



UTAH VALLEY

Model A Club

- 2014/2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction
- 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year
- 2013 Most Improved Newsletter

Vol. 12 No. 10

October 2024

What's Inside...

- A Note on Authenticity
- October Birthdays and Activities
- September's Activity Reports
- Jamestown Car Show
- Ely, Nevada Car Tour
- Chrome Plating is King



MAFCA Service Award

UVMAC Chapter

Howard Eckstein – 2020

Clyde Munson – 2021

Tony Jacobs – 2022

Robert Mack - 2023

The purpose of the MAFCA Service Award is to provide national recognition to individuals within the Chapters, Special Interest Groups and Regional Groups who have demonstrated a continuing and selfless service to others in the Model A hobby.

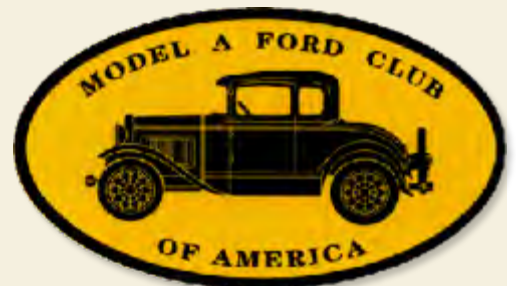
Thanks to previous recipients of this award in the Utah Valley Model A Club.

Remember.....

It's time to join MAFCA and receive the Restorer Magazine. The first year is free to new members.

Previous editions of this newsletter are available on the club's website.

Keep track of your car's mileage and activity to receive awards.



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
President	Roger Davis
Vice President	Buster Hansen
Secretary	Madeline Reed
Historians	Jennifer Paulson
Treasurer	Diane Brimley
Activities	Howard Eckstein
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	Mike Carlton
Merchandise	Paul Jerome
Photographers	Howard Eckstein
	Amber Morrell
	Buster Hansen
	Greg Mack
	Nicholas Mack
	Robert Mack
Tech Talks	Reid Carlson
Web Page	Greg Mack
Newsletter	Jeff Niven
MAFCA News	Mike Carlton



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!

Vice President's Message

By Buster Hansen



The season is changing and we have seen our first snow on Timp already. I love this time of year especially the perfect driving weather. I encourage you to get out in your cars and see the Fall colors whether that be locally or with the club on the Fish Lake tour. Something about cruising with the windows open or better yet, the top down, at Model A speed during the Fall just feeds your soul.

At this writing, I am preparing to board a plane for Naples. Unfortunately, this time it is Naples, Florida, not Italy. The interesting part of this trip is the possibility of Hurricane Helene forming and heading into Florida. I just received this text:

“UPDATE: Inclement weather could potentially impact your upcoming flight. Find additional information and options at delta.com/advisories.”

I am hoping that I don't have an interesting life story to share with you the next time we meet. Sometimes non-eventful is the best possible outcome.

Thinking about the pending weather made me think about a recent life event in our family. Our oldest son got married in August up Provo Canyon. Many of you will remember the weather that day as you were enjoying the Heber Creeper tour.

We gathered at the venue were enjoying the ceremony surrounded by



family and friends. We were all a little anxious as we felt a “pending” weather event happening. Everything went off beautifully and we even had time to get all the family pictures as gatherings like this facilitate.

As we headed to our cars it started to sprinkle and quickly downpour. Brian and Sage were driven down the canyon by our youngest son Joshua in our '31

Town Sedan. They were very thankful we own a closed car with a working windshield wiper that day!

As we followed them down the canyon, I thought how lucky I was to have my family and the opportunity to have them enjoy a special moment in their life punctuated by a rainy ride down a canyon in a Model A Ford. These cars are much more fun when shared with others.

As I head to my next adventure, I hope that your life is filled with many eventful and non-eventful moments. Especially those spent slowed down and enjoyed in one of Henry's ladies.

**GET READY FOR
THE MOMENTS YOU
DON'T WANT TO MISS.**

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Utah Valley Model A Club Meeting

12 September 2024



Vice President Buster Hansen opened the club meeting at 7:09pm, as Roger Davis was ill with a cold and joined the meeting via Zoom. At the August club meeting, new member Glenn Johns was introduced, and this month, Glenn introduced his wife, Rosalyn. Welcome, Rosalyn!

Due to scheduling conflicts, Robert Todd presented his Tech Talk at the beginning of the meeting, so he and his wife, Janell, could leave early.

Robert's topic was Seatbelts for the Model A, including why they are important and how to install them. Bob pointed out that when Ford first introduced seatbelts in 1956, the public was skeptical of them and sales reflected that skepticism. (Editor's Note: I remember I first wore lap-belts in our 1965 family car.)

Robert explained the forces exerted on the human body in a crash, and it was obvious that if a person is not restrained during a crash, there could be serious or even lethal injuries.



Bob described how lap-belts and shoulder belts should be installed inside a Model A Ford, including the use of Grade 8 fasteners to secure them to the frame of the car. Robert said he bought his seatbelts from a wrecking yard, for a fraction of the cost of new belts.

Following Robert's presentation, he invited the club members out into the parking lot to see how he had equipped his Roadster with lap-belts and shoulder belts in the front seat as well as lap-belts in the rumble seat.

Refreshments were provided at this time by Brad Christofferson. Thanks, Brad!

Following the refreshments, Diane Brimley gave the club's financial report.

At this time, Robert Mack was presented with an award in recognition for his many years of service as the Editor of the club's monthly newsletter, the Motometer. The award was a Mack Truck hood ornament attached to a Model A Ford radiator cap.



Next on the agenda, Theon Laney got up to present awards for September. There were no new awards to present, but Theon noted those who had earned awards previously but had not yet received them.

Theon took nominations for this month's Bent Rod Award, which is presented to club members who experience problems with their Model A's for which they were the cause. The two nominations for the two available Bent Rod Awards were:

- Theon Laney, for replacing his non-functioning carburetor during the Heber Railroad Trip with a rebuilt carburetor in which the fuel bulb had not been fully tightened. The repair was done on the road by Clyde Munson in the pouring rain while other members of the club held umbrellas over Clyde's head so he could work. (see special award for this, below)
- Greg Mack, for still unresolved problems with his brother Nic's Tudor, during the same Heber trip (as described in detail in the September Motometer). When the club members began to criticize Nic for letting Greg borrow



his car, even though it had problems, Nic defended himself by mentioning that he thought he was doing a good thing by letting his brother borrow his car in the first place. It was not clear that the club members agreed with this but it just goes to show you that "No Good Deed Goes Unpunished".



As the two Bent Rod Trophies have still not been returned to Theon, since the last time they were awarded, Theon had nothing to give out to the two award recipients. He did, however, award himself a special "Umbrella Award" for his failure to tighten the fuel bulb, which required numerous umbrellas to keep Clyde dry while he repaired Theon's car.

Upcoming activities:

- Representatives from the Salty A's, who are sponsoring the trip to Ely, Nevada, this month, handed out information sheets to those who plan on attending the trip. The current plan is to leave on September 19th.
- The Courtyard at Jamestown facility in Provo is holding their annual carnival and car-show to raise money for Gail S. Halvorsen Aviation Education Center. The car show is scheduled for this Saturday, September 14th from 3-6pm.
- The Cars for a Cause Car Show will be held on Saturday, September 21st from 10am to 2pm. All proceeds will go to Tiny Tim's Foundation for Kids.



- The Fish Lake Tour is planned for October 12th. It is being organized by Bill Thompson. (For details of this event, see page 24 of this newsletter.)



- Howard Eckstein encouraged all our club members to support and register for the upcoming MAFCA



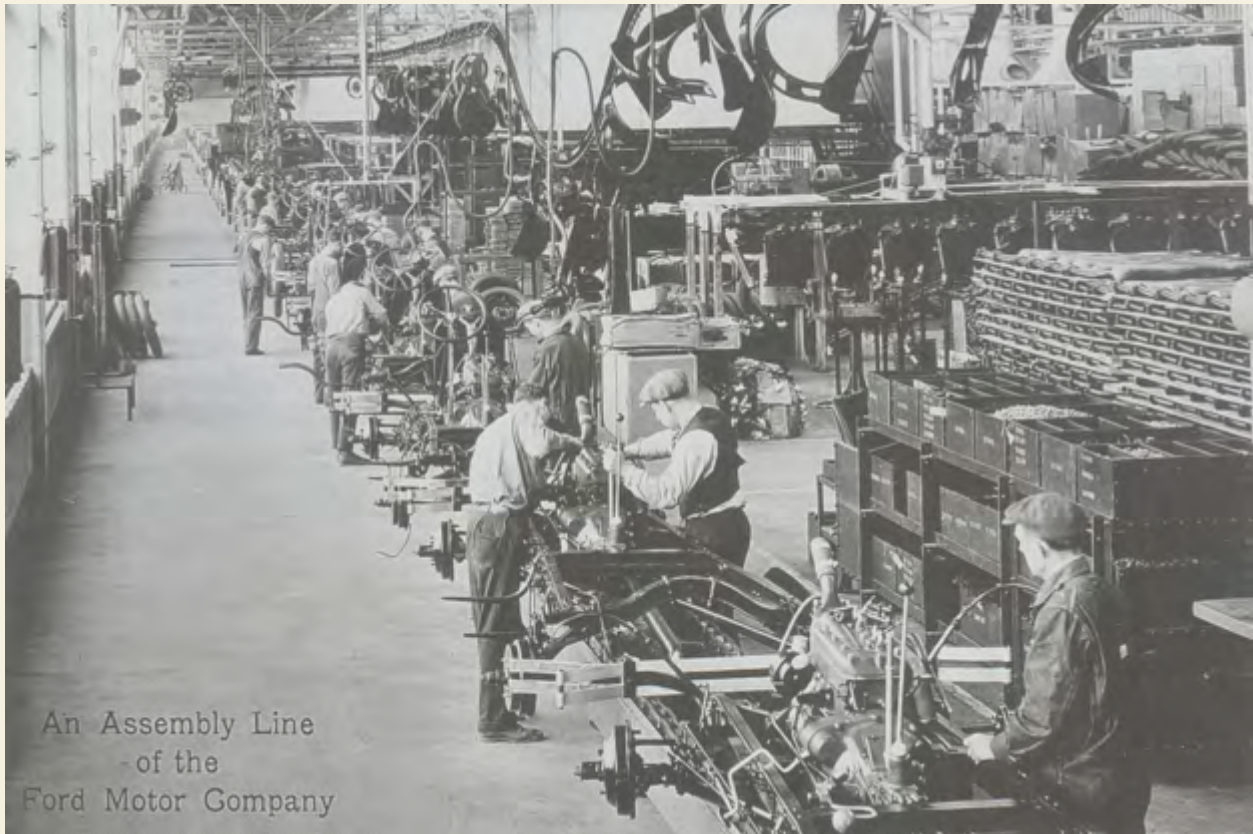
National Awards Banquet, which is scheduled for December 11-14 in Salt Lake City. If you register before October 1st, you will receive a free shirt with a photo of your car on the front.

- The Utah Valley Model A Club will be holding its annual club officers' election at the November club meeting.

Nominations for officers will be accepted at our next club meeting on October 17th.



The club meeting was adjourned at 8:50pm.



An Assembly Line
- of the
Ford Motor Company

UVMAC Youth Spotlight

By Jeff Niven



One of our youth members was in the news recently, in an article in the September/October 2024 issue of the MAFCA Restorer Magazine.

Tyler Lewallen was one of 13 recipients, recognized in the article, for the Model A Youth Restoration Award (MAYRA). Tyler has only been a member of our club for

Introducing the **2024 Recipients** of the **Model A Youth Restoration Award (MAYRA)**




by Bob Moore

a short time, but already has served as an

example to the entire club of his enthusiasm and hard work. Congratulations, Tyler, and keep up the good work. We are happy and proud to have you as a member of our club.

Tyler Lewallen is 17, lives in Riverton, Utah, and is a Utah Valley Model A Club member. In February 2023, Tyler was bitten by the Model A bug while visiting a car museum. Three weeks later, he purchased a 1930 Coupe that had been in a barn for 40 years, and he had fun getting it running.



Wanting another style of the Ford Model A, he visited the Turlock Swap Meet in January 2024 and purchased a frame, four wheels, a differential, a front axle, a bell housing, transmission housing, and a box of other miscellaneous motor parts for \$575. He plans on building either a Tudor Sedan or a Pickup. Getting a body for the chassis will be Tyler's biggest challenge.

Tyler says that George Sage of the Evergreen A's has been with him every step of the way. George mentored Samuel Mpare, one of MAYRA's 2022 recipients.

Another youth member of the UVMAC that we are following is Jason Beadle, who is currently serving on a mission for the Church of Jesus Christ of Latter-day Saints, in the Liberia, Monrovia Mission in Africa. Jason is the owner of a 1929 Tudor that his family is taking care of, while Jason is on his mission. Keep up the good work, Jason. We miss you.



UVMAC Youth Spotlight (continued) - New Member Introduction

By Diane Brimley

This is my Granddaughter. She is my second Granddaughter. She prefers to be called River. When you get to know her you will find out it really fits. She just flows peacefully down the river. The peace maker. Just happy go lucky.

River is a Senior at American Fork High School. She will graduate at the end of December. Then out into the world she goes.

Her favorite things in life are: Her partner is Kat. Then Hot Air ballooning. Her dad, my son, owns 2 of them. She loves driving, both the Model A and her 2018 Ram truck, that Grandma helped her buy. She works at Cinemark theater in American Fork.

I am very proud of River and how much she has accomplished in her 17 years. I'm doubly glad she decided to join the Model A club. I love you River.



These Detroit Electric cars were produced until the late 1930's, despite the small market of the 1920's and later – Anderson Electric Car Company, Detroit Mich.



Impromptu Lunch at Freddy's

By Roger Davis

There's nothing better than a late summer day spent with friends and our Model As and a tasty burger and fries from Freddy's. A small group of Utah Valley Model A Club members got together for an impromptu lunch at the local Freddy's burger joint.

The burgers were excellent, the shakes rich,



delivered a spring spreader to one of our Youth Award Winners so he can continue building his Model A from the frame up.

After enjoying each other's company, we learned how you can use the door fully open to feel the difference in the idling of the engine—just like an oscilloscope—well, almost! We tweaked the timing on our new member's car and sent him on his way, confident in his car.

A beautiful day spent with friends in your Model A—it just doesn't get any better than this.



thick, and tasty. And, the fries were Freddy's delicious—award-winning. We enjoyed talking about a recent cross-country modern car vacation by one of the couples. We helped one of our new members better understand his Fordor. And we



“Coming together is the beginning. Keeping together is progress. Working together is success.” *Henry Ford*

Holidays, Birthdays and Activities

OCTOBER 2024

SUN	MON	TUE	WED	THU	FRI	SAT
29	30	1	2 Buster Hansen Name Your Car Day	3 Rosh Hashanah	4	5 Connie Pope Clair Nielson
6	7	8 Wes Lynn	9	10	11	12 Fish Lake Tour
13	14 Columbus Day Club Board Mtg	15 Richard Nice	16 Karen Morrell	17 Club Meeting	18	19 Rodney Gardner
20	21	22	23	24	25	26 Carburetor Garage Day Elizabeth Warby
27	28	29 Roger Davis	30	31 Halloween	1	2

www.GrabCalendar.com

1928 Model A
Speedster



Model A Ford - Model of the Month

PHAETON



	TOTAL	1927	1928	1929	1930	1931
Ford Body Style		35-A	35-A	35-A	35-B	35-B
Weight (pounds)		2,140	2,140	2,140	2,212	2,212
Price (FOB Detroit)		\$395	\$395	\$460	\$440	\$435
Units Produced (U.S.)	117,840	221	47,255	49,818	16,470	4,076

The Phaeton was among the six Model A Ford body styles first announced in December 1927. The Phaeton was a four-door convertible and was introduced without outside door handles. Beginning in 1929, external door handles were added – as well as wind wings – as standard equipment. With the 1930 models and the new Model A Ford body styles, the Phaeton had wider doors, making entry easier to both the front and rear compartments. (Because of the later availability of the De Luxe Phaeton, the Phaeton was sometimes referred to as the “Standard Phaeton” – but never so in Ford advertising.)

The Model A Ford Phaeton was advertised almost exclusively in farm-related magazines, but with ads appearing only in 1929 and 1930. Ford produced a total of 11 different magazine ad versions for the Phaeton during these two years. Each of the five different basic Phaeton illustrations used in these 11 ads showed the car with its top down and the boot in place.

We Went to Model A Mecca

By Howard Eckstein

This past month Gemma and I took a three-week road trip which included a stop at the Henry Ford Museum, Greenfield Village, and Ford's River Rouge Assembly plant in Dearborn, Michigan.

For a Model A Owner, going to see the birthplace of our cars is an experience that can't be overestimated. Knowing that the Model A was the first vehicle to be produced at the Rouge, it was interesting to see the factory in actual size rather than through pictures.



Tickets were needed to ride the bus to the factory where we were taken into a theater to see a presentation on the building of the F150 trucks. After the show, we went up an elevator to an observation deck for a view of the site. This factory is enormous. In the distance, I could see the smokestacks of the steel plant. We were told that Ford no longer produces steel for itself but brings it in from outside vendors. From there, we were led onto the visitors' gallery where we were free to walk all around the perimeter of the production floor below. We saw F150 truck bodies without chassis moving from freshly painted shells through each station where workers attached various parts in the time the body was in their area. The bodies were mounted on a platform large enough for workers on each side to walk on to perform their tasks. I didn't time it, but the whole assembly line stayed stationary, then moved forward about every 2 minutes. The workers had the tools they needed attached to their belts or hanging within a hand's reach to save motion and time. Parts required were stacked in the order they would be used.



Each body was painted a different color. One man had a stack of cab corners that were the color needed in the order he would apply them. He placed it in position and with a swift thump, snapped it into position. It seems nobody was in a hurry, but their movements were well-organized and timed so that they were not driven to exhaustion by the end of their shifts. Between the rows of platforms were materials handlers driving Cushman carts zooming around with fasteners and small parts to the various stations just in time for



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their use. Overhead, a conveyor-hook contraption brought doors and other large parts to their points of assembly.

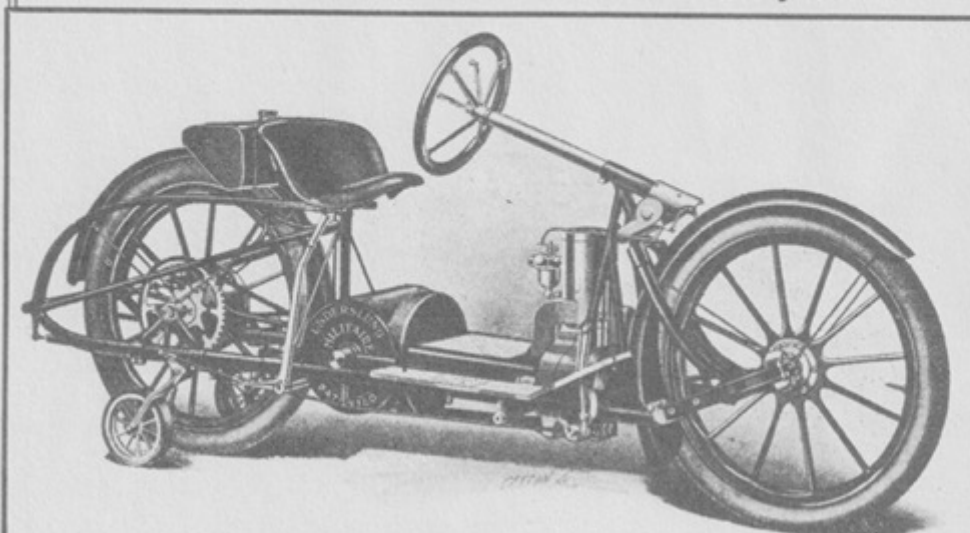
A robot I saw attached rear windows to the bodies. A stack of windows was next to the robot which picked up the glass with suction cups, moved to a place where adhesive was applied around the edge, then lifted the window to the back of the cab where a laser light located the exact position of the opening. After “thinking” for a second, the robot made small adjustments before it released the suction cups. The whole cycle occurred during the time the body was in that area.



I have been involved in production processes during my career, so to see the principles I learned put into practice at the Ford Assembly Plant was enjoyable for me. The best part about our visit was watching Gemma gain an appreciation for what it takes to build a car from scratch. Having never worked in a factory before, the whole thing was bigger than life for her.

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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

SPACE SHUTTLE BOOSTER AND ROCKET DISPLAY



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<https://utahvalleymodelclub.org/nab>

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THE ULTIMATE MODEL A QUIZ

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





It's Really an Annual MAFCA Mini Convention December 11th through 14th 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 11th 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 11th: 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 12th : 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 13th: 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 10th 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 14th: 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](#)

Name: _____ Spouse/Partner _____
 Address: _____ City/State/Zip _____
 email: _____ Cell Phone: _____
 MAFCA 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	
NO REFUNDS AFTER OCTOBER 1st 2024			
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	
Wednesday December 11 at 7:00 p.m.			
Welcome Reception - Hors d'oeuvres and Floor Show		\$32 each	
Thursday December 12			
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	
Friday December 13 All Day Bus Trip			
The Rocket Garden and Golden Spike National Monument Tour		\$75 each	
Late lunch at Maddox Family Restaruant		Included with tour	
Saturday December 14 Half Day Bus Trip			
Tour of Salt Lake City's Historic Sites		\$70 each	
National Awards Banquet		\$85 each	
Total:			

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

* A free first-year MAFCA membership is available. Contact Robert Mack above

Secondary Ignition Failure

By Howard Eckstein

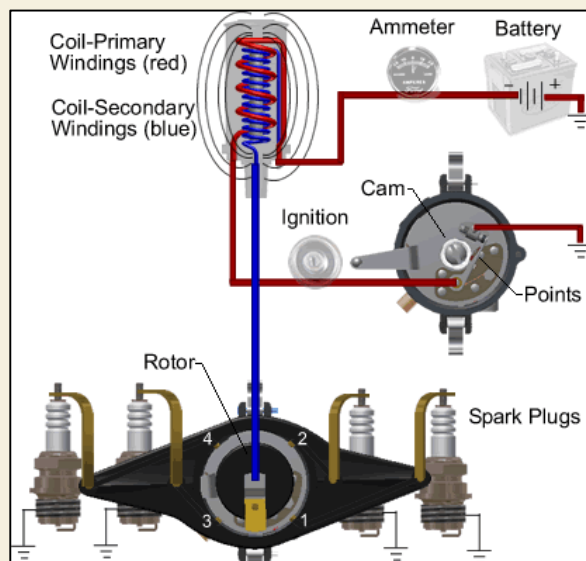
Gemma and I recently took a road trip in our 2017 Dodge Caravan from Orem to Washington DC, a total of 5270 miles over a three-week period. Everything was going well until we crossed the Mississippi River into Illinois. Suddenly, the van felt like it was stuttering badly. At first, I thought it was the road surface due to us being in a new state and who knows how they take care of their roads?

The vibration was so strong, I thought I had a loose wheel and got out to check, but nothing was wrong there. I found that the problem was worse when climbing a hill. That was a big clue. If I dropped down a gear, the engine revs increased, and the vibration stopped. That was a diagnostic confirmation of my suspicion. We were experiencing “secondary ignition failure”. I told Gemma, “I think we have a bad spark plug and possibly a bad coil”.

We wanted to stay on schedule, so I nursed the car across Illinois, Indiana and into Michigan. By the time we got to Kalamazoo, I was pretty sure of my diagnosis. We stopped at an AutoZone and had the clerk use their code reader to see what the van’s computer would tell us. Sure enough, it was number 3 cylinder throwing misfire codes. New plugs and coils would be the panacea.

We took the van to a mechanic in town who did the work for us. I noticed that with new plugs and coils, my fuel economy improved, and the van seemed to have more power.

The ignition system of any car, Model A or modern, is composed of two electrical systems, called the primary and secondary. The primary system uses battery voltage and supplies the coils with the energy to convert low voltage to very high voltage, thus the secondary system. This high voltage can reach 20,000



volts and higher depending on configuration. Keeping that voltage contained requires good insulation all the way to the electrodes of the spark plugs.

It’s interesting that in the Model T, there was a coil for each spark plug, four in total. Soon, ignition systems were designed so that they needed only one coil and a device to distribute the power to the appropriate plug. Now, on modern cars, each spark plug has its own coil. These coils are attached to the valve covers and have a very short socket that connects to the plug.

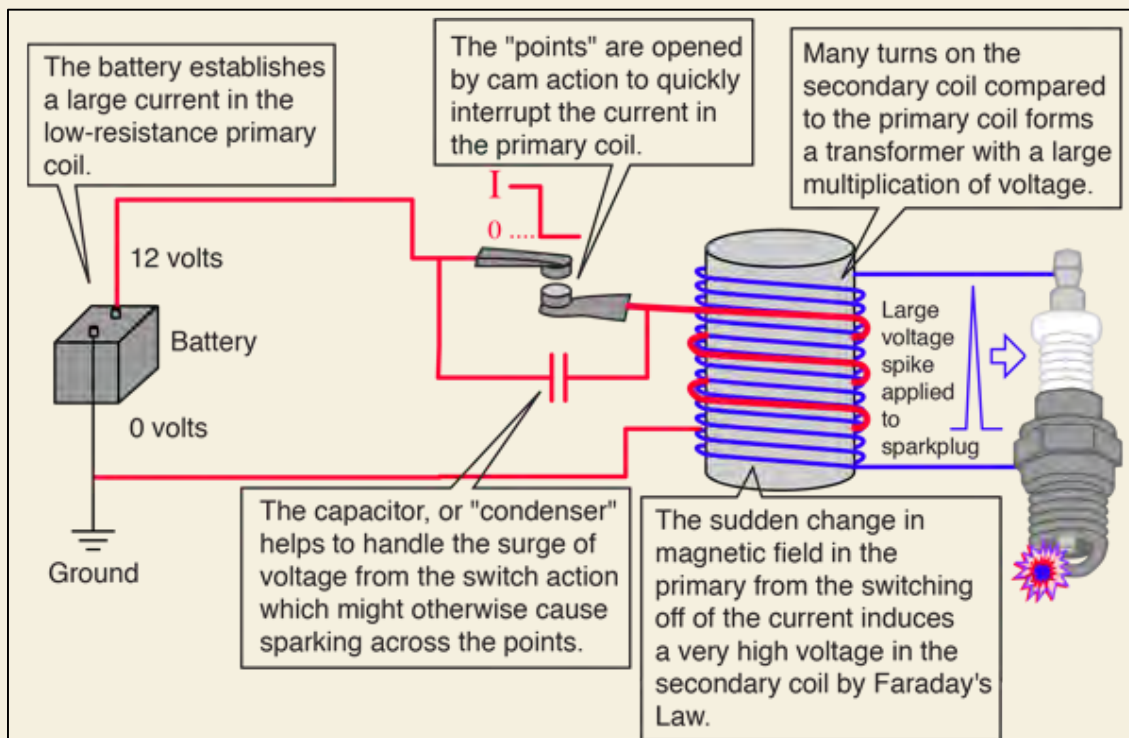
If there is a deterioration of the insulation of the coil that allows a leakage of voltage to ground before reaching the plug, there may not be enough to fire the fuel in the cylinder. This high-tension leak may be only a percentage of the coil's output, but it's enough to starve the plug. A misfire then occurs.

Secondary ignition failure manifests itself when an engine is under a load, such as climbing a hill or during heavy acceleration.

Our Model As can suffer from secondary ignition failure, too. The big wire from the coil to the distributor carries high voltage from the coil. A break in the insulation too close to the engine block or other ground can cause a high-tension leak. Carbon tracking in the cap, body or rotor can cause such a leak. A worn or broken carbon button on the inside of the distributor cap can be a culprit. The brass strips that connect the plugs to the distributor body can be shorted out by the control rod touching the strip for cylinder three. Finally, the spark plugs themselves may be a cause for failure. Too large of a gap can do it. The rule of thumb is the gap increases .001" for every 1000 miles. Carbon fouling of the plugs from an excessively rich fuel mixture can also lead to secondary ignition failure.



I wasn't shown the coil that came out of my van's number three cylinder, but I suspect that after 120,000 miles, its insulation's properties were compromised enough to allow for a high-tension leak under load.

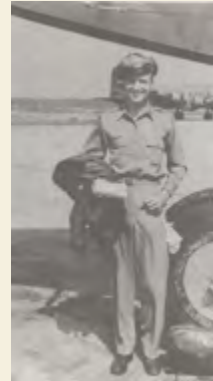


Car Show

At the Courtyard At Jamestown

By Brian Lindenlaub

On Saturday September 14, 2024, I drove my Model A to the Courtyard at Jamestown assisted living community in Provo for their carnival, car show and candy drop. This annual event is a fund raiser for the Gail S. Halvorsen Aviation Education Center. Mr. Halvorsen (right) was a C-47 and C-54 pilot during the Berlin Airlift. He became famous as “The Candy Bomber” for his operation that dropped over 23 tons of candy to German children from 1948 to 1949. He lived at the Courtyard at Jamestown before his death in 2022 at the age of 101.



Approximately 30 vehicles were entered in the car show, including a 1914 Model T, a 3-wheeled Reliant Robin, a Mercedes-Benz Unimog, a 1949 Packard powered by a blown Chevy big-block, 2 Model A hot rods, and a 1959 Ford Skyliner (retractable hardtop). The Utah Valley Model A club was well-represented with 3 Model As



driven by Robert Todd, Jeff Niven, and Brian Lindenlaub, along with numerous club members.

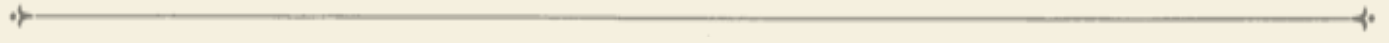
In addition to the car show, the carnival-like atmosphere included game booths, a petting zoo, a rock climbing wall, a dunk tank, horse and donkey rides,

a bounce house, and a barbecue.

The highlight of the event was a helicopter fly-by that dropped dozens of candy bars to anxious children waiting below - a fitting tribute to Col. Halvorsen and the candy he dropped to German children approximately 75 years ago. (See actual photo of the drop left.)







Overheating Radiator Puzzle

This 1928 Model A is getting hot! Can you help find a path for the cooling water through the radiator, that connects the hexes from 1 to 40? (Solution on page 43)



Fishlake Fall Leaves Tour - Itinerary

(planned for Saturday, October 12, 2024)

from Bill Thompson

"You're off to great places! Today is your day! Your mountain is waiting, so get on your way." - Dr. Seuss

We will meet at **Gunnison City Park** on the north end of Gunnison at 10:00am. **Bring your own picnic lunch and a jacket.** My cell is: 435-851-0135

Things to see today: Keep your camera ready as there are lots of opportunities for pictures. We will be traveling south on **US Highway 89** through Gunnison, Centerfield, and Axtell (yes, it really is a community and has a small post office you can see on the right as we pass by) to Salina. In Salina, we will turn west onto **Utah Highway 24**. We will stay on Utah 24 past the town of Aurora noting that the road turns South through Vermillion and Sigurd. This is the main route to Capitol Reef National Monument. **Koosharem Reservoir** - we will pass by this reservoir which sits at the base of **Boobe Hole Mountain**. Note the summer homes at the base of the mountain just east of the reservoir.



Koosharem Valley or Grass Valley can be observed to the west about a mile south of Koosharem Reservoir. The valley is home to Burrville, Koosharem, Greenwich and eventually Kingston. Turning west at Kingston would take you to Circleville. Turning east would take you to Antimony and Bryce Canyon. But that is another trip to consider for this group sometime. **Rest Area** - There is a rest area on the way between the Koosharem turn-off and the Fishlake turn-off with flush toilets which may be closed this time of year. A few more miles and we turn onto **Utah Highway 25**. This road will take us all the way to Fishlake. About 1 mile before we arrive at Fishlake we will pass through the edge of **Pando**, a clonal quaking aspen stand, that, according to some sources, is the oldest (14,000 years) and largest (106+ acres, 13 million pounds) organism on Earth.

Doctor Creek Campground is on your right as we approach Fishlake and **Doctor Creek Summer Home Area** on your left. This area was part of the **Old Spanish Trail** and there is a marker and cutouts of a group on the trail near the campground that can be seen from the road.

Lakeside Resort is the first business at the lake on the left and a boat launch area on the right.

Fish Lake, the largest *natural* mountain lake in Utah, is six miles long and one mile wide and lies in a geologic structure known as a graben valley. The elevation of this beautiful

high mountain lake is 8,848' and is the home of several species of fish: Rainbow Trout, Lake Trout (Mackinaw), Brown Trout, Yellow Perch, Large Mouth Bass and Kokanee Salmon which may be spawning in the creek by the lodge. It is bounded by the **Mytoge Mountains** on the southeast shore which sharply rise about 1,000 feet above the lake level. Along the northwest shore, the lake is bounded by Fish Lake Hightop Plateau (summit elevation 11,600 ft.). The lake has an average depth of 85 ft. and has a maximum depth of 175 feet.



Our first stop at approximately 11 :30 AM, will be at the Forest Service **restrooms** just past the Fishlake Lodge where we will also unload the cars. After unloading the cars, we will proceed on **Utah 25** which runs along the north-western side of the lake. **Mytoge Mountain** is across the lake rising to an elevation of 10,311'. There may still be cattle in the area so be alert for them on the road as well as the chip seal they leave behind.

As we continue along the lake we will see several turn-offs to **summer homes and campgrounds**. The last business is **Bowery Haven**, which has cabins to rent and a very good restaurant. At this point, **Utah 25** turns into **Forest Road 640**.

Going on past the lake we will travel through some beautiful high mountain meadows with wildflowers as we travel down a valley to Johnson Valley Reservoir. We will pass by the entrance to **Frying Pan Campground** on the way.

Johnson Valley Reservoir is about 6 miles north east of Fishlake. We will proceed east to the dam and boat ramp for a photo op. This is **FR036** which continues to Fremont and Loa.

Following picture taking we will turn back the way we came in and travel about a mile or 2 for another turn out for pictures. After pictures of this view area, we will return to Johnson Reservoir where we will **turn north staying on FR640** at the intersection with **FR036**. **FR640** extends north through a series of valleys until it connects with the **Gooseberry Road** which terminates at I-70 in Salina Canyon. We will not travel clear to I-70, but will turn around at the summit.

Along the way, we may still see some varieties of wildflowers. We will pass the **Mt. Terrill Guard Station** home of the **Mt. Terrill Flower Garden** where over 50 forbs can be seen in flower at one time in a very small geographic area west of the Guard Station. Flowering is



between early July and early August. Peak flowering varies from year to year. The northern most valley we will pass through is called **Seven Mile** where **Lost Creek** begins. The creek empties into the Sevier River south east of Aurora. As we continue north, we will stop and turn around at the **Niotche Divide**, elevation 10,506'. From here we will return to Fishlake and stop near the **Fishlake Lodge** to eat our


picnic lunches at the **Twin Creeks Rest Area** where there are also restrooms and tables. This is also the viewing area for the **Kokanee Salmon**. Hopefully the spawning run will coincide with our tour.

Fishlake Lodge, is a lodge in the truest sense of the word. Under construction from 1928 until 1933, and built of native spruce logs, the lodge measures 80 X 320 feet, and is one of the largest and most impressive log structures in the United States. Take a few minutes to walk around to the lake side of the lodge and look through the windows on the deck to see the dance hall, lobby, and dining room area. Following our meal, we will head back to the trucks to load up and head home.

Did I say to take lots of pictures to share with the rest of the club who were unable to attend today? Hopefully they will want to go if we do the trip again next year. Thanks for attending today.

In 1920, during a period of "business depression", the manufacturing engineers at Ford shortened the production cycle of the Model T from 21 to 14 days. Less than 10 years later, his chart illustrates how the production of the Model A Ford went from raw materials to a finished automobile in a little over 2 days. This is the reason that Ford was able to sell his automobiles for such a low price.


SHORTENING THE



1

MONDAY 8:00 A. M.


1 After a trip of approximately 45 hours from Marquette the ore boat docks at the Rouge plant. Hulett unloaders start removing the cargo which is transferred to the High Line and from there to the skip car which charges the blast furnaces. By continuous process this takes 10 minutes.



2

TUESDAY 12:10 A. M.


2 In sixteen hours the ore has been reduced to foundry iron, which is carried in a molten state to the foundry. In less than an hour it has been mixed with the proper proportion of scrap and poured into moulds.



3

TUESDAY 1:10 A. M.

3 As the conveyor brings the molds past the pouring station the hot metal is cast into cylinder blocks. These go to the shake out station and are taken away to be cooled and cleaned. The cooling and cleaning process requires an average time of five hours.



4

TUESDAY 6:10 A. M.


4 The casting now goes to its first machining operation. It takes two hours and forty minutes to machine the casting. This machining is performed in the foundry building in line with the Ford practice of continuous operation. It arrives at the motor room at

[16]

PRODUCTION CYCLE

is in the process of manufacture and the more it is moved about, the greater is its ultimate cost.


During the period of business depression in 1920, the Ford production cycle was cut from 21 to 14 days. Today the Ford production cycle has been further reduced as here illustrated.



5

TUESDAY 9:25 A. M.


5 It requires two hours to assemble and block test the Model A engine. Except for "running in" to loosen it up, everything is done on the move until it reaches the testing block.



6

TUESDAY 11:25 A. M.


6 The finished and inspected motor comes out on a conveyor and is loaded into a freight car and shipped to an assembly plant. It takes about 10 minutes to convey and load in the car.



7

WEDNESDAY 6:35 A. M.

7 By this time the motor should have reached an assembly point 300 miles distant. It takes approximately 35 minutes to unload the car and carry the motor to the assembly line.



8

WEDNESDAY 7:35 A. M.

8 It takes one hour to assemble the complete car, so by 7:35 A. M. the car is ready for the dealer.

WEDNESDAY NOON

Long before noon the dealer will have taken delivery of the car and paid cash for it. Here is a conversion of raw materials into cash in approximately 50 hours. Of this 50 hours, 24 are consumed in shipping and handling. Even this record-breaking cycle is often shortened.

[17]

"Shortening The Production Cycle," Ford Industries, 1929.

A Note on Authenticity

By Roger Davis



Some interesting items on the front and rear of every Model **A** are the Bumper Clamps (see photo left). These are the oval shaped devices that attach the bumpers to the frame. Initially, the rear bumper clamps had a Ford script on them (see photo right) but this was only used until May 1928. So, if you have bumper clamps with the Ford script, you have some real gems—very rare.



The front clamps did not have the Ford script, rather, they had a recessed area shaped like a half-football on the top and the bottom. From beginning of production to early 1930 the front clamps' recessed area had sharp corners (see photo left). The Ford script on the rear clamps ended in May 1928 and the rear clamps were the same as the front clamps.

From mid-1930 until the end of production, the recessed area for both front and rear clamps had rounded corners (photo right). Per the Judging Standards, the recessed areas "...were spray painted with blue enamel...similar to the color of the enamel radiator emblem." Most of us take the more convenient approach and use a set of blue stickers available from the suppliers. But, you'll want to spray paint them for true authenticity.



There is also a center bumper clamp in the middle of the front bumper. From beginning of production to April 1928, the round center clamp had the Ford script and "Made in USA" (see photo far left). From February 1928 to May 1929, the center clamp only had the Ford script (see photo left). All recessed areas were painted with the blue enamel mentioned above. From April 1929 through end of production, the center clamps were smaller oval shaped with rounded corners (see photo right).



The Standards have more details related mostly to finish and attaching hardware that you can investigate for more authenticity (see chart below). Be authentic!

Model A Ford EXTERIOR PLATED COMPONENTS 1928 - 1931		1928			1929			1930			1931																																					
COMPONENT		O	N	D	J	F	M	A	M	J	A	S	O	N	D	J	F	M	A	M	J	A	S	O	N	D	J	F	M	A	M	J	A	S	O	N	D	J	F	M	A	M	J	A	S	O	N	D
BUMPERS - CHROME PLATED ALL YEARS																																																
MAIN BUMPER CLAMPS																																																
FORGED, CHROME PLATED, 1/64" DEEP RECESSES																																																
FORGED, CHROME PLATED, 1/16" DEEP RECESSES																																																
STAMPED, CLAD POLISHED STAINLESS STEEL																																																
CENTER BUMPER CLAMPS																																																
ROUND CLAD, NICKEL PLATED, FORD SCRIPT																																																
ROUND CLAD, NICKEL PLATED, FORD SCRIPT																																																
OVAL CLAD, CHROME PLATED, SCREW IN BACK																																																
OVAL CLAD, STUD ON BACK																																																
		FORD SCRIPT ON REAR ONLY OR CHROME PLATED BRASS																																														
		"MADE IN U.S.A." UNDER FORD SCRIPT WITHOUT "MADE IN U.S.A."																																														
		1929 MAY BE CHROME PLATED																																														
		COVER - CHROME PLATED BRASS OR POLISHED STAINLESS																																														

Period Fashion

(Taken from MAFCA Website – November 2013)



It's About Time!

By Peggy Gill



Throughout history, man has been fascinated with the concept of time. We find ourselves scurrying to be on time for an appointment or event, and then trying to save time by multitasking. Our lives, it seems, revolve around that small flat dial embellished with numbers and the rotating hands that mark the passage of time on a daily basis.

A Brief History

The first mechanical watches appeared in the early 1500's. Peter Henlein of Nurnberg, Germany is attributed with developing the first "pocket watch" sometime around 1505, but this has been disputed by many historians. Nevertheless, the watches consisted of a single hour hand and were meant to be carried in the hand or worn on a chain around the neck. It wasn't until 1675 when Charles II of England introduced the waistcoat, and pocket watches became thinner and flatter in order to fit into the small waistcoat pocket. This also kept the watch "out of sight" to would-be robbers on the highway. Over the many years of development, the mechanics of the watches evolved to become not only more durable and accurate, but works of art with their intricate movements, jewels, and engraved faces and cases.

At least two watchmakers have purportedly claimed to develop the first wrist watch. The earliest is Abraham-Louis Breguet, a Swiss watchmaker, who according to the archives at Breguet (the current company in Switzerland), presented a watch to fit on a wrist as a gift to Caroline Murati, the Queen of Naples in 1812. Later, in 1868, Patek Philippe developed the "ladies bracelet watch." Philippe is more often credited with inventing the wrist watch. Nevertheless, other watchmakers throughout Europe soon began making wrist watches, which were often a modified, small cased pocket watch attached to a strap; the first true mass production of these time pieces were ordered by Kaiser Wilhelm I of Germany to be made for German naval officers. Soldiers and aviators in the early 20th century found that having a timepiece on their wrist freed their hands for more necessary and important endeavors. Consequently, up until World War I, wrist watches were worn mostly by women. One such watch referred to as the "wristlet" was made for women and became even more popular in the 1920's. The general opinion held by many prominent gentlemen was that these wristlets were simply a passing fad instead of a serious timepiece. Although pocket watches were still being used after the war, people began accepting the wrist watch as being more practical and by 1930, the ratio of wrist watches to pocket watches was 50 to 1. *As a side note, I found it interesting that in looking through my 1929 *Sears, Roebuck and Co.* catalog, there were eight pages of wrist watches, and four pages of pocket watches; my 1931 *Montgomery Ward's* catalog contains six pages of wrist watches and three pages of pocket watches.

Finding a Watch from the Model A Era

During the Model A era, both pocket watches and wrist watches were being worn. New watches purchased during our era were still mechanical but were styled differently from earlier watches. But that didn't mean you dumped "Grandpa's" watch and bought a new one. However, if your intent is to enter fashion judging and use a watch as one of your accessories, you need to look for a watch that was available for purchase during the Model A years. Watches are readily available at many antique stores

or on eBay, and if you know what to look for, you can often find a deal. Please remember that to earn full points in judging, your watch needs to be in good working condition.

The best way to know that your watch is from the Model A era is to determine the date of your watch. American watches, such as Elgin and Waltham, can generally be dated by their serial number which was stamped on the movement itself. If your watch happens to be an Elgin, the company maintains a data base online (elginwatches.org) that you can type in the serial number and get detailed information about the movement itself. Another resource is an article written by Kevin James entitled "How to Determine the Age of a Watch" which is available at www.thewatchguy.com/pages/DATING.html. You do need to be familiar enough with how pocket watches work, as far as opening the cases without damaging the case or the movement to locate the serial number. The same article mentioned above has further information on how to open your watch case. Please note that many antique dealers do not know how to do this and are often unwilling to try to do so without the booth owner's presence; if you are a pocket watch aficionado, they will usually allow you to do so if you ask permission.

The number of "jewels" in the watch movement is evidence of the quality of the watch. The jewels are used as bearings for the moving parts of the watch. Lower grade watches typically contained 7, 15, or 17 jewels. Higher end watches contained 19, 21, and even 23 jewels.

Finding an era watch becomes much easier if you can recognize some basic key features in a Model A era watch. Below are some examples of watches, with tips on what to look for. Keep in mind though that like all fashion trends, these tips are not an absolute but things that can generally be found.

Pocket Watches



Pictured at left is a typical pocket watch from the Model A era. It shows both a watch movement dated to 1929 and a case typically found in our era. Pocket watches come in different sizes, and the more typical size for our era was a 12 or 16, although it was still possible to purchase 18's. (The smaller the number, the smaller the movement; for example, a size 12 is approximately 1 ¼ inches in diameter, a 16 is about 2 inches in diameter, and an 18 is about 2 ¼ inches in diameter.) Generally, the numerals on the face were Arabic, and with the exception of Railroad Watches, the numbers were usually smaller in size. The length of the stem on the case is shorter, and the bow is flattened or geometric—not completely round.

The watch itself is usually thinner and smaller than earlier watches. The cases themselves are usually engraved and are often monogrammed on the back.

The Elgin watch at the right is a 14 kt. gold ornate case and movement from 1928





At left is a Hamilton dated 1930 in a railroad case. Railroad watches typically had larger Arabic numerals.

Below and to the right is a 1931 Elgin in a white gold case. Notice the engraving and monogram on the back of the case.



Pictured left is an example of what often occurred. The movement inside the case is dated 1929. The case, however, is from an earlier watch. Notice the taller stem, and the completely round bow. This case also is thicker.

Pocket watches and their cases were interchangeable. If a watch movement died, you could purchase just the movement and continue to use the old case. Conversely, if the case was badly dented or scratched but had a working movement, just a case could be purchased.



Wrist Watches

As stated earlier, wrist watches were becoming more and more popular due to their practicality. Below are some examples of both men's and women's watches from the Model A era. Most watches could be interchanged with different watch bands, given the owner's preference and occasion. Men's and women's watch bands could be found made of woven mesh, available in nickel or in 1/10 14 kt. white

and "natural" gold filled. For men, also popular were leather straps, adjustable metal expansion bands, or flexible metal wristbands. Women's watches also came with black silk ribbon bands with gold-filled or solid gold clasps (depending upon the quality of the watch), flexible expansion metal bracelets, gold-filled or 14-karat solid gold. Many high end women's watches were sold with a gold or gold filled bracelet and included the black silk ribbon band as well.

Men's



Women's



Enjoy the hunt!

Sources:

Montgomery Ward & Co., Fall and Winter 1930-1931, Catalogue No. 113.

Sears, Roebuck and Co., Fall and Winter 1929-1930, Catalog No. 159.

<http://www.britannica.com/EBchecked/topic/636716/watch>

<http://www.breguet.com/en/history>

<http://www.fhs.ch/en/history.php>

<http://ablogtowatch.com/a-brief-history-of-watches>

http://clocksonly.com/watch_history.html

<http://elginwatches.org>

Sausage Johnnycake

Recipe of the Month

(from Taste of Home)

Total Time: Prep: 20 minute. Bake: 30 minute

Yield: 6 servings

Here's a nice hearty breakfast with plenty of old-fashioned flavor. I serve it to my bed-and-breakfast guests. They love the cake's savory middle and maple syrup topping. It's a fine way to start the day! - Lorraine Guyn, Calgary, Alberta

Ingredients:

- 1 cup cornmeal
- 2 cups buttermilk
- 12 uncooked breakfast sausage links
- 1-1/3 cups all-purpose flour
- 1/4 cup sugar
- 1-1/2 teaspoons baking powder
- 1/2 teaspoon of baking soda
- 1/2 teaspoon salt
- 1/3 cup shortening
- 1 large egg, lightly beaten
- 1/2 teaspoon vanilla extract
- Maple Syrup



Directions:

- 1- Preheat oven to 400 deg. In a small bowl, combine cornmeal and buttermilk; let stand for 10 minutes.
- 2- Meanwhile, in a 9-inch cast-iron skillet over medium heat, cook sausage until no longer pink; drain on paper towels. Arrange 8 links in a spoke-like pattern in same skillet or in a greased 9-inch deep-dish pie plate. Cut remaining links in half: place between whole sausages.
- 3- In a large bowl, combine flour, sugar, backing powder, baking soda and salt. Cut in shortening until mixture resembles coarse crumbs.
- 4- Stir egg and vanilla into cornmeal mixture; add to dry ingredients and stir until blended. Pour batter over sausages.
- 5- Bake until a toothpick inserted in the center comes out clean, 30-35 minutes. Serve warm with syrup.

Chrome Is King

By Jeff Niven

Metals and some plastics can be Electroplated with a number of materials, including copper, zinc, aluminum, nickel, silver, tin, cadmium, chromium, brass, palladium, and even gold. “Electroplating” is the attachment of a thin layer of a plating metal over the outside of a base material using electricity to transfer electrons. This process is much different than painting and dipping, as when it is done properly, the plating metal essentially becomes an intimate part of the base material through electrical bonding.



Because the coating is electrically connected to the base material, it can protect the base material from corrosion, depending on the materials used. For example, iron and steel can be plated with cadmium or zinc to protect it from corrosion, even in a salt water environment. Inside the average water heater, there is a Sacrificial Anode that protects the steel tank from corrosion. These anodes can be made from zinc or aluminum, or even magnesium.

All electroplated materials share some similarities in how they are attached to the base metal, but they all have different physical appearances, labor requirements and material costs. The primary cost can be the cost of the plating material when attaching gold and silver, but perhaps one of the next major costs associated with electroplating is cost of the labor required to prepare the base metal or plastic to ensure that you achieve the desired appearance, when it is finished. This is especially true for one of the most common and perhaps the most desired type of electroplating, which is plating with Chromium.

One of the most beautiful, and durable types of plating is Chrome Electroplating, where the final coating of metal to the base material, is the element Chromium. There are basically two methods for Chrome Plating, (the main difference being the thickness of the chrome plating that is applied). The two types are: (much of the following information is taken from <https://hcsplating.com/>)



- 1- *Hard Chrome or engineered Chrome Plating, and*
- 2- *Decorative Chrome Plating*

Hard Chrome Plating – Hard Chrome Plating involves applying a relatively thick layer of Chromium to a base material to increase the base material’s durability, hardness, wear resistance and corrosion resistance. The thickness of the layer of Chromium applied in Hard Chrome

Plating is much greater than with Decorative Chrome Plating and ranges from 10 to 500 millionths of a meter (0.0004 inches to 0.020 inches thick).

Also known as “engineered chrome” or “industrial chrome”, Hard Chrome Plating reduces friction between machine parts and improves component durability. A Hard Chrome coating extends the lifespan of machine components and reduces maintenance downtime and expenses. Friction is reduced due to the incredible smoothness of the chrome plated surface. Along with reduced friction comes the benefit of less wear.

Hard Chrome Plating is used in many applications that demand hardness, strength, and durability, especially in environments with abrasive products such as textiles, paper, limestone and even sand.

Hard Chrome Plating is, as its name states, very hard. The hardness of Hard Chrome Plating measures between 68 and 72 Rockwell C. Examples of materials with similar hardness include Quartz, File Steels, and case-hardened and Nitrided Steels. This enables the surface to survive abrasive environments.

Here is a list of some specific applications of Hard Chrome Plating:

- Hydraulic Cylinders
- Piston rings in automobiles
- Rotors and shafts for pumps
- Molds, dies and forms
- Rollers and bearings
- Valves and gates
- Compressors
- Press punches
- Lathe Beds

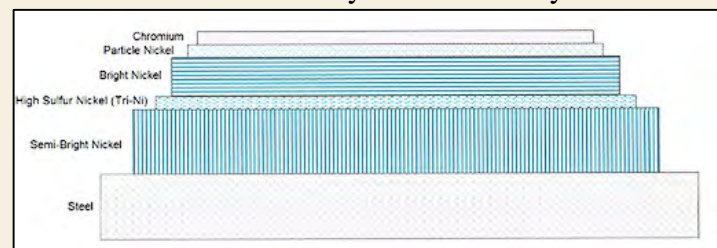
General applications include:

- Mechanical and automotive parts
- Agricultural equipment
- Mining equipment
- Paper and timber equipment
- Textile and printing equipment
- Food and beverage equipment

One of the greatest applications for Hard Chrome Plating is the repair of damaged, worn, or mis-matched parts. A part that is too small or has become worn down can benefit from applying a thick coating of Hard Chrome Plate to bring it to the correct dimensions. Damaged chrome plating, that was applied previously, can be stripped off the part using chemicals and then a new thick layer of Hard Chrome can then be applied to bring the part to the required dimensions. In addition, the thickness of the Hard Chrome Plating can be accurately controlled, during its application, eliminating the need for subsequent machining or grinding, although grinding can still be done.

Hard Chrome Plating is also easy to clean and sanitize, making it a popular choice for the food and beverage industry. Its superior resistance to corrosion makes it a great choice for pharmaceutical, chemical, oil and gas applications.

Decorative Chrome Plating – “Decorative chrome plating is also referred to as nickel-chrome plating. It involves first electroplating nickel on the part before plating it with chrome. Sometimes, copper is electroplated instead of nickel. The nickel or copper layer provides smoothness, corrosion resistance and reflectivity. The chrome layer that is added is very thin (much thinner than with Hard Chrome Plating) and is measured in millionths of an inch.”



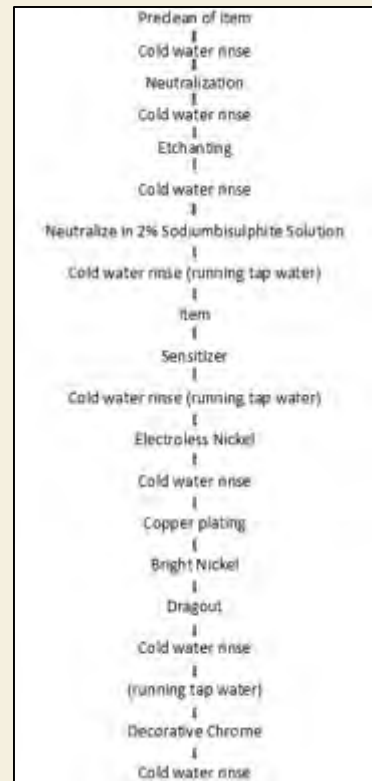
“The effects that you see when you look at a nickel-chrome plated surface, you are primarily seeing the nickel plating. The thin chrome layer adds a slightly bluish hue, protects it against tarnishing and scratching and helps to add to the corrosion resistance.”

“When you hear the term ‘show chrome’, it means that the chrome is high-quality enough to be used on a car that is entered in a car show. Lovers of chrome believe that copper-plating the item first and buffing it to a full sheen before nickel-plating is the key. High-quality plating jobs normally require your part to have two layers of nickel before the chrome is applied.”

“Durable chrome plating meant for outdoor exposure should have a minimum of two layers of nickel plating before the chrome plating is applied (see chart left). It should include a layer of semi-bright nickel that is followed by a layer of bright nickel because the bright nickel is anodic to semi-bright nickel, making it resist corrosion better. Chrysler developed a test that is used by large shops each day to make certain that the chrome plating has the correct protections. Restoration shops that only offer single-layer nickel plating must apply it in a very heavy layer in order to guarantee corrosion resistance.”

Decorative Chrome is often applied to car parts, tools, kitchen utensils and even musical instruments. It looks great, it is easy to clean, and can provide resistance to corrosion and wear.

Cost of Chrome Plating - “Chrome plating involves a long and complex process, beginning with buffing, polishing, cleaning, dipping in acid, adding zinc and copper plating. For show chrome, the process is finished by re-buffing, cleaning and re-dipping, plating added copper, two to three types of nickel plating and finally, the chrome plating. The item is rinsed between each step.” (See typical plating process right →)



Because of the large amount of labor involved in the process of buffing, polishing, cleaning, and dipping the parts that will be chrome plated, this process can be quite expensive. Added to the labor costs, is the cost of handling Chromic Acid, which is toxic to humans, animals, and fish. For this reason, many areas of the world will no longer allow Chrome Plating to be done in their cities and states. This further drives up the cost of this plating process.



When Henry Ford manufactured the Model A Ford, he must have been

acutely aware of the cost of Nickel and Chrome Plated parts for the car. Ford's effort to reduce or eliminate these costs, is likely what led to the replacement of many Nickel and Chrome Plated parts with polished Stainless Steel, as we see with the headlights, rear lamps, radiator shell, exposed wire conduits, gas caps, radiator caps, cowl bands, and some door handles.



According the Area 15 of the Model A Restoration Guidelines, the Model A Ford bumpers remained Chrome Plated for all production years. It is my opinion that the reason for this was due to Ford's desire for superior appearance in a corrosive environment in which the bumpers were also exposed to impact, and abrasion due to contact with other objects, including the bumpers of other automobiles.

The Model T Ford was so popular, Henry Ford once said: "There's no use trying to pass a Ford, because there's always another one just ahead." By the early 1920's more than half of the registered automobiles in the world were Fords. More than 15,000,000 Model T's were built and sold.

“Barn Find” – 1966 Ford GT40 Mk1

By Jeff Niven

When I was 10 years old, my family moved to Thousand Oaks, California, a beautiful little community of about 19,000 people, nestled in a small green valley about 40 miles west of Los Angeles. The city got its name from the tens of thousands of Oak Trees in the valley. The city is famous for many reasons, one of which is that it was the filming location for numerous TV shows including *The Rifleman*, *Gunsmoke* and



Bonanza. As a young boy, my friends and I used to sneak through the barbed wire fence and explore the movie sets of the old western towns.

Recently, I was excited to read an article on the Internet of the “Barn Find” of an extremely rare 1966 Ford GT40 Mk1 that had been stored in a garage in Thousand Oaks, about a mile from where I



used to live with my family. The car had once been owned by Salt Walther (note his name on the car’s door), a race car driver who was badly burned in the tragic fiery crash at



the start of the 1973 Indianapolis 500. Walther recovered from his burns, but became addicted to pain medication. He died from a drug overdose in 2012 at the age of 65.

The GT40 in Thousand Oaks was removed from the garage and has since been restored and sold. Barn Finds like this one are very rare indeed, even for Model A’s, so keep your eyes open as you travel around.



Ely, Nevada Tour

Photos by Clyde Munson

Three local Model A clubs joined together on a wonderful tour, which began in Salt Lake City, and then to Ely, Nevada, and finally back home. The three Model A clubs were the Salty A's, the Beehive A's and the Utah Valley Model A club. On Thursday morning, the clubs from Salt Lake City drove to Saratoga Springs, Utah, where they joined the Utah Valley Model A Club and then continued South. The planned drive, each way, was about 280 miles in about 5-6 hours driving time, depending on the weather and circumstances.

As it turned out, the weather was excellent and the tour was a great success. The group followed UT-68 down the West side of Utah Lake, turned right to join US-6/US-50 near Goshen, then followed US-6/US-50 to Delta, Utah. From there they followed the same highway to Ely, where they stayed in hotels, and enjoyed the sights in and around Ely. The plan was to leave Ely on Saturday morning and head home, with some of the group staying an extra night in Delta, Utah on the way back. Here are some photos of the trip, provided by Clyde Munson.







UTAH VALLEY

Motometer

- Model A Club -





UTAH VALLEY

Motometer

- Model A Club -





Letters to the Editor

Dear Jeff,

I just finished reading this month's *Motometer*. Your research and work in editing this publication is top-notch. I am impressed with your talent and the quality of our contributor's articles.

Your treatment of brake fade was very good. I've never thought about brake fluid vapor lock.

I especially like reading your technical articles.

-Howard

Jeff,

Thanks again for an outstanding edition! Most excellent! I love the personal touch you weave through the entire newsletter. Your article on Brake fade is most informative! I like how you broke it down into the three types of fade.

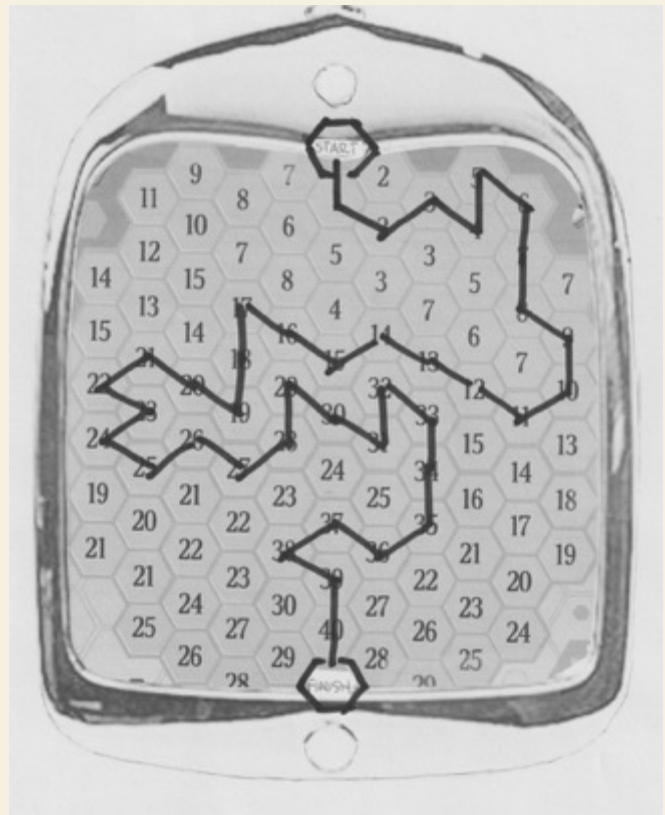
-Roger


Howard and Roger,

Thanks for your kind words. We have so many generous and talented people in our club, such as yourselves, who contribute to the *Motometer*, and who make our club the friendly and rewarding organization that it is. Many thanks to everyone!

-Editor

Solution to Radiator
Puzzle from page 23.





- 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:

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

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Yes! Count Me In!

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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, Pectone, IL 60468-0028