting

**Attendance:** Diane Brimley, Reid & Elaine Carlson, Brad Christofferson, Roger Davis, Stephen Dutton, Howard & Gemma Eckstein, Grant Eckstein, Rod Gardner, Buster Hansen, Don & Cora Ius Paul Jerome, Sam & Tia Korologos, Larry Laxman, Brian Lindenlaub, Greg & Robert Mack, Amber & Dave, Morrell, Clyde Munson, Jeff Niven, John Ormsby, Darrin Paulson, Dale Penrod, Madeline Reed, and Darin Swan.

### News:

- John Wilson had hip surgery on November 15th. We hope he has a quick recovery.

### Club Business

#### Goals:

- The club's first goal is to drive over 18,000 miles. Right after the holidays, Robert will be contacting you to record the miles you've driven since January 1, 2023. Please have this mileage ready for him.
- Getting one of Greg's cars running will not be achievable this year, but he is very close to having an install party. Watch for the install date early next year. The more help the faster his car will be on the road.
- The club has more members than it ever has. We thank Andrew Watson for pointing Model A members our way. A thank you also goes to every member of the club for participating. Without you, the club is nothing.
- Sharing our love of Model As is something we enjoy doing. This year we joined with Covington Senior Center residents. Another service project we have recently embarked upon is helping the Toys for Tots by bringing a new, unwrapped toy to this year's club luncheon. Please help us bring smiles to more children this year.
- Our goal has been modified. The club will have reached its new goal if the speedster can drive around the block on its own power.

#### Awards: Jeff Niven

- **Mileage Award** — Only one member was presented with a mileage award this month. Curt Martinson earned his 1,500 mile award. Congratulations Curt.

• **Bent Rod Award** — This month there was fierce competition between Roger, Stephen, Paul, and Buster.

- Stephen Dutton, just like every Model A owner, had a flat tire while on the road. But, he didn't compete for the Bent Rod award because of a flat tire. He earned the right to compete because he had to text a number of fellow members to rescue him because he didn't have a jack to change the tire.
- Buster Hansen has enjoyed the new focusable headlights until he examined them and found he had a headlight meltdown.
- Paul Jerome while joy riding in his Model A, realized he left his cell phone on the running board. He turned around to find it. When he located it, it was sitting in the middle of the road smashed. He ended up having to get a new phone. To add, insult to injury, a few weeks earlier he took the young men boating. The boat sunk, drenching everyone in the boat as well as his cell phone. Paul had to pay \$400 to repair it, only to have to buy a new one a couple weeks later.
- Roger Davis drove his new Delivery Truck shortly after filling it up for the first time. Unbeknownst to Roger and Geena, the gas gauge leaks. In fact Geena sat there filling two large rags with gas and an empty Windex bottle. Even the floor of the Model A was saturated with gas. All three of them smelled strongly of gasoline. A member quipped, "You didn't light up a smoke inside the vehicle did you?"
- Those who were presented with the auspicious Bent Rod Award are Stephen Dutton and Roger Davis.

### MAFCA National Awards Banquet 2024:

Howard and Gemma will be attending the 2023 National Awards Banquet in Santa Maria, California November 30 - December 2 to promote the 2024 banquet in Salt Lake City. (He will probably win another award while he is there).

### Past Activities:

The BYU Engineering Tour on November 4th was a very enlightening look at the myriad of experiments, design, and testing that the Engineering students are doing at BYU. They are designing better rockets, experimenting with electric vehicles, creating designs to eliminate drag while in movement, and using Dynamos to test a variety of engines. It was an intriguing visit. Thanks to Jeff Niven for organizing and guiding the tour.

As a side note, Josh Hansen (Buster Hansen's son) visited the facilities with us. He will be going to BYU to study Mechanical Engineering, so he was able to make some valuable connections

Nicholas teasing Roger for losing gas, "Roger, you are rich enough you can pour gas on the weeds to kill them.

Clyde, "At least he made it to the activity without running out of gas."

If you are confused, ask Nicholas to tell you the story.



Bent Rod Award Winners

Roger Davis and  
Stephen Dutton



with staff and students while there. Good luck on your education Josh.

**Future 2023 Activities:**

- **December 9th** — Annual Christmas Luncheon. This is the last activity of the year. If you like food, this is the place to be. There will be a catered meal by Marvelous Catering. Club members pay \$15.00 each to help defray the cost of the meal, the club will pay the rest. It will be held at the Clyde Companies conference room at 12:00 noon. Please wear era attire or Sunday best.

It will be exciting to see what new adventures await us for 2024.

**TechTalk:** In March the activity for this year, was a trip to Dr. Grant Eckstein’s linguistics lab where all the club members present took a test. We examined two photos of Model As in order to answer a question that related to those pictures. Dr. Eckstein and his associate, administered the test using a device that measured the eye movement of the test taker. Some club members wondered how this could relate to Model As.

This month Dr. Eckstein gave a presentation that utilized the data he collected from the March activity. He provided some background information that explained the value of the information he gained. For example, most readers skip 30% of the words in a sentence while reading. The reason for this is because we use our memory to fill in the other details while we read. Those who are more familiar with a subject matter read faster. Looking at the eye movement of the individual, Dr. Eckstein was able to come to the following conclusions, 1. Through club member’s self-assessment more members had a greater knowledge of Model As than they thought. 2. Of those who rated themselves above a one (novice) six were in fact experts (Brian Lindenlaub, Darren Paulson, Reid Carlton, Theon Laney, and Robert Mack). Others, like Amber Morrell, wanted to make sure their answers were correct by looking at each photo over and over again to validate their answers. Other inferences were made using these statistics.

This will be a well received seminar at the 2024 National Awards Banquet in SLC.

**Refreshments:** Reid and Elaine Carlson kept pace with previous refreshment extravaganzas. They had a wide variety of treats and goodies to please any palate. Thank you Carlsons!





# 2023 Calendar of Events

COME JOIN IN THE FUN

- September 4-6, Saturday     **Lehi Heritage Days** will host a car, truck and motorcycle show on Monday, 6th at the Lehi Legacy Center from 4 - 6 p.m. Dash plaques will given to the first 50 registrants, although there is no entrance fee for the car show. Check out this link for all the details, <https://www.facebook.com/events/lehi-legacy-center/lehi-heritage-day-classic-car-and-bike-show/558825555259306/>
- September 16, Saturday     **Courtyard at Jamestown**, an assisted living center for seniors, is holding a fundraiser for the Gail Halvorsen (The WWII Candy Bomber) Aviation Educational Center, Mr. Halvorsen past away recently. Car registration will be at 2:00 p.m. and the car show will start at 3:00 p.m. Those paying the \$15 car show registration fee, will receive a free dinner, raffle tickets and certificate of participation. However, for the UVMAC members, there will be no charge. This likely means no raffle tickets or dinner. Register by calling Bryce at (801) 592-2249. Tell him you are with the Model A Club.
- September 23, Saturday     **Mapleton History Tour**, lead by Reid and Elaine Carlson, will explore the past by visiting the Historic Towne Square, and other important sights within Mapleton. Meet at 10:00 a.m. on Main Street and Maple Street (Mapleton City Park).
- October 18-21,  
Wednesday - Saturday     **South Central Utah Tour** will spend four days exploring such sites as the Fremont Indian State Park, Bryce Canyon, Anasazi Indian State Park, Long Canyon, and the slot canyons of Capital Reef National Park. Enjoy low land fall colors and high country vistas.
- October 26, Thursday     **Club Meeting** for October will be on a different date. Because of the South Central Utah Tour, the regular club meeting has been moved from October 19th to October 26th. Dr. Grant Eckstein will give a report on his findings from the tests he ran on club members
- November 4, Saturday     **BYU Engineering Building Tour** will give us a chance to explore the labs, equipment, and student projects at BYU. This tour, lead by engineer Jeff Niven, is bound to be an eye-opener. The group will meet at 10:00 a.m. at the engineering building on campus. You should receive a copy of the flier with a parking map on the back.
- December 9, Saturday     **Annual Christmas Luncheon & Party** is on December 9th, at our usual club meeting location, the Clyde Companies Building. It's always guaranteed to be a fun event, it will be filled with awards, prizes, delicious food and more. Don your era attire or best Sunday dress and let's party!



# December Calendar of Events

MARK YOUR CALENDARS



## DECEMBER 2023

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
No December club Meeting					01	02
03	04	05 Robert Barnes	06 Dale Penrod	07	08 Diane Brimley Clyde Munson	club Christmas Party
10	11 Tim Isaksen	12	13	14	15 Sharon Lindenlaub	16
17 Brad Christofferson Mason McCallister	18	19	20	21	22 Colette Thompson	23
24	25	26	27	28	29	30
31						

FREE CALENDAR BY HOMEPRINTABLES.COM



**John:** What did the gingerbread man put on his bed?  
**Zack:** What?

**Sister:** What are you giving Mom and Dad for Christmas?  
**Brother:** A list of everything I want!

**Jacob:** What do road crews use at the North Pole?  
**Jason:** I don't know.  
**Jacob:** Snow cones!



# Interesting Christmas Facts

FROM GREEN GLOBAL TRAVEL WRITTEN BY BRET LOVE

1. The **origins of Christmas** can be traced back to ancient pagan celebrations such as [Deus Sol Invictus](#) (observed Dec 25), the Kalends (Jan 1-5), and Saturnalia (Dec 17-23).
2. The Christian Church disapproved of these festivals and co-opted the holidays by declaring December 25th as Jesus' birthday.
3. **Mistletoe** was held sacred by the Norse, the Celtic Druids, and Native American Indians, because it remains green and bears fruit during the winter when other plants seem to die. Druids thought the plant had the power to cure infertility and nervous diseases, and to ward off evil.
4. Long before there were traditional Christmas trees, the pagans revered **evergreens** as symbols of eternal life and rebirth. Because of their pagan associations, holly, ivy, and other evergreen boughs conventionally used for holiday home decoration were banned by the sixth-century.
5. [Pope Julius I](#), the bishop of Rome, originally proclaimed December 25th the official celebration day for Jesus' birthday back in 350 AD.
6. The city of Riga, **Latvia** holds the claim as home to history's first decorated Christmas tree, back in 1510.
7. The midwinter festival of **Yule** has been celebrated by the Germanic peoples since at least the 4th century. Yule, which is also called Winter Solstice, is the longest night of the year and the time of greatest darkness. Some scholars believe the word yule means "revolution" or "wheel," symbolizing the cyclical return of the sun. [King Haakon I of Norway](#) rescheduled the date of Yule to coincide with Christian celebrations held at the time.
8. People in Iceland will often exchange books on Christmas Eve, then spend the rest of the night reading them and eating chocolate. The tradition is part of a season called [Jolabokaflo](#)d, or "The Christmas Book Flood." As a result, Iceland publishes more books per capita than any other country selling most of them between September and November. Early illustrations of Santa Claus pictured him as a stern, commanding disciplinarian holding a birch rod. The jolly old elf we know and love today was created by artist [Haddon Sundblom](#) for a Coca-Cola ad.
9. On Christmas Day, tradition allows **Lebanese** children to go up to any adult and say, "Edeii 'aleik!" ("[You have a gift for me!](#)"). If the adult has a present to spare, the kids add this to their traditional Christmas morning haul.
10. **Fruitcake** originated in ancient Egypt, where it was considered essential for the afterlife.
11. **South Africa** is home to some of the world's most unusual holiday food fare. Every December locals feast on a seasonal delicacy - the deep-fried [caterpillars](#) of Emperor Moths!
12. There are 12 courses in the traditional [Ukrainian Christmas Eve supper](#), each of them dedicated to one of Christ's apostles.

*continued from page 4*

**Activities**

Our club continued to be very active in 2023. We participated in at least six parades including the Freedom Festival parade in Provo, where we fielded 24 Model A vehicles and won the Heritage Award for “outstanding depiction of legacy”. We joined the Salty A’s in their tour around Utah Lake and the Beehive A’s on their multi-day tour to Evanston, Wyoming. Several of our members also attended the High Country Tour sponsored by the Model A Ford Club of Colorado in Breckenridge, Colorado.

We sponsored a number of activities as well. There were several garage days (two featuring engine installations), duckpin bowling at Doc Brundy’s, a visit to the BYU linguistics lab, the Covington car show, the Mapleton history tour, and a tour of the BYU Engineering building. We also sponsored a multi-day tour of south central Utah. I consider the number and variety of our activities to be one of our club’s strengths, and a key to recruiting and retaining members.

Earlier this year we moved our monthly meetings to the Clyde Companies headquarters in Orem. Their large, comfortable conference room gives us much more space to accommodate our membership growth, and the audio visual capabilities of the room have

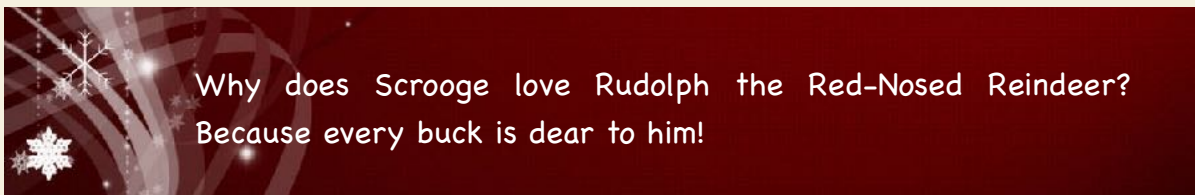
enhanced our presentations considerably. I would like to thank Larry H. Miller Ford in Provo for sharing their meeting room with us for many years, and the Clyde Companies for allowing us to use the current space.

**2024 Officers**

My term as club president will end in December. It has been an honor and pleasure to lead such a dedicated group of Model A enthusiasts this year. Elections for 2024 club officers were held at our November meeting. I look forward to collaborating with next year’s officers in my new role as Board Chair. Please join me in giving them your full support.

**Christmas Party**

I’m looking forward to getting together with club members at our annual Christmas party. Hopefully you have already bought your tickets! The party will be held on Saturday December 9 at 12 noon in the Clyde Companies conference room where we hold our monthly meetings. It will feature a catered turkey dinner along with awards, entertainment, and reminiscing. Dressing in period attire is encouraged, otherwise “Sunday best” is appropriate. And remember, the club is collecting donations for Toys for Tots at the Christmas party. Please consider bringing a new, unwrapped toy to donate. I hope to see you there.



## A Note on Authenticity

BY ROGER DAVIS

*Editor's Note:* For those of you who are members of the Model A Ford Club of America, you have seen Howard Eckstein's column titled, *The Restorer's Class*. In this column he describes what a Model A owner can do to make his Model A more accurate.

Since there are club members who are not members of MAFCA, we are announcing a new column in the newsletter by Roger Davis that will provide a similar service.

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*The "Model A Restoration Guidelines and Judging Standards" published by the Model A Ford Club and America (MAFCA) and the Model A Restorers Club (MARC) describes what is currently understood about how the Model A was built when it was driven off the assembly line. The "Judging Standards" are about three inches thick and tell you everything you need to know about your car, from the color of the engine to the number of pleats in a seat. This recurring article intends to help identify small things we can do with our cars to make them more like when they came from the showroom.*

Have you ever wondered when your Model A was manufactured? It is well known that the Model Year on your title is not likely a very reliable indicator of the year your Model A was built. For example, my 1931 Mail Truck has the indented firewall but the title says it's a 1929 as the Post Office didn't

have strong standards. But, it's fairly straightforward to determine the year of manufacture for your Model A.

For example, the hubs on 1928-29 Model As were smaller than those on the 1930-31 Model As (See figures 1 and 2).



Figure 1 1928-29

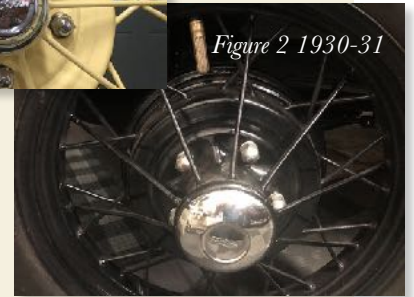


Figure 2 1930-31



Figure 3

Likewise, the fenders and running boards are different. Uniquely, in late 1931, the state of Pennsylvania required the fuel shutoff valve to be moved to the outside of the firewall (see figure 3). This is called the "indented firewall."

Beyond the year, determining the date of manufacture is an imperfect exercise at best. One indicator is the serial number on



your engine—if it is the original engine. If you're lucky, some cars' VINs are the engine number. Table 1 on the right is from Section 1 of the Restoration Guidelines that lists engine serial number ranges and the dates those engines were manufactured. You can also search on-line to determine the actual date your engine was manufactured. Please note that this was when the engine was manufactured, not when it was put in your car, but it's probably within a few weeks. There is much discussion and some excellent research by Steve Plucker and others you can find on line with more details.

Note that the original engine number was usually stamped into the frame on the driver's side. This is probably the most reliable indicator of the actual manufacture date. However, that stamp usually isn't accessible unless you lift the body up from the frame.

Additionally, some 1928-1929 Model As had a date stamped in the firewall on the driver's side that indicates the date the gas tank was tested. See figure 4 which

shows "7 24 29." My car's gas tank was tested on 24 Jul 1929. These are the best indicators you can use to

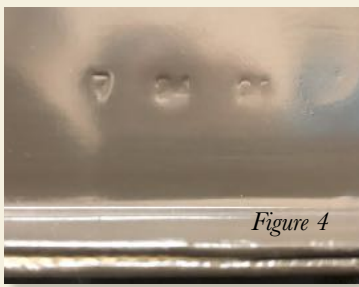


Figure 4

determine when your car was built. Next month we'll use this information to determine from the Standards what devices and accessories were likely placed on your car when it was manufactured.



Table 1

MODEL A ENGINE NUMBERS		
Month	First No.	Last No.
<b>1927</b>		
October 20, 1927	1	137
November	138	971
December	972	5275
<b>1928</b>		
January	5276	17251
February	17252	36016
March	36017	67700
April	67701	109740
May	109741	165726
June	165727	224276
July	224277	295707
August	295708	384867
September	384868	473012
October	473013	585696
November	585697	697829
December	697830	810122
<b>1929</b>		
January	810123	983136
February	983137	1127171
March	1127172	1298827
April	1298828	1478647
May	1478648	1663401
June	1663402	1854831
July	1854832	2045422
August	2045423	2243920
September	2243921	2396932
October	2396933	2571781
November	2571782	2678140
December	2678141	2742695
<b>1930</b>		
January	2742696	2826649
February	2826650	2940776
March	2940777	3114465
April	3114466	3304703
May	3304704	3509306
June	3509307	3702547
July	3702548	3771362
August	3771363	3883888
September	3883889	4005973
October	4005974	4093995
November	4093996	4177733
December	4177734	4237500
<b>1931</b>		
January	4237501	4310300
February	4310301	4393627
March	4393628	4520831
April	4520832	4611921
May	4611922	4695999
June	4696000	4746730
July	4746731	4777282
August	—	—
September	4777283	4824809
October	4824810	4826746
November	4826747	4830806
December	—	—
<b>1932</b>		
January	4830807	4842983
February	4842984	4846691
March	4846692	4849340

## Prepping My 1931 Model A Mail Truck for the Next 90 Years

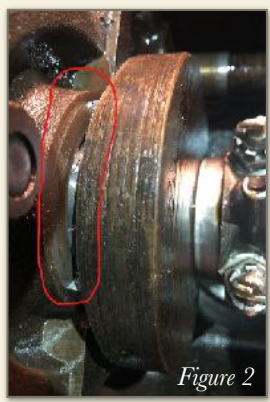
BY ROGER DAVIS

I love being part of the Model A community. I love even more being associated with the Utah Valley Model A Club (UVMAC) and the Salty A's chapters. They always help me when I need it. They've helped me understand and repair the Model A steering, the differential, the transmission, the tires, the engine, etc, etc, etc. Beyond that, my friends take me to parades, on tours, and to car shows—what more could I ask? My friends came through again over the 2023 Thanksgiving weekend to help me install a rebuilt engine in my 1931 Model A Mail Truck.

Last summer, we took the mail truck to the July Fourth Parade in Provo and had a great time with our club. After the parade, it was time for a 500-mile oil change—I found about a teaspoon of filings in the oil. See **Figure 1**. Discussion with club members and Steve Becker at Bert's in Denver led me to remove the oil pan to assess the damage. I found the rear thrust bearing was about half gone—it was time to get the engine rebuilt so I could have confidence in it. See **Figure 2**.



*Figure 1*



*Figure 2*

It is well known that the engines in the Mail Trucks were changed out often. When an engine failed, they would haul the truck to the Post Office Department repair facility, pull out the bad engine, put in another rebuilt engine, get the truck back in service, and then rebuild the bad engine—ready to be installed in the next truck that needed it. So, I know it's not an original engine and I couldn't know the history nor condition of the engine.

In mid-July, with the help of some UVMAC members, we pulled the engine out of the mail truck. See **Figure 3**. We put the engine in the pickup and hauled it to Bert's in Denver for a rebuild. Then the wait began...about 4 months. While the engine was out, I spent many hours painting the interior of the mail truck and cleaning up nuts and bolts, running a tap or die to refresh threads, and restoring many parts as close to original as I could.



*Figure 3*

A week before Thanksgiving, Steve at Bert's let me know the engine with insert bearings, high-compression head, improved camshaft, balanced crankshaft, and lightened flywheel would be ready for pick up the week before



Thanksgiving. Theon Laney let me borrow his rock-solid box to transport the engine. Joe Fazio and Buster Hansen let me use their engine hoist. Despite getting a flat tire on my pickup, we got the engine back home safe and sound by Thanksgiving. See **Figure 4**.



Figure 4

turn over the engine. With a quick jump, it started but the timing was off. A quick trip to the parts store ensured we had a good battery and a tweak to the timing gave us a good start. I had a heart-warming quick drive around the block—I was a happy man



Figure 7

Saturday dawned cold and clear. Thirteen members from the UVMAC and Salty A's converged in my garage to install the engine. See



Figure 5



Figure 6

**Figure 5 & 6.** We positioned the truck in the garage for easy access, checked the clutch for proper alignment, and got the engine in place just in time to enjoy some lunch pizza together. After installing the manifolds, exhaust, starter, and carburetor, it was ready to try to start it. We paused momentarily to discuss the Post Office Department's use of Handy and Hoof governors to control speed to about 25 mph. See **Figure 7** (note the Handy governor is correct for the Mail Trucks, the Hoof governor is correct in form and function but is not specifically marked for the Model A Mail Truck). Despite having the battery on a tender for the long 4 months, the battery couldn't



Figure 8

with my 31 Mail truck back on the road. See **Figures 8 & 9**.

Again, many thanks to the Clubs' members for all



Figure 9

their help. This is not a one-person job.

I wouldn't have my truck up and running without my good friends from our MAFCA clubs. With everyone's help from the folks at Bert's to our local clubs, my 1931 Model A Mail Truck should be on the road for another 90 years! See **Figure 10**.



STOP



# A Look Back at 2023

BY ROBERT MACK

At the risk of sounding too cliché, I will rephrase a common expression, complex and sometimes multiple ideas can be conveyed by a single still image, which conveys its meaning or essence more effectively than a mere verbal description. This expresses just how I feel about our look back on the activities and adventures of 2023. Still unsure what is going on here? This is going to be a photo essay because, “a picture is worth a thousand words”.

**JANUARY**

Can you name the activities?



**FEBRUARY**



**MARCH**





APRIL



MAY



JUNE



JULY



**AUGUST**



**SEPTEMBER**



**OCTOBER**



**NOVEMBER**



A SPECIAL THANKS goes to photographers, Buster Hansen, Clyde Munson, Reid Carlson, Diane Brimley, Greg and Robert Mack, Howard Eckstein, and Paul Jerome!

# What Makes UVMAC a Successful Club?

BY ROBERT MACK

Be forewarned, what you read below is my personal opinion, but I come to these conclusions because of my past experiences and those who have had similar encounters.

There are two major components to a successful club. One is the number of members who contribute to the welfare of the club. Number two is the quality of leadership within the club.

I think we have a good number of members participating in activities, meetings, and tours. I also think as individuals, we can contribute more. Under self-examination, ask, "Am I a receiver of club benefits and activities, and do I do my part and give back to the organization?" It is my opinion that we can do better. Look at the list of board members in past issues of the newsletters, how many names do you see over and over again? These are "givers" to the club.

A few years ago Brian Lindenlaub said, "As a member of the Utah Valley Model A Club for several years, I feel indebted to the members who volunteer their time and talents to our club. I think maybe it's time for me to repay some of that debt by volunteering to serve in some capacity."


If you are interested in a position, you can "job shadow" the individual who currently fills that capacity. This way you can see whether it is to your liking or not. You are not committed to serve if you "job shadow".

There are plenty of opportunities to serve behind the scenes.

I should have done this every year, but unfortunately, this is the first year I have thought to acknowledge the board members for their dedication of time and enthusiasm for the cause.

This year's board consisted of:

- Chairman of the Board — Brad Christofferson
- President — Brian Lindenlaub
- Vice President — Roger Davis
- Secretary — Elaine Carlson and Jennifer Paulson
- Treasurer — Diane Brimley
- Activities — Howard Eckstein
- Membership — Amber Morrell

Thank you for everything you have done to make this year so successful. 

**Ricky:** What is a snowman's favorite snack?  
**Zoey:** I don't know.  
**Ricky:** Ice crispy treats.

---

**Arjun:** What do you call a snowman with a six pack?  
**Alexander:** I haven't the foggiest.  
**Arjun:** An abdominal snowman.

# Why Did Ford use Spur Gears in the Model A Transmission?

BY JEFF NIVEN

There are different types of gears that could have been selected to transmit torque and power inside a Model A. Gear types include: Spur, Helical, Worm, Miter, Bevel, Rack, and Screw. Each type of gear possesses qualities and capabilities that should be considered for each particular application. Let's examine the type of gear that Henry Ford selected for use inside the Model A transmission, and explore the possible reasons that he decided to use simple Spur Gears, instead of the Helical Gears used in automobile transmissions today.

First, let's consider the differences between a Spur Gear and a Helical Gear, as this will provide insight into the reasons for Ford's final decision.

**Spur Gears** — Spur Gears are the most common type of gear, and the type of gear that most people imagine when they think of a gear. Spur Gears are cylindrical in shape and can only be used to transmit torque and power between shafts that are parallel to each other. Furthermore, the teeth of a Spur Gear are straight and also parallel to the shaft of the gear, as shown here.

Because their teeth are parallel to the shaft, mating Spur Gears do not produce an axial force on each other when they rotate. Thus, they do not



require thrust bearings, but only bearings which handle the radial loads produced when the gear teeth push against each other.

As Spur Gears mesh during rotation, the straight teeth engage each other along a straight line of contact. While this contact may seem smooth to the casual observer, the gears actually impact each other at the instant they touch. This impact causes vibration, which in turn also creates noise. For these reasons, Spur Gears are not recommended for high speed applications. In addition, this impact and vibration cause stress which can reduce the life expectancy of Spur Gears.

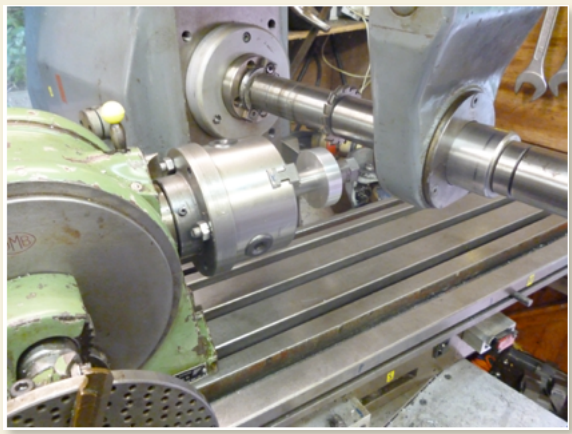
Because the teeth of the Spur Gear are straight as well as parallel to the gear's shaft, it is easier to manufacture Spur Gears, compared to gears which have angled or curved teeth. In this photo, you can see how the spinning cutter (left) cuts the teeth in the gear blank (right) using only two axes of rotation. After each tooth is cut (1<sup>st</sup> axis), the gear is rotated (2<sup>nd</sup> axis) to the next tooth position, until all the teeth have been cut.



**Helical Gears** - Helical Gears are similar to Spur Gears in that they are cylindrical in shape and can transmit torque and power between parallel shafts. The major difference between the two types of gears is that the teeth of a Helical Gear are angled away from the axis of the gear shaft, as shown in this photo.



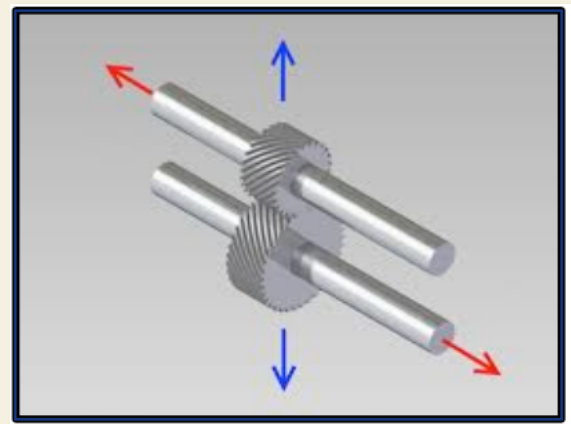
The gear's angled teeth provide numerous advantages, but they come with a big disadvantage, namely cost. To machine a Helical Gear requires three axis machining instead of two axes needed to machine a Spur Gear. One axis turns the thread cutter, while the



other two axes are used to simultaneously rotate and translate the gear blank as the teeth are cut.

Because the gear teeth are angled, a pair of meshed Helical Gears produce axial/thrust loads as well as radial loads when the gear teeth push against each other as they rotate. These

resulting thrust loads require that the gear system be designed with thrust bearings as well as radial load bearings. Often a single bearing will be used that can support both radial and thrust loads, by angling the bearing races.



During thread engagement of a Helical Gear, the threads engage each other gradually starting at one end of the gear tooth, then engaging the entire length of the tooth, before disengaging. This gradual thread engagement and disengagement greatly reduces vibration and thus acoustic noise. The smoother motion of Helical Gears also enables them to be better suited for high speed operation. In addition, the reduction of vibration and gear tooth impact, means that Helical Gears typically have a longer life expectancy than Spur Gears.

One final difference between Spur Gears and the Helical Gears, is that due to the angled teeth, there are additional requirements needed in order to ensure that two Helical Gears will mesh with each other. A Helical Gear specification would need to specify not only the angle of the teeth, but also the direction of the angle (right or left hand), with respect to the shaft center line.

**Why did Henry Ford Choose Spur Gears for the Transmission?** – One of

the most important considerations of Henry Ford with respect to the design of the Model A, was the cost to manufacture the vehicle. Ford and his engineers were always looking for ways to reduce the cost of material as well as the labor required to produce their automobiles. But cost was not the only consideration. Any cost saving was always balanced by the desire to produce a quality product that would satisfy the needs and desires of their customers.

A summary comparison of the attributes of both Spur and Helical Gears is shown below:

Criteria	Spur Gears	Helical Gears	Decision
Cost	Helical Gears cost about twice as much as Spur Gears		Spur Gears
Acoustic Noise	Acceptable due to low RPMs	More Quiet than Spur Gears	Spur Gears
Vibration	Acceptable due to low RPMs	Less than Spur Gears	Spur Gears
Thrust Bearings	Helical Gears require radial and thrust bearings at 2-3 times the cost of radial alone		Spur Gears
Life Expectancy	Negligible Difference in normal wear due to dominant shifting damage		Spur Gears
Velocity Ratio	Low Gear ratios do not justify need for Helical Gears		Spur Gears

Key points to note in the above comparison are:

1. The cost of Helical Gears is more than 2 times the cost of Spur Gears. This is primarily due to the complexity of the additional tooling required as well as the longer machining time required to cut Helical Gears.
2. Although Helical Gears produce less vibration and thus less noise than Spur Gears, the levels produced by the Spur Gears were likely deemed acceptable due to the low gear rotation speeds in the Model A transmission.
3. Bearings that can handle both radial loads as well as thrust loads are nearly three times the cost of bearings that handle only radial loads.

4. While Helical Gears do wear more slowly than Spur Gears, the primary reason for gear failure in the Model A was not due to normal wear, but was likely due to damage from “grinding” gears during shifting. This cancels the wear benefit provided by Helical Gears.
5. While it is true that Helical Gears can handle higher gear ratios (3:2 to 10:1) than Spur Gears (1:1 to 6:1), the gear ratios employed in the Model A transmission were well within the range for Spur Gears. (highest gear ratio in the Model A transmission is 1.94 : 1 for the 31 to 16 tooth gears in 2nd Gear).

**Summary** - From the above comparison and

explantations, it should be clear why Henry Ford decided to use Spur Gears instead of Helical Gears in the Model A transmission. However, by 1936 Ford had completely transitioned from Spur Gears to Helical Gears in their automobile transmissions. The primary reasons for this change

included reduced gear noise and also improved user experience when shifting. In the photo here of a late 1936 – 1939



Ford transmission, you can see that, by then, all the gears, including the reverse idler (upper left, back) were Helical Gears. You can also see that the company had added synchros, to improve the driver’s shifting experience. I believe that these changes were due to the influence of Henry’s son Edsel, who was more interested in the appearance and customer appeal of the automobile than his father.





# Fall is Just Around the Corner

## FALL IS GONE, IT'S ALMOST CHRISTMAS



As Winter is fast approaching, I'd like to show the styles of women's daytime coats from 1928-1929. During the Model A era, women's fashion styles changed dramatically in just those 4 years. Paris and New York were the style centers that dictated the most up to date chic styles that the modern era woman would wear. Generally, 1928-1929, the styles were boxy and straight across the bottom hems with no distinct waistline in dresses. Also, during these two years, dress hemlines were shorter than the early 20's. When the stock market crashed in 1929, so too did the hemlines. They became a little shorter, and many styles had uneven hemlines, or handkerchief sides to give the styles more flair.

Coats in 1928-1929 had hemlines that generally were straight across the front. Some did have thin belts, but some followed the dress fashions of 1929 by having flairs on either side of the coat. Many coats during our era had no buttons but were held shut by the wearer. Furs often trimmed the collars and sleeves in a wide variety of skins. Intricate detailing on the coat was often done with piping, trims, pleats, embroidery, etc. Also note that these coats are just barely covering any dress worn under it.



1928-1929

Compare the 1928-29 coat lengths to the 1930-31 lengths. By 1930, coat hemlines dropped drastically...at least 3 inches from 1928-1929. Waist bands in dresses were beginning to be shown in many fashion houses as well as coats during 1930. Fur trimmed coats continued on in 1930, as well as in 1931. Cape collars were starting to become popular in coats, just like the bertha collars in many of our dresses. Fabrics like wool, tweed, plush, and twill were used for winter coats. Being for winter, coats tended to be fully lined, many in heavy silk satin for warmth. Heavier coats often had padded inner linings for those colder climates. Style, detailing, and fur enhancements continued in 1930. Full fur coats were also very popular during all 4 years, but there were very few styles that were belted. Most used buttons or hook and eyes to keep the fronts closed.



1930

In 1931 it appears that hemlines dropped even further, possibly another 2 inches. Belts became wider and bolder in appearance on coats. Raglan/dolman sleeves were becoming more prevalent in fashions as well as coats. Fabrics still remained the same in all 4 years as well as coats being trimmed in all kinds of animal pelts.



1931





Matching your "Outer Wear" year to your major garment will enhance your outfit when being judged. Remember that "texture" is key. An example would be a heavy fabric of your major garment would go with any of these coats. A wool, heavy crepe and velvet would be suggested. A fine silk, georgette, or light crepe would be too light for these heavy winter coats.

Montgomery Wards, Spring/Summer 1929

Altman, Fall/Winter 1930

McCall's, May 1930

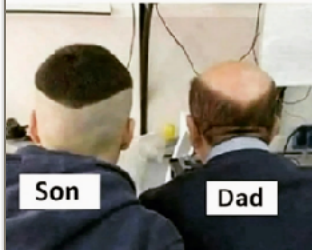
McCall's Style News, November 1931

Cowie Fur Company, 1931

#####



### Generation Gap! 😄



### FOR ALL, WHO MAY BE HAVING A BAD DAY..



It Can Always Be Worse.



# Editor's Viewpoint

BY ROBERT MACK

I feel like Julie Andrews at the end of “Sound of Music” when she is the last member of the family climbing over a mountain pass and saying goodbye. It is time to say goodbye as the editor of the *Motometer* and time for new blood and fresh eyes. Founding this club in 2011 should be my greatest accomplishment in the Model A world of Utah Valley, but instead, chronicling the antics, shenanigans, fun, and camaraderie of this wonderful group trumps founding the club.

I probably stepped out of line by starting up a newsletter, but since I was president at the time, I figured I could appoint myself as editor and no one would complain.

The newsletter, like the club has come a long way since its inception and as the newsletter matured it was because of all the members who have provided input in the way of ideas, writing articles, taking pictures of trips, club meetings, and tours. I greatly appreciate those who stepped up to help!

I am not bragging when I point out the Model A Ford Club of America awards the *Motometer* has earned. Through a group effort we have received awards in the following years:

- 2012 — Most Improved Newsletter, the only time I know this award was given.
- 2015 — Newsletter of Merit
- 2016 — Newsletter of Distinction
- 2017 — Newsletter of Excellence
- 2018 — **Newsletter of the Year**

- 2019 — Newsletter of Distinction
- 2020 — Newsletter of Excellence
- 2021 — Newsletter of Merit

Through teamwork, 120 newsletters have been published thus far.

I’ve enjoyed my position as editor because I get to interact with amazing club members on an individual basis. The talent and knowledge base of this club is of the highest caliber. And, I am not referring to just Model As, we individuals with diverse work skills, not to mention the highest per capita of engineers of any club (don’t quote me on that).

I am stepping down for several reasons,

1. Because of declining mental capacities, it takes me much longer to produce a newsletter, right now I spend time each day working on it.
2. My duties as a babysitter for our grandchildren is demanding more time.
3. My wife would like to get some undivided attention for at least one hour a month.
4. We need a fresh vision for the future of the *Motometer*.

Jeff Niven has had previous experience producing a newsletter for work. He has a vast knowledge base, and most importantly, he has the fortitude to volunteer. So, please help Jeff as much as you have helped me. The newsletter is in good hands.

Look at the next page with an assortment of *Motometers* covers and see if you remember any of them.















# Let's Have Some Fun

BY JEFF NIVEN

Match the Body Style with the Model name and Model Number by Jeff Niven

1930 – 1931 Victoria		400-A
1928 – 1929 Station Wagon		55-B
1930 – 1931 Convertible Sedan		45-A
1928 – 1929 Closed Cab Pickup		35-A
1929 – 1931 2 Window Fordor		40-B
1928 – 1929 Sport Coupe		82-A
1928 – 1929 Standard Coupe		190-A
1930 – 1931 Standard Roadster		50-A
1930 – 1931 Tudor Sedan		150-A
1928 – 1929 Standard Phaeton		170-A,B

Answers on page 29



**Its time to pay your dues.**

The club relies heavily on the dues and donations the club receives. The majority of funds the club acquires are from you, members of the club. Awards, activities and monthly mailings are all paid for by your dues. The door prizes that were given out this year at the Christmas party were paid for through dues.

Dues paid between now and March are \$20.00 for each voting member. After March, dues are late and are \$25.00, so please get your dues in as soon as you can. Diane Brimley is our treasurer. Please pay your dues directly to her so she can give you a receipt.

Thank You!



Key for puzzle on page 28.

Some of my favourite childhood memories involve our family's annual trips to the local Christmas tree farm. Although we have an artificial tree at our house, my children are still able to partake in the tradition by accompanying my parents when they cut down their tree.

When I announced we would be helping them pick a tree the following weekend, I expected Ethan, my six-year old, to be excited about the outing. Instead, he furrowed his brow, puzzled, and asked, "What did they do with the one we got them last year?" Didn't they like it? — Sara Daub, Waterloo, Ontario



170-A-B		Standard Phaeton 1928 - 1929
150-A		Tudor Sedan 1940 - 1941
50-A		Standard Roadster 1930 - 1931
190-A		Standard Coupe 1928 - 1929
80-A		Sport Coupe 1928 - 1929
20-A		2 Window Fordor 1926 - 1931
35-A		Closed Cab Pickup 1926 - 1929
45-A		Convertible Sedan 1930 - 1931
55-B		Station Wagon 1928 - 1929
400-A		Victoria 1930 - 1931

Match the Body Style with the Model name and Model Number by Jeff Neven



## Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



Have you visited MAFCA's webpage recently? It is chock full of good information about both the club and the Model A. Take a look by following this link <https://www.mafca.com/index.php>. You can also visit our club's website at this link <http://utahvalleymodelaclub.org/>

### FEATURE OF THE WEEK REFERENCES

**Week 49:** Under the **REFERENCES** menu on the left side of each web page, you'll find several interesting topics.

- **HISTORY** page gives a short history of Ford and the beginnings of the Model A.
- **BOOKS** lists some of the great books written about the Model A.
- **MAGAZINES** shows a list of magazines with Model A themes.
- **DATA** features lists of Assembly Plants, Body Numbers Engine Production, etc.
- **PARTS AND SERVICES** lists the companies and individuals that provide Parts and Services to help restore and maintain the Model A
- **ORGANIZATIONS** list the contact information for MAFCA, MARC and MAFFI.
- Finally, **DOWNLOADS** contains links to reference papers, technical articles, and indexes of MAFCA magazines.



When you have time, check the **REFERENCES** option in the left menu - there's a lot there that may interest you.



### SEEKING NEW WEBMASTER

**November 23** - MAFCA is currently looking for a volunteer to take over the position of Webmaster. This person must have general knowledge of web infrastructure as well as a background in HTML editing using applications such as Dreamweaver. Experience with PHP, CSS and SQL as well as other scripting languages along with SFTP will be helpful as well. Training with our current platform will be provided by our interim webmaster **Rick Black**.



If your love of the Model A extends into the digital world then we could use your help. Please contact **Will Langford**, Website Liaison at [chaptercoordinator@mafca.com](mailto:chaptercoordinator@mafca.com) or directly at 405 812 8131 or any current Board Member if you have an interest in volunteering for this position.



## Model A Ford Foundation

BY JOHN BEGG, PRESIDENT



**D**ear Model A Owners and Hobbyists,  
Thank you for your continued support of the Model A Ford Foundation and of our museum, located on the grounds of The Gilmore Car Museum. Through your membership and donations, we have been able to establish a world class museum exhibiting displays of vehicles, era fashions, and memorabilia associated with the Ford Model A. If you haven't been to the museum lately, at your next visit, you will find new displays showcasing vehicles and engines produced and sold outside of North America.

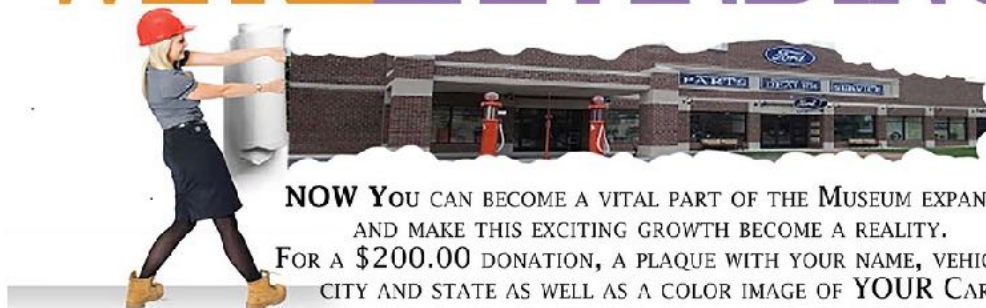
The Model A Ford Foundation has built and up fitted the museum without incurring debt. Your donations and contributions have allowed us to manage the Foundation in this way. The Foundation's income primarily comes from annual membership dues, the

selling of museum items such as bricks, proceeds from our annual Model A Days and from club and individual donations.

During our annual Model A Days event this September, we announced plans for expanding the museum, which will double its current size by 2025. The new expansion will include many new exhibits, as well as, a working garage that will be used as a learning center for Model A maintenance and repair. Please check out our website, [www.maffi.org](http://www.maffi.org), to learn more about the expansion and how you and your club can help with the necessary fundraising., or follow this direct link donate <https://www.maffi.org/WSCContent/ExpandDonation.html> To date, we are at about 2/3rds of our goal. Your gifts allow us to continue supporting our hobby with one of the best museums anywhere in the world. Thank you for your generous donations.

# NOW YOU CAN BE PART OF YOUR MODEL A MUSEUM EXPANSION!!

## WE'RE EXPANDING



**NOW** You can become a vital part of the MUSEUM expansion and make this exciting growth become a reality. For a \$200.00 donation, a plaque with your name, vehicle, city and state as well as a color image of YOUR CAR will be placed on a display board by the year. 28,29,30, 31.





# Classified Ads

If you have a Model A or Model A parts you would like to sell, send information, and pictures if possible, to [mack4759@yahoo.com](mailto:mack4759@yahoo.com). Ads will be taken down after two months, unless you make other arrangements.



**We Buy And Sell Model As**



\$18,500 1929 Phaeton




\$15,500 Open Cabriolet




\$15,500 1929 Roadster Pickup

*205 E. State Road, Pleasant Grove, UT – (801) 607-1385 Sales*  
<https://www.watsonmotorworks.com/>





1929 Sport Coupe



Call Watson Motor Works for Price

I am Don Holsinger of Provo. Although I am a lifetime-old car enthusiast, I am fairly new to Model A ownership. My current hobby car is a 1929 Model A roadster pickup. It is a hot rod or street rod with a Ford flathead V8 and Ford C4 three-speed automatic transmission. The transmission works just fine and was only recently removed from the car. Contact me at 385-549-3906





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

Join on line at **MAFCA.COM**

~Membership Benefits~

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

Dues per year are  
 U.S. Membership- \$50  
 Canada/Mexico Membership - \$60  
 International Membership - \$70  
 Make checks payable to Model A Ford Club of America

Optional Initiation Package

- For New Members Only
- 1- Back issue of The Restorer
- 1- MAFCA Lapel Pin
- 1- MAFCA Decal
- 1 0 Name Badge
- Only \$11 extra

New Membership

Name \_\_\_\_\_

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

Address \_\_\_\_\_

City \_\_\_\_\_

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

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

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

Return this Form and Payment 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