



# UTAH VALLEY

## - Model A Club -

Vol. 12 No. 3

• 2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction  
• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year

March 2024

### What's Inside...

- Oh, the places we've been
- Replacing Syd's Spindles
- Impromptu Slider Lunch
- Electroplating- What, Why, How
- Ride with Grandpa
- Jason Beadle African Report



No, this is not a Steam Engine. It is the club's Speedster being made ready for its maiden drive, as Howard Eckstein adds water to the radiator to replace the gallon that had just boiled out on the garage floor.

## Remember....

**Easter Sunday** –  
March 31

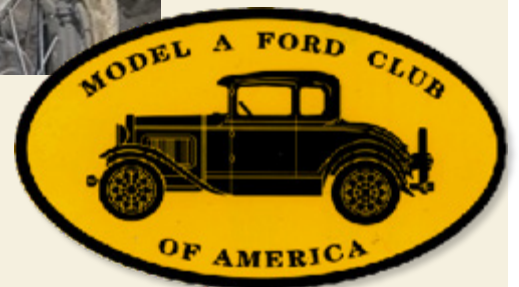
**Saint Patrick's Day** –  
March 17

**Don't forget to pay club dues**

**It's time to join MAFCA,** if you aren't already a member

**P**revious editions of the newsletter are available on the club website:  
<http://utahvalleymodelaclub.org>

**Daylight Savings Time** Begins on March 10



## UVMAC MISSION STATEMENT

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are held on the third Thursday of each month — 7:00 p.m. in the Clyde Companies building at 730 N. 1500 W. Orem, Utah. Use the north side entrance. The meeting room is on the immediate right.

## 2024 Club Officers

### CLUB OFFICERS

Board Chair	Brian Lindenlaub	b.lindenlaub@gmail.com
President	Roger Davis	rldavis1929@aol.com
Vice President	Buster Hansen	buster_hansen@msn.com
Secretary	Madeline Reed	madelinereed58@gmail.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	Theon Laney	tlaney@wwdb.org
Facebook	Clyde Munson	clydesmunson@gmail.com
Librarian	Mike Carlton	mcarlton1@gmail.com
Merchandise	Paul Jerome	utahvalleyutefan@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	Reid Carlson	rcarlson1964@gmail.com
Web Page	Greg Mack	gregmack02@yahoo.com
Newsletter	Jeff Niven	jeffreyniven@gmail.com
MAFCA News	Mike Carlton	mcarlton1@gmail.com



MAFCA 2024 National Awards Banquet  
Salt Lake City, Utah  
11-14 December 2024

Our club is co-sponsoring the National Awards Banquet this year in Salt Lake City. Don't miss this wonderful opportunity to participate with MAFCA members from all over the globe. Volunteer to help!

# President's Message

Roger Davis

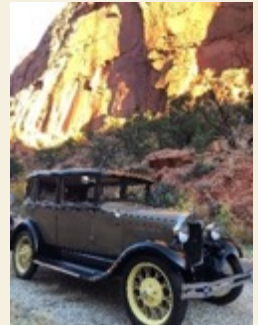


I love this hobby! I love the cars! I love the people! I love the culture! I love the parades! I love the car shows! I love the tours! I love getting help and giving help to get our cars to run. I love the places we've been!

Can I share some of the places our Model A has taken us? Here are some of the over 5000 photos of our Model A adventures. Let me start with Club tours.

Our first tour was with the club to Ely, NV, our first long-distance drive with our Fordor. A friend on that tour recently told me that I was really worried about my car during that trip. We've been to Eureka, UT, Idaho Springs, ID, watched the salmon run at Fish Lake, UT, visited several National Parks in Utah, the Rat Fink Festival in Manti, and myriad local trips, cemetery tours, local petroliana collections,

and historical sites.



We had the chance to join the Model A Ford Club of America (MAFCA), the national Model A club, at their National Convention in Reno, NV (including seeing the famous Harrah Auto Collection and Lake Tahoe), their MAFCA National Tour in Kanab, UT (including the Grand Canyon), and their National Tour in the White Mountains of New Hampshire.





We've spent days and nights with good friends in Breckenridge and Silverton, CO. We've enjoyed friendship with Club members and members of the Salty As and the Beehive As. And, we met amazing people like Frank Ellington, a pioneer in Model A Mail Trucks, flash photography, and Hubley racing.



On our own, we've taken our Model A to the Hershey Car Show/Swap Meet, been on a tour to Oak Ridge, TN, visited the Model A Museum in Hickory Corners, MI, spent the day at Henry Ford's Greenfield Village, been to the Studebaker Museum in Indiana and drooled over the beautiful cars at the Auburn/Cord/Duesenberg (ACD) Museum in Ohio. We've even driven our Fordor to the various Church history sites around Palmyra, NY.





We've visited Route 66 sites in every state that it traverses. We've visited many sites along the Lincoln Highway, even driving an original brick section near Omaha, NE and visited all of the major North-South highways (except the Pacific Coast Highway) in the country including the Jefferson Davis Highway and the Dixie Highway. We've visited the Field of Dreams and American Pickers in Iowa. We've even had the chance to visit the original factory where our Model A Mail Truck body was manufactured in Pennsylvania and the Post Offices it served in Minnesota.



Oh, the places we've been! Oh, the friends we've made! We love this hobby! Where will you go in your Model A?

**What's Inside this Motometer?**

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## Blast from the Past – MAFCA Member Andy Griffith

Andy Griffith and Don Knotts posed in front of Andy's 1930 Model A Cabriolet, which was given to Andy Griffith by his friend Bill Harrah of Reno, Nevada. This photo appeared on the front cover of the July/August 1989 edition of the MAFCA Restorer Magazine. In addition to the 1930 Cabriolet, Andy Griffith also owned a 1931 A-400, and a 1928 Phaeton.



## Recipe of the Month - Popovers

By Jeff Niven

One of the fondest memories from my childhood was when my mother prepared Popovers for breakfast. We would load the inside with butter and some strawberry jam and they were a feast fit for a king.



Popovers are simple to prepare with few ingredients, and bake in less than 45 minutes. They turn out better if you use a Popover Pan designed specifically for Popovers, which are deeper than regular muffin pans. I got mine on Amazon. Here is the Recipe (makes 6 to 9 - I would double the recipe if using a deep 12 cup Popover Pan):

- Preheat oven to 375 degrees
- Beat together only until smooth (and no longer!)
  - o 1 cup of milk
  - o 1 cup of sifted flour
  - o ½ tsp. of salt
  - o 2 eggs (add these last and one at a time)
- Pour batter into well-greased deep popover cups, ¾ full.
- Bake at 375 until golden brown (about 35-45 minutes)
  - o Look through the glass and try not to open the oven while they are baking. They are fun to watch as they rise high out of their cups.
- **SERVE IMMEDIATLEY** (while hot, so butter melts inside)



**MAFCA NATIONAL AWARDS BANQUET**  
SALT LAKE CITY, UT 2024

# MORE THAN JUST AN AWARDS BANQUET

## IT'S A MINI CONVENTION

**SALT LAKE CITY**  
**DECEMBER 11-14 2024**

**BUS TOURS**

**GOLDEN SPIKE NATIONAL PARK**



**SALT LAKE CITY HISTORY TOUR**



**SPACE SHUTTLE BOOSTER AND ROCKET DISPLAY**



<https://utahvalleymodelaclub.org/nab>

**SEMINARS**

UTAH HISTORY IS AMERICAN HISTORY  
EDEL FORD AND THE MODEL A  
THE ULTIMATE MODEL A QUIZ

REGISTER NOW  
AND GET A FREE  
POLO SHIRT WITH  
YOUR CAR  
IN THE LOGO



**NEARBY ATTRACTIONS**

TABERNACLE CHOIR SUNDAY MORNING  
PIONEER VILLAGE CANDLELIGHT CHRISTMAS  
TEMPLE SQUARE GUIDED TOURS







## It's Really an Annual MAFCA Mini Convention December 11<sup>th</sup> through 14<sup>th</sup> 2024

**Welcome to Salt Lake City!** We invite you to attend the 2024 National Awards Banquet and Mini Convention! Hosted by the Utah Valley Model A Club, Salty As and Beehive As.

The activities will originate from the Salt Lake City Marriott University Park Hotel at 480 S Wakara Way, Salt Lake City, UT, 84108. For reservations call 801-581-1000. Special *Model A* room rates are \$129. From its location near the University of Utah campus, you can get a view of the entire Salt Lake Valley

Plan on arriving Wednesday December 11<sup>th</sup> in time for the Welcome Dinner at 7:00 p.m. Stay through Saturday night, December 14 and

attend the Tabernacle Choir at Temple Square live broadcast of *Music and the Spoken Word* on Sunday morning. This broadcast runs from 9:30 to 10:00 a.m.

**Wednesday December 11<sup>th</sup>: Welcome Dinner** Reconnect with your nationwide Model A friends while snacking on Hors d'oeuvres with the help of a no-host bar. (Yes, you can get a drink in Utah.) Enjoy the floor show we have planned for your entertainment.

**Thursday December 12<sup>th</sup> : Seminars and Fashions Workshop** Three seminars to inform and entertain are on the docket for this day. Take the Ultimate Model A Quiz; learn about Utah History; and a special appearance by nationally known Ford scholar, Henry Dominguez who will tell us about Edsel Ford's contribution to the development of the Model A. Running concurrently will be a fashions workshop where you can make items to add to your period attire collection.

**Friday December 13<sup>th</sup>: A day trip to Promontory Summit** We'll take you to the Northrup Grumman Rocket Garden on the way to Promontory Point where the Golden Spike was driven on May 10<sup>th</sup> 1869. The engines are under maintenance this time of year, so we will be given a tour of the Engine House to see the work that's going on in there.

**Saturday December 14<sup>th</sup>: Salt Lake City Bus Tour** This half-day professional history tour will take you to see the end of the Mormon Trail, Pioneer Village, the State Capitol Building, the Cathedral of the Madelene, and Temple Square where we will enjoy a live organ recital in the Tabernacle. That evening, come enjoy the no-host bar and Awards Banquet.



**2024 Salt Lake City National Awards Banquet**  
**MAFCA's Annual Mini Convention**  
 December 11 - 14, 2024  
 Salt Lake City Marriott University Park  
 480 Wakara Way  
 Salt Lake City Utah 84108 - 800-228-9290  
 Model A Club special pricing \$129 per night  
[link to hotel registration](#)



\_\_\_\_\_ Spouse/Partner \_\_\_\_\_  
 \_\_\_\_\_ City/State/Zip \_\_\_\_\_  
 \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
 \_\_\_\_\_ number\* \_\_\_\_\_ Chapter \_\_\_\_\_  
 \_\_\_\_\_ Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_

Item	Qty	Charge	Sub Total
Registration postmarked before October 1st 2024		\$80/per family	
Registration postmarked after October 1st 2024		\$95/per family	
<b>NO REFUNDS AFTER OCTOBER 1st 2024</b>			
One free polo shirt per registration prior to October 1st 2024 <i>Include a high-resolution digital photo of your car</i>	Size:	n/c	
Additional shirts	Size:	\$35 each	
<b>Wednesday December 11 at 7:00 p.m.</b>			
Welcome Reception - Hors d'oeuvres and Floor Show		\$32 each	
<b>Thursday December 12</b>			
MAFCA Board Meeting 9:00 to 5:00 as needed		n/c	
Seminar 1 The Ultimate Model A Quiz 9:00 to 10:00		\$10 each	
Seminar 2 U.S. History That Happened in Utah 10:15 to 11:15		\$10 each	
Lunch break - on your own 11:15 to 1:30			
Seminar 3 Edsel Ford and His Mark on the Model A 1:30 to 2:45		\$10 each	
Fashions Workshop 9:00 to 12:00	pay on site per project		
<b>Friday December 13 All Day Bus Trip</b>			
The Rocket Garden and Golden Spike National Monument Tour		\$75 each	
Late lunch at Maddox Family Restaruant		Included with tour	
<b>Saturday December 14 Half Day Bus Trip</b>			
Tour of Salt Lake City's Historic Sites		\$70 each	
National Awards Banquet		\$85 each	
<b>Total:</b>			

Make check payable to **2024NAB**

Mail this Registration Form, the MAFCA Waiver form and your check to:

**Robert Mack - 1537 W. Meadow Lane, Mapleton, UT 84664 - 801-682-3731**

Send a good sharp digital 3/4 view of your car for your free polo shirt's custom logo to:

Robert Mack at **mack4759@yahoo.com** Put your name in the subject line.

If interested in sponsorship opportunities contact Brad Christopherson at [bdc.p51@gmail.com](mailto:bdc.p51@gmail.com)

\* A free first-year MAFCA membership is available. Click Here to apply.



# Can You Identify these Objects?

(Answers on Page 24)



A



B



C



D



E



F



G



H



I



J



K



L



M



N



O



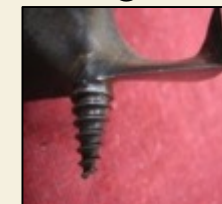
P



Q



R



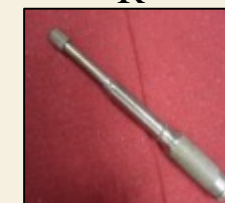
S



T



U



V



W



X

## A Note on Authenticity

By Roger Davis

I recently looked at the Hood Clips (Latches) on my 1931 Model A Mail Truck. I immediately noticed that one latch had two mounting holes and three of the Clips had three mounting holes in them but they used only two mounting screws. This made me wonder why the difference? I found that “Hood Clips (Latches)” are only briefly mentioned in Area 13 – Sheet Metal of the Restoration Guidelines and Judging Standards: “The hood clips had forged handles in 1928 through early 1929 and pressed steel in mid-1929 through 1931. Hood clips were installed so the bracket prevented them from falling inward.” The Standards say nothing about the number of mounting holes.

Given that they can be mounted to keep the latches from falling inward, there’s about a 50/50 chance your hood latches are mounted backward so this may be wrong on about half of the Model As because they have probably been replaced or remounted in the 90+ years of our cars. Also, there may be a tendency to mount the latches so that they don’t fall outward to avoid marring the fender paint. Per the standard, this is the wrong direction. When mounted properly, the seam in the pressed steel is against the hood for a more finished appearance from the side.

After reviewing responses to my post on the Model A Restorer’s Club (MARC) Facebook site, I’ve found that 28-29 hood latches have three holes and the 30-31 have only two holes. The parts houses



have the correct dates and number of holes. My observation is that there are only two holes drilled in the 30-31 frames.

For a simple check on authenticity, you might check your hood latches that they have the correct number of holes and that they are mounted to avoid falling inward. As a final note, consult the table on page 13-4 of the Standards (see next page) to make sure you have the correct size, length, and finish on the Hood Clip Attaching Hardware.



A-16750-A Hood Latch - Black 1928-29

A-16750-B Hood Latch - Black 1930-31

Model A Ford					
HOOD CLIP ATTACHING HARDWARE					
1928 - 1931					
Usage Dates	Description	Forward Hood Clips		Rear Hood Clips	
		Quantity	Finish	Quantity	Finish
Beginning of production through December 1927	10-24x1-1/4" Round Head Screw	4	Raven Finish	6	Raven Finish
	10-24x5/8" Round Head Screw	2	Raven Finish	0	
	10-24 (1/8"x3/8") Square Nut	6	Unfinished	6	Unfinished
	3/16" (3/64"x21/64") Lock Washer	4	Unfinished	6	Unfinished
January 1928 through mid 1928	10-24x1-1/4" Round Head Screw	4	Raven Finish	4	Raven Finish
	10-24x5/8" Round Head Screw	2	Raven Finish	2	Raven Finish
	10-24 (1/8"x3/8") Square Nut	6	Unfinished	6	Unfinished
	3/16" (3/64"x21/64") Lock Washer	4	Unfinished	4	Unfinished
Late 1928 through 1929	10-32x1-3/8" Round Head Screw	4	Black Enamel	4	Black Enamel
	10-32x5/8" Round Head Screw	2	Black Enamel	2	Black Enamel
	10-32 (1/8"x3/8") Square Nut	6	Unfinished	6	Unfinished
	3/16" (3/64"x21/64") Lock Washer	4	Unfinished	4	Unfinished
1930 through January 1931	10-32x5/8" Round Head Screw	4	Black Enamel	4	Black Enamel
	10-32 (1/8"x3/8") Square Nut	4	Unfinished	4	Unfinished
	3/16" (3/64"x7/32") Lock Washer	4	Unfinished	4	Unfinished
	3/16" (1/32"x7/16") Flat Washer	0		4	Unfinished
February 1931 through end of production	10-32x3/4" Round Head Screw	0		4	Black Enamel
	10-32x5/8" Round Head Screw	4	Black Enamel	0	
	10-32 (1/8"x3/8") Square Nut	4	Unfinished	4	Unfinished
	3/16" (3/64"x7/32") Lock Washer	4	Unfinished	4	Unfinished
	3/16" (1/32"x7/16") Flat Washer	0		4	Unfinished

13-4 Revised 2016

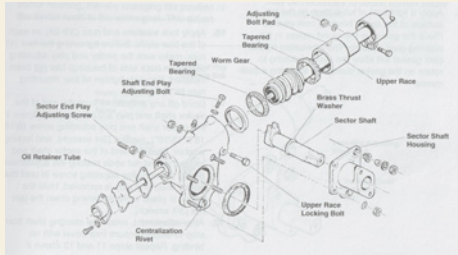
## Out and About

This unusual automobile was spotted by one of our observant club members, Reid Carlson, on his way through Illinois, some time ago. Although the body has been slightly modified, I wonder if any of our other club members can recognize the make, model and year of the car? Let me know what you think.



## Activity Day at Joe's Garage

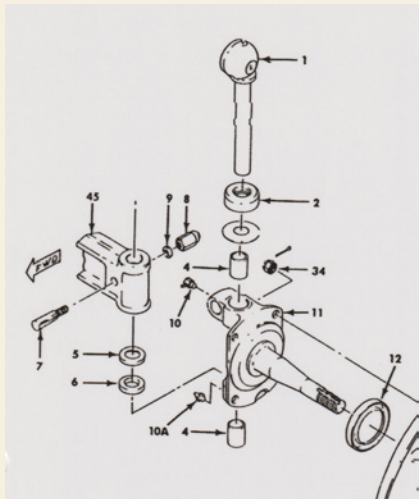
Over twenty members of the Utah Valley Model A Club met at Joe's Garage in Mapleton, on Saturday, February 24, to help work on two projects. The first project was to overhaul



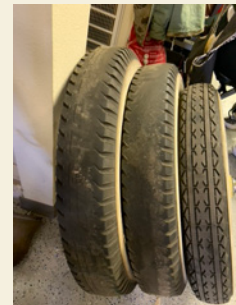
Paul and Will Jerome's 1930 Coupe's steering box. Paul had been complaining that there was over 10 inches of play in the steering wheel, and it was getting hard to drive in

a straight line. He brought a rebuild kit for the assembly (shown in this diagram) and there were several club members who were able to guide Paul and his son as they took the old one apart, cleaned up the parts and then reassembled it with the new parts. Great job guys!

The other project was the replacement of the front spindles (item 11 shown in this diagram), which required the



removal of both kingpins (item 1) on Syd Crockett's 1928 Tudor. Buster Hansen originally diagnosed the problem after observing the extreme tire wear on the two front tires (shown here).



What started off to be a parallel effort by Clyde Monson, (removing the right side kingpin), and Theon Laney (removing the kingpin on the left side), turned into a three hour battle to remove the left kingpin

from the front axle. As the battle raged on, a number of suggestions were made

including; "Get a bigger hammer!" and "Have a bunch of people use smaller hammers, but hammer faster". When Clyde finished with his side, he came to offer Theon his expertise, but would later exclaim that he had NEVER



seen a kingpin that was this difficult to remove. On several occasions, using sledge hammers and large wrenches with long “cheater bars”, it appeared that the huge forces being applied might actually push the front of the car off of the jack stands. It was proving so difficult to drive the kingpin upward out of the top of the axle, that a new suggestion was made to cut off the top of the kingpin and then drive it downward out of the hole in bottom of the axle. Howard Eckstein volunteered to cut off the top of the kingpin and then the sparks really starting flying. This downward solution proved to be just as impossible as the upward effort. Even a 3-1/2 ton floor jack was used to push the kingpin upward while torches were used to heat up the axle.



Outside, on Joe’s peaceful street, his neighbors were oblivious to the flying sparks, the smell of burning metal, and the frustration that was thick inside Joe’s garage. Everyone offered their ideas but nothing seemed to work.



Finally, a suggestion was made to try using a beefy gear puller. Joe



quickly found a heavy duty puller, in his shop, and in the photo here, you can see the cylindrical end of the kingpin as it was finally pushed upward out of the axle, by what could easily have been upwards of 10 Tons of force.

Once the kingpins were finally out, installation of the new spindles followed quickly, only to discover new problems, including a bent Pitman Arm and other damage to old hardware.



Once new parts are ordered and delivered, the job can hopefully be finished, in the near future. Joe and Buster also hope to be rebuild the steering box as well.

Despite all the problems, a good time and a delicious lunch were enjoyed by all.



Thanks to everyone that came and helped!



# Identify Yourself!

BY PAR & PATSY PALMER

Par and Patsy Palmer have done their homework! They have worked hard to find the best apparel that is comfortable and good looking. They have had to go back to the drawing board several times to find these garments. Your Model A will be printed on the back and your name and the club logo on the front.

Apparel wasn't the only thing they came up with. We can now sit at car shows and talk Model As while enjoying a beverage in our own personalized mug or tumbler.

Take a close look at these new items and order soon. Contact Andrew at Watson Motorworks by phone (801) 607-1385



# UVMAC Merchandise Order Form

BY PALMERS & ANDREW WATSON

## Polo Shirt ORDER FORM

ORDER DATE: \_\_\_\_\_ DESIRED DELIVERY DATE: \_\_\_\_\_

CUSTOMER INFORMATION

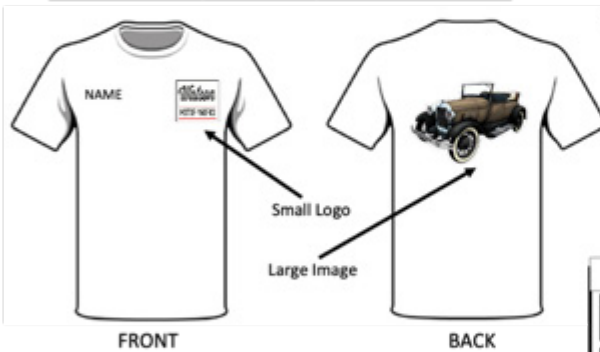
NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_

ADULT	QTY	COLOR
XS		
S		
M		
L		
XL		
XXL + \$3		
XXXL + \$4		
XXXXL + \$5		

SELECTIONS

- Short Sleeve (Base Price \$38)
- Pocket + \$3
- Men's
- Women's
- Performance/Pique Fabric + \$5
- Jersey/Knit Fabric

Logos/Name (Please indicate the layout you would like on your shirt.)



Front

- Name \_\_\_\_\_
- Small Logo Describe in notes

Back

- Large Image / Logo

Notes:



Estimate Pricing (can fluctuate due to sourcing, item type, and quantity and size of images/logos on shirt.)  
 XXL and larger sizes increase cost. Providing your own graphic art is free, but if you need graphic artwork from photo image it will be a fee of \$15 for simple graphic work or \$25 for more detailed graphic design work. We are a small operation and will do our best to fulfill your order accurately and in a timely fashion. We appreciate your support!

Contact: Julia 801.380.7027.

Email graphics to: watsonmotorworks.sales@gmail.com

## Impromptu “Slider Lunch” at Marley’s

What do Utah Model A owners do when there are three days of 50-degree weather in January? They gather for lunch with their friends and Model As! On 31 Jan 2024, 17 members of the Utah Valley Model A Club and 7 Model As gathered at Marley’s Gourmet Sliders, part of the Harley-Davidson dealership in Lindon for lunch. We enjoyed great company, tasty sliders, salads, and shakes. A perfect day to warm up our Model As and our hearts.



## Hairstyling in the Model A Era

By Jackie Brooks

Men of the business and social world were most often clean shaven, wore parted, short hair, often slicked down with pomade. Sideburns were usually short. Mustaches were small and less frequently seen. Hats were worn during Formal events, with business suits, and sporting activities, but removed when indoors.

Children's hair was often a copy of adults but usually a softer, more informal version.

"Miss Junior" Wave



"Crowning glory" into short "Bob's" (hair worn short and close to the head). First seen as straight with bangs, it evolved to softer waved styles. They were achieved with a heated "Marcel iron", pin curls or a finger wave.

Machine waves were also becoming popular (if you had an entire day to spend in the beauty salon) as they allowed the styles to last between washings.



Foreheads and cheekbones were usually softened by "Dips" (waves), or curls



Longer hair was controlled at the nape of the neck in one or more soft rolls, a loose knot or a cluster of curls. Although loose hair was allowed on young girls, women were considered 'cheap' if they wore their hair this way.

Transformations (hairpieces and wigs) became necessary for ladies who were growing out their bob's uneven neckline , as well as a fashion statement by some celebrities wearing flashy colors and silver or gold wigs. They came in a variety of lengths, shapes and colors. They were mainly human hair.



To do your own hair you will need setting lotion or gel to set the wave. Try not to use too much as it takes a long time to dry. Practice with waved styles or simple 'spit curls' to find the styles that look best on you. Be sure your hair is thoroughly dry before brushing or all your waves may be lost. The simplest is the finger wave. They can be straight (parallel) or angled, whichever is the most flattering, narrower waves for more formal occasions and softer, wider waves for more casual events. You can achieve a wave with pin curls set in rows, each going in opposite directions. You will need to be sure to tuck the ends inside the curl. If left on the outside, they will be straight and not blend into the wave. If you are wearing a hat, a simple 'spit' curl that shows may be all you need to get the "Era" look.

Even though it didn't last long, one of the few dramatic changes to hairstyles came with the advent of the Empress Eugenie hat which was worn perched to the side and required an asymmetrical hairstyle, all those cute curls and waves showing on the side.



Pictures from *Modern Beauty shop* magazine 1928-30

Reprinted from MAFA Restorer March 2010

## Electroplating – What, Why, & How?

By Jeff Niven

We all know what happens to iron and steel if they are left out in the weather. They RUST! And most of us know ways that the metal can be protected from corrosion and rusting. Paint is the most common method, as it forms a layer of protection over the metal to protect it from moisture. But there are numerous other ways that metal can be protected from corrosion. In Roger Davis's article in last month's Motometer, "A Note on Authenticity" (p.15) Roger presented a chart that showed numerous types of finishes that were commonly applied to metal, for protection, back in the days of the Model A Ford. They included not only various paints, but also Cadmium plating, Nickel plating, Zinc plating, Raven finish and Terne Steel. The Model A Restorers Club has a guide to Exterior Plating, which includes all of the methods listed above, but also includes Chrome Plating.

For this discussion, we will not include Raven finish or Terne Steel, as they involve coating the metal by dipping it in a liquid, and do not include the use of electricity. As a result, they are not as effective in preventing corrosion. I would put them in a category similar to paint, although paint has the advantage in that it provides the option for an infinite variety of colors, and finishes.

The remainder of this discussion will focus on Electroplating. We will examine what Electroplating is, why it was used, and how it was applied, as well as the various benefits and drawbacks of the various types of plating.

The process of Electroplating was invented in 1805 by an Italian chemist named Luigi Valentino Brugnatilli, and perfected during the 19<sup>th</sup> and 20<sup>th</sup> Centuries to what it is today. Some have theorized that Electroplating was used over 2000 years ago, in ancient empires, but these theories have basically been proven false. To put it in simple terms, Electroplating is the process of using direct current (DC) electricity to attach a thin coating of metal over another metal to protect the base or covered metal from being exposed to moisture and thereby inhibit corrosion, and possibly to improve the appearance of base metal. Depending on which metals are used to coat the base metal, Electroplating can also offer the advantage of providing a "Sacrificial Anode", which literally sacrifices itself in order to protect the base metal from corrosion. We will discuss the "Sacrificial Anode" benefit later.

There are two basic reasons to Electroplate; 1) To improve the appearance of an object, and, 2) To protect the base metal from corrosion. For some combinations of base materials and coating metals, Electroplating satisfies both of those purposes.

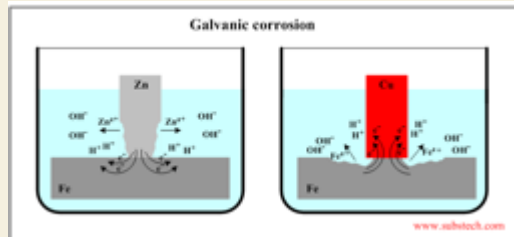
Most of us are familiar with the beauty of Chrome Plating. It provides a mirror-like finish that enhances the beauty of the plated objects, as you can see with these Cragar Wheels. It also provides protection from corrosion, as long as the coating remains intact and there are no cracks or openings in the Chrome coating which could allow moisture to get through to the base metal.



Instead of paying for Chrome Plating, metal parts can instead be Electroplated with Bright Nickel Plating, as shown here. If done well, Nickel Plating can be as shiny as Chrome Plating. Nickel Plating is often used in the Chrome Plating process, as a preliminary layer under the final Chrome Plating layer. As with Chrome Plating, Nickel Plating is only effective against corrosion as long as the outer coating remains intact.

Next, let's move on to the combinations of base/coating metals which can provide protection against corrosion without the requirement to keep moisture from coming in contact with the base metal. These are coatings than can become scratched or cracked without losing their effectiveness in preventing corrosion.

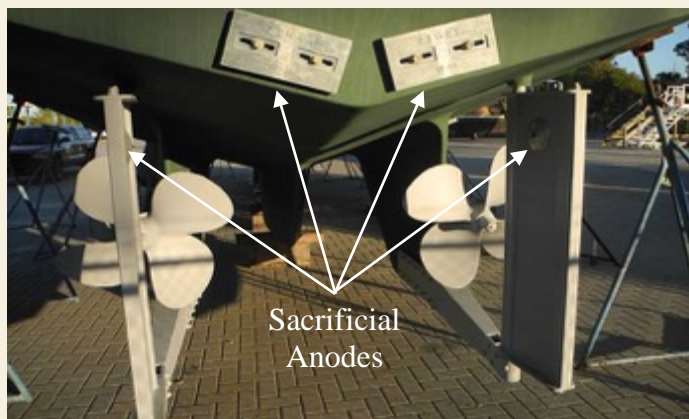
When two different metals are connected to each other in seawater, they essentially form an electrical battery that produces voltage. When this happens one of the metals is called the anode, (which is more reactive) and the other is called the cathode (which is less reactive). Knowing which metal is which, depends on their position on the following chart. The metal on the upper side of the chart is called the Anode and the metal on the lower side of the chart is called the Cathode. If two metals are electrically connected to



each other and placed in seawater, electrons from the Anode will flow into the Cathode, and thus protect the Cathode metal from being attacked by the water (see illustration above).

The Anode will corrode first, and in the process, it will protect the Cathode from corroding, as long as some of the Anode material remains.

Anode (Most Active)	Magnesium
	Zinc
	Aluminum (2S)
	Cadmium
	Aluminum (175T)
	Steel or Iron
	Cast Iron
	Lead - Tin solder
	Lead
	Nickel
	Brass
	Copper
	Bronze
	Stainless Steel (304)
	Monel Metal
	Stainless Steel (316)
	Silver
	Graphite
Cathode (Least Active)	Gold



There are numerous examples of this amazing phenomenon. Inside your home's water heater, there is a long rod of Zinc that is electrically attached to the steel tank. From this chart, you can see that the Zinc is the Anode, and the steel, being lower on the chart, is the Cathode. As long as the Zinc Anode is present, it protects the steel water tank from rusting, as it gives up electrons and corrodes. Zinc Anodes are also attached the hulls of steel ships as you can see in this photo. They protect the steel hull of the ship from rusting, as long as they are there. And, they must be replaced when they completely corrode, or the steel will no longer be protected. Sacrificial Anodes are used to protect underground pipes as well as the steel rebar inside concrete structures like you see here.

We have seen that Zinc Anodes can protect the hull of a ship, water heater tanks and even rebar. The same principle can be used on steel parts of a Model A Ford. For example, a steel fastener in a Model A can be protected from corrosion if the fastener is Electroplated with a metal that is higher (more active on the chart) than the steel. Zinc is often used for that purpose as well as Cadmium. While Zinc is higher on the chart and is thus more active than Cadmium, Cadmium is better at protecting steel than Zinc, especially in marine and salt environments. In addition, Cadmium has higher lubricity than Zinc and reduces galling between the threads on nuts and bolts. Furthermore, during the electroplating process, Cadmium is better than Zinc in plating complex shapes, and can reach difficult-to-reach contours with ease. There are numerous other reasons to chose Cadmium instead of Zinc, such as high solderability, providing an exceptional bonding surface for adhesives, excellent electrical conductivity, and a natural resistance to mold and bacteria. So why isn't it more popular than Zinc today? To answer that question, we have to go back in time.



During WWII, there was a great demand for Cadmium to Electroplate steel parts, especially in the US Navy, where everything was exposed to the salty ocean environment, and Cadmium proved superior to Zinc. This created an urgent need to find a substitute for Cadmium, and Zinc was the prime alternative. Research at that time had shown that Zinc lasted longer and was better at protecting steel in normal urban environments and urban weather, and thus there was considerable pressure on the military to use Zinc to relieve the high demand for Cadmium. Because of its characteristics, especially its superior qualities in a salt water enviroment, the US Navy held firm to its preference for Cadmium and it is still that way today.



Henry Ford also realized the advantages of using Cadmium for Electroplating and thus it is common to find all sorts of Cadmium plated hardware in a Model A, especially under the car where everything was subject to moisture and especially the corrosive environment when salt is used to melt snow and ice on winter highways. Cadmium was used in many applications where appearance was not an issue, due to the dull, yellow-gray color of Cadmium. In

cases where the car part was visible and needed to look good, Nickel was often chosen, even though it did not offer sacrificial qualities like Zinc and Cadmium (note that Nickel is the Cathode on the chart compared to steel, and thus a steel bolt would sacrifice itself to protect the Nickel coating).

When I worked in Aerospace as a mechanical engineer, we always preferred to use Cadmium for the design of weapons especially for naval environments, due to its superior ability to protect steel in salty, wet environments. However, in the late 20<sup>th</sup> Century, it was determined that Cadmium was harmful to health and was labeled a carcinogenic. By 2012 it was officially banned in both the US and the EU in many applications. Cadmium is still available today, especially for military applications, but far more



expensive than Zinc. Most of the nuts and bolts available today in hardware stores are coated with Zinc, both Electroplated and dipped (Galvanized). Nickel Electroplating is very common, especially where appearance is important, and Bright Nickel Plating is just as shiny as Chrome Plating. Chrome Plating, however, remains the king of Electroplating with its durability and mirror-like finish, and can now even be applied to plastics.

**SUMMARY:** In order to protect fasteners and steel parts in a wet and corrosive environment, there are numerous options depending on the severity of the environment and the desire for nice appearance. The best and most lasting solutions involve the use of Electroplated metal. Henry Ford realized this back in the early 20<sup>th</sup> Century and designed his cars with numerous examples of Cadmium, Nickel and Zinc Electroplating in order to survive the environments to which they were exposed.



Cadmium Electroplated Bolts

Happy Motoring!

## Answers to Puzzle on Page 11

**A** – Millers Falls #732 – 10-inch Ratchet/Reversing Mechanism on Brace and Bit (circa 1919)  
**B** – Handle from Machine – marked “1912” (no other information)  
**C** – Rivet Installation Tool for Model A Brake Shoes  
**D** – Vintage Handle for Pioneer Auger  
**E** – Punch for Round Holes in Sheet Metal or Leather  
**F** – Model A Rear Brake Drum Puller  
**G** – Vintage Mortise Gage  
**H** – Model A Wheel Spoke Straightening Tools  
**I** – Tail Stock for Wood Lathe – (Circa 1919+)  
**J** – Mechanical RPM Gauge  
**K** – Model A Differential Drain Plug Tool  
**L** – Vintage Paiste Porcelain 30A 125 V Electrical Knife Switch

**M** – Brass Syringe of unknown purpose  
**N** – Head Stock for Wood Lathe (Circa 1919+)  
**O** – 7/32 Alignment Punch – Tekton 66176  
**P** – Craftsman Push Screw Driver – Made in West Germany  
**Q** – Pickett & Eckel Slide Rule – (circa 1962)  
**R** – Craftsman ½ inch Ratchet  
**S** – Vintage 2 inch Auger Bit  
**T** – Vintage Gem Manufacturing Co. “Oiler” – (circa 1905)  
**U** – #10 Washer Cutter – General Hardware Mfg. Co.  
**V** – Vintage Craftsman Push Drill  
**W** – Draw Knife  
**X** – Mohawk & Shelburne Hand Drill (circa 1930)

## Utah Valley Model A Club Monthly Meeting Report 15 February 2024

The monthly meeting of the Utah Valley Model A Club was called to order a little after 7pm on Thursday, 15 February 2024, in the Clyde Company's building at 730 North, 1500 West in Orem, Utah.



There were 34 members in attendance, either in person or via the Internet. Vice-President Buster Hansen conducted the meeting, as President Roger Davis was home recovering from surgery. The club welcomed new member Andy Hudspeth to the meeting. Andy is the owner of a 1929 Roadster. Buster also welcomed back, Diane Brimley who had been unable to attend recent meetings, due to her recovery from a recent fall, which required hospitalization.

Buster reminded the club members that dues for 2024 are now due, and is \$25 if paid before March 1<sup>st</sup>, after which it will be increased to \$30. Buster also encouraged club members to report their car mileage

for 2023 to Robert Mack.

Next Buster presented the club's goals for the new year. They included:

- 1) 24,024 car miles for the club membership,
- 2) 40% of club members being registered as members of MAFCA (the first year being free),
- 3) A still as-yet undetermined percentage of club members' cars that are "drivable" (Amber Morrell is currently trying to survey members to determine the number of cars in the club, as well as their condition),
- 4) Participate in a Service Project, and
- 5) A still as-yet undetermined status for the club's Speedster.



Diane Brimley (Treasurer) gave the financial status of the club, \$457.51 – Checking, \$1476.24 – Savings. (prior to the submission of checks and receipts during the meeting).

Paul Jerome, (Merchandise) announced that club members can have various designs embroidered on hats for \$20.

Theon Laney (Awards) presented Paul Jerome with his 2500 Mile Award and mentioned that Paul drove his Model A the most miles of any of the club members in 2023. Next Theon solicited nominations from the club for the Bent Rod Award, but apparently, none of the club members had suffered “Self-Inflicted Damage or Problems” to their cars in the previous month.

Theon also described the criteria for receiving the “13+ Award”, which requires: 1) The member’s car be driven for 12 consecutive months and, 2) During that time, the car must be driven to at least one club activity. If the club member does not own a Model A, they can ride in another member’s car on any or all of those 13 drives. Theon said he is preparing a special card for club members which can be used to keep track of those drives, with “check boxes” for marking.



Next, Jeff Niven (Newsletter Editor) thanked those who have helped him with the first of the club’s newsletters that he has published, and said that he welcomed submissions from the club members for the following items:

- 1) Letters to the Editor,
- 2) “Out and About” stories which include descriptions and photos of personal or group activities with their Model A,
- 3) Classified Ads for things to buy or sell,
- 4) Period recipes from 1928-1931,
- 5) Games and Puzzles, and
- 6) “Golden Wrench” articles which describe member’s work on their Model A’s including descriptions and photos.



Buster then asked Howard Eckstein (Activities and 2024 National Awards Banquet) to report on the status of the Speedster Project as well as the upcoming National Awards Banquet to be held in December of this year. Howard said that a soon-to-be-held club activity will be the preparation and painting of the Speedster’s Cowl and Radiator. More information is forthcoming.

With respect to the National Awards Banquet, Howard displayed a pamphlet that club members may use to seek donations from businesses and organizations which wish to support the upcoming banquet in December, 2024. Portions of that pamphlet are included in this newsletter on pages 8-10.



The club members next welcomed two members from the leadership of the Salty “A”s, up in Salt Lake City, who invited our club members to join their club for a 3-4-day trip to Ely, Nevada, by way of Delta, Utah, leaving on September 19<sup>th</sup> of this year. The itinerary for the activity was briefly described and a tentative head-count was obtained for their club’s planning purposes. The trip to Ely will take 8 hours of driving time, and will cover more than 250 miles each way, with a stop for lunch.

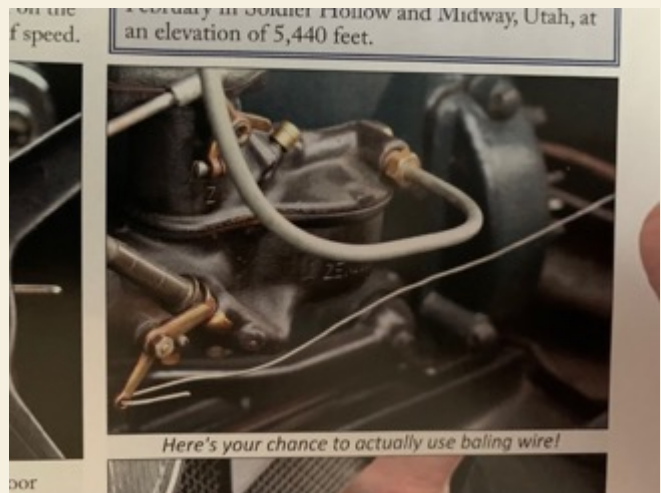
At this time, Buster turned some time over to Reid Carlson, who ask for suggestions for Tech Talks for future club meetings. Club member, Robert Todd, volunteered to give a presentation on the installation of seat belts and shoulder harnesses. This idea was well received by the club members who nodded their heads and enthusiastically approved of the idea.

The club's next activity will be a Garage Day on Saturday, 24 February 2024, at 10am, at 275 South Aspen Drive in Mapleton, Utah. The activity will include the replacement of kingpins and other parts from a Model A's front suspension.

Following a short break for refreshments, provided by Paul Jerome, the members next welcomed club member Reid Carlson, who gave a presentation on How to Trouble-Shoot the Starting of a Model A. Based on the comments and questions, it was obvious that most of the club members have struggled with this starting process at least a few times. Reid's presentation encouraged numerous comments and testimonies from club members. When the subject of Hand Cranking came up in Reid's presentation, one member suggested that based on the response, Howard Eckstein had recently received following his MAFCA Restorer article on Hand Cranking a Model A, that nobody would agree on the correct way to do it. Another club member expressed total amazement that the little arm with the hole in the end that is attached to the choke mechanism was actually designed to aid in hand cranking.



After Reid concluded his presentation, the meeting was adjourned at 8:57pm. As has been the club's tradition, many members stayed and socialized until the room had to be emptied so that the Clyde Company building could be secured for the night.



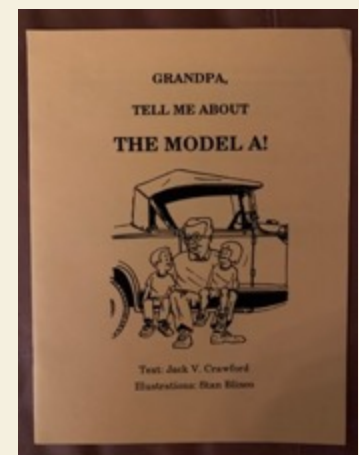
## Going For A Ride In Grandpa's Model A

Utah Valley Model A Club member, Brian Lindenlaub, had five of his grandkids over for a visit the other day. After lunch, they were looking for something to do, and the weather was unseasonably warm. The kids were excited when Grandpa suggested that they take a ride in his 1929 Model A Roadster. They all piled in, with three in the Rumble Seat and the other two up front with him.

The happy group headed South from American Fork, along the edge of Utah Lake and soon arrived in Vineyard, where they stopped to play in a neighborhood park. On the way home, the grandkids had loads of fun waving to the other drivers on the road and encouraging them to wave back. It's memories like these that make Model A ownership a real joy for everyone! Happy Motoring!



MAFCA offers a cute little book, written by former MAFCA President Jack V. Crawford. It is about a Grandpa, his Grandkids and his Model A Ford. It is available for \$6 through the MAFCA website and was written in the hope that youngsters everywhere will learn about the Model A Ford automobile and hopefully learn to drive one themselves someday. The book even explains the origin of the Rumble Seat and how it got its name.



## Club Member Jason Beadle Has Arrived in Africa

The Editor of the club newsletter just received an Email/letter from Utah Valley Model A Club member, Elder Jason Beadle, who recently left to serve a two-year mission for the Church of Jesus Christ of Latter-day Saints, in Liberia, Africa. After a month long orientation in the Missionary Training Center (MTC) in Provo, Utah, Elder Beadle (Jason) made the long journey from Salt Lake City to Chicago, then to Belgium, then to Freetown the capital of Sierra Leone, West Africa, and then finally to Liberia. Jason reported that the total flight time was about 32 hours! His first assignment is in the village of Kingsville.

Here is an aerial photograph of the village of



Kingsville that was available off of the Internet. Elder Beadle said that it is incredibly hot and humid in Liberia, but he is slowly getting used to it.

Jason welcomes Email from his fellow club members and his Email address is:

*[jason.beadle@missionary.org](mailto:jason.beadle@missionary.org)*





**UTAH VALLEY**

*- Model A Club -*

# Garage Day

**JOHN WILSON NEEDS a gas  
gauge FIX and a NEW  
CRANK PULLEY**



**Saturday March 23, 2024 - 10:00 a.m.  
1680 North 2475 West  
Provo UT 84604  
ACCESS FROM Geneva Road**



**UTAH VALLEY**

*- Model A Club -*

## Letters to the Editor

Dear Editor,

I noticed today that some of the spokes on my Model A are not straight. They are slightly bent in the middle. I am not sure how this happened, but I want to know if this is serious and if I need to fix them. Can I straighten bent spokes, or must I buy a new wheel? Please help.

Thank You,

Worried in American Fork

Dear Worried,

This is a common problem when people run up against a curb, as the outer spokes can get bent. Model A spokes are heavily loaded while driving, and especially when you turn or hit bumps in the road. The spokes must be kept straight to prevent a failure of the wheel. There are a number of specialized tools that can be used to straighten spokes and they can be purchased from a number of suppliers. Here is a picture of one set of tools that can be used to slowly and carefully straighten spokes. I have tried using a set of these tools and I believe I created more new bends than I straightened. I also found it difficult to get the tool lined up with the bend, and still be able to get a wrench between the other spokes to tighten the bolts.



Another tool that is available, looks like this. It is essentially a “slide hammer” which has a hook in the end to grab



the bent spoke. I have not used one of these tools, but it seems that, due to its length, it will only work for bends that are basically facing inward or outward of the plane of the wheel. There does not seem to be room between the other spokes to straighten a spoke that is bent sideways, using this tool.

The method that I have used with some success is simply a 5/8 inch or 3/4 inch wooden dowel about 12 inches long, and a small hammer. I use the dowel for gentle prying and tapping bent spokes to their proper straightness. With all of these tools, you must be careful not to create additional bends by straightening a spoke too far. Take your time, and don't get impatient.

Also, I read the other day, on the Internet, that some people intentionally bend spokes as a method to straighten bent wheels. I strongly do not recommend using this method, as a bent spoke is not effective in resisting the loads from driving, turning and hitting bumps.

Happy Motoring,

Editor



## Calendar of Events

(Holidays, Birthdays, Events, Special Days)

2024 MARCH						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	29	1	2 Joe Jeppesen
3	4	5	6	7	8	9
10 Daylight Savings Begins Karl Furr	11	12 Sam Korologos	13	14	15	16
17 St. Patrick's Day	18	19 First Day of Spring	20	21	22	23 John Warby Garage Day 10:00 am
24 Tim Crockett	25 Mark Layton	26	27	28	29 Syd Crockett	30 Chris Tucker
31 Easter Sunday Nickolas Mack	1	2	3	4	5	6

www.GrabCalendar.com



# 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.




**1929 Ford Phaeton**  
\$16,500 - New Tires, Clutch, Brakes & Battery. Comes with side curtains, and spare tire. Great for parades and Sunday drives!

- We have expanded our showroom space into the garage at 205 E State Rd. Pleasant Grove, UT. We love visitors and hearing your stories about the vehicles in your lives! [www.WatsonMotorWorks.com](http://www.WatsonMotorWorks.com) 801.607.1385
- Come visit us and browse our current inventory of vintage and classic cars.
- We buy, sell, trade, consign and concierge vehicles that you are looking for. Let us help with your vehicle needs.



Current Community Outreach Effort:  
We are collecting men's & women's clothing for the Veterans Closet in SLC (helps homeless Veterans) - Used jeans/shoes - New socks/underwear - Etc!



**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.** \_\_\_\_\_

\_\_\_\_\_



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Join on line at **MAFCA.COM**

~Membership Benefits~  
 The Restorer magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines  
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<p>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</p>	<p><b>Optional Initiation Package                  For New Members Only</b>                  1—Back Issue of The Restorer                  1—MAFCA Lapel Pin                  1—MAFCA Decal                  1 0 Name Badge                  Only \$11 extra</p>
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**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