



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. 12

December 2024

What's Inside...

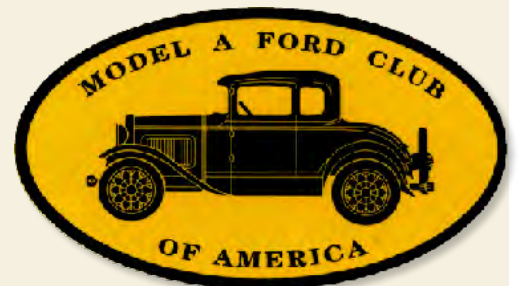
- A Note on Authenticity – Index
- December Birthdays and Activities
- Did Ford use an "X" Frame?
- Club Election Results
- Roger's Mail Truck wins 1st Place
- Spanish Fork Lights Parade

Merry Christmas and Happy New Year



Remember.....

It's time to join MAFCA and receive the Restorer Magazine. The first year is free to new members.
 Don't forget to report your car's 2024 mileage to Robert Mack.
 Previous editions of this newsletter are available on the club's website.
 Be sure to volunteer to help at the MAFCA National Awards Banquet this month.





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
	Reid Carlson
	Greg Mack
	Jeff Niven
	Mike Carlton

- Tech Talks
- Web Page
- Newsletter
- MAFCA News



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



I am currently having the opportunity, in New Zealand, to drive on the other side of the road. I was rightfully corrected by a friend that it was not the wrong side of the road, but simply the other side of the road, even though it is very foreign to me. Not only was I driving on the left-hand side of the road but apparently, I was driving in reverse. At least according to the GPS Maps on my phone for the first several kilometers. The funny part was that the arrow representing the car on the screen was driving backwards (in reverse). I was very glad when the arrow spun around in the correct direction and the friendly voice finally gave me instructions that weren't upside down and backwards. Right-hand drive not only changes the driver's position but the rearrangement of the controls, so that also adds to the adventure. Several days driving (accident free) I can happily report that I have the cleanest windshield in the country because every time I want to turn, I engage the windshield wipers instead of the turn signals. And so, the adventure continues!



We decided to connect with the North Island Model A Ford Club of New Zealand. They had a tour going this weekend. I had searched their website and found out where the tour was starting. We



pulled in and my travel partner Paul said, "So do you know anyone?" I laughed and said, "No, they don't have a clue who I am or that we were going to show up, but don't worry they will be good people." Hesitantly he climbed out of our car and followed me. Well, you all know how this is going to turn out. You can't find a more welcoming crowd than the friendly folks in a Model A club; besides, they were all Kiwis, and I never met a Kiwi I didn't like.



We were welcomed in like we had known them all our lives. We checked out each of their cars and heard many stories from their owners. They even offered us seats in their cars for the tour. Paul my companion was so surprised as this type of inclusion was foreign to him. We decided to not take them up on their seats, but Paul suggested that we meet them at their destination. They gladly handed us a map and directions.

I won't take the time to point out all the arrangement of the driving controls on these cars as all but one of them was right-hand drive. Of course, shifting was done with the left hand and I noted that the spark advance was controlled by the right hand. I also noted that many of the cars were running V8 rims and wide tires. I asked and was told the roads they toured on were often gravel and the tires handled better. They also had another reason. They were able to get tires for \$25 each because the local new car dealers pulled the steel rims and tires from new cars and replaced them with custom rims and tires. Cheaper than shipping.



I am so glad to be part of a global organization that has so many great people in it. How wonderful it is to be able to not hesitate to engage with them knowing that we will be welcomed. I now have some friends and contacts on the other side of this planet that enjoy these cars as much as we do. They told me about their tours and invited me to join them anytime. You know I will be checking their calendar when I plan my next trip back to New Zealand.



We may not be Kiwis, but we have the opportunity to show our UVMAC hospitality as we host the NAB in just a few short weeks. After another toxic election season, it is great to know that we have more things in common with others than we have differences. I hope that many of us take the opportunity to get to know some new friends and share our passion for this hobby together. I know it was good to my soul to connect with these great people.

As a side note: Roger is famous down here as well. They remembered the Mail Truck on the Restorer!

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Utah Valley Model A Club Meeting

21 November 2024

The November meeting of the Utah Valley Model A Club was called to order at 7:08pm by club president, Roger Davis. After welcoming everyone, Roger announced the recent passing of club member Walter Burfitt, who died at his home in Lava Hot Springs, Idaho, on October 24th. This newsletter contains a short obituary and photo on page 35.



Next, Roger invited Clyde Munson, Howard Eckstein, and Robert Mack to come forward for a special presentation. He also invited Madeline Reed (who was not at the meeting) to join them, to represent Tony Jacobs, who passed away some years ago. Howard (2020), Clyde (2021), Tony (2022) and Robert (2023) are previous recipients of the MAFCA Service Award that was presented to members of our local chapter of the national organization. The purpose of the MAFCA Service Award is to recognize 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.

Roger then announced that the recipient of the 2024 MAFCA Service Award in our Chapter was Greg Mack. He then invited Greg to come forward and receive the award certificate. Thank you, Greg for your years of wonderful service to the club and congratulations for receiving this award!



Next on the agenda, Roger invited Tyler Lewallen to come forward to be recognized as one of 13 youth MAFCA club members who were recently recognized by not only MAFCA in their Sept/Oct 2024 "Restorer" magazine, but also the Model A Restorers Club (MARC) in their recent magazine, "Model A News". Tyler and the other 12 youth members, were recent recipients of the Model A Youth Restoration Award (MAYRA). Tyler received \$2000 towards the restoration of his latest Model A project, which was featured in last month's Motometer. Congratulations, Tyler!

At this time, Roger reminded everyone that the club dues for 2025 is now due. The amount is \$25 per year, or \$30 if paid after March 1st.



Club Treasurer, Diane Brimley next gave the financial report for the club. She said that the club currently has \$305.88 in our Checking Account and \$2263.22 in our club's Saving Account.

Diane also gave special recognition to the American Fork High School Marching Band that recently placed 8th in the US finals of the Bands of America Grand National Marching Competition in Indianapolis, Indiana.



Roger next sent around a sign-up sheet for club meeting refreshments for next year (2025).

At this time, a number of club members announced that they had items for sale. Brian Lindenlaub offered a free 1929 radiator that he no longer wanted, as he had replaced it with a new one. He mentioned that it runs hot, and may need to be cleaned out. (New radiators can run from \$800 to \$1000 less mounting brackets and hardware.)

Karl Pope offered a 2-ton floor jack as well as a number of books about welding and lathe operation.

Robert Todd, is selling a set of king-pins at a very reasonable price, and offered the use of his king-pin reamer if anyone needed one.

Paul Jerome announced that he is selling club jackets as well as hats and other merchandise.

Theon next took the floor to present club awards. Having received no requests for club mileage or "13+" awards, he solicited nominations for this month's Bent Rod Award which is presented to club members who have car problems for which they are responsible.

The only Bent Rod nomination from the club members came for Paul Jerome who told about how his engine recently began to backfire and then stopped completely before reaching home on one of his trips. He said he called Howard who suggested that it might be the distributor points adjustment. When Paul told Howard that he did not have a "Feeler Gage" to set the points, Howard suggested making a temporary gage using a thin sheet of some suitable material, which Paul did and got his car running again.



Editor's Note: After the conclusion of this meeting, I was reminded that Theon Laney missed the previous two club meetings (September 12 & October 17) at which he should have received two Bent Rod Awards. The first was for his carburetor problem, wherein the observers held an umbrella over Clyde Munson, as he worked in the rain to fix the problem. The second was when Theon's car tire came off while he



was driving and nearly rolled into oncoming traffic on the road during the Ely Trip. Therefore, two photos were taken, at this meeting, of Theon receiving the two Bent Rod Awards for those two meetings. Here are the two photos. Congratulations Theon Laney and don't forget to tighten your lug nuts!

At this time, Robert Todd inquired about the possibility of creating a printed copy of the most recent club member roster for purchase by interested members. A number of other club members indicated by raising their hands that they would also like to have a new printed roster. Roger said the board members would take up the suggestion at the next club board meeting.

At the prompting of Clyde Munson, Roger gave a quick summary of his recent vacation to Pennsylvania and Minnesota, where he and his wife, Geena, took their Model A Mail Truck back to its humble beginnings. On that trip, Roger's Mail Truck won a first-place award. A full article about that trip is included in this newsletter on page 31, including this photo of the plaque that Roger received for his Mail Truck. Congratulations Roger and Geena!



Our club's National Awards Banquet organizer, Howard Eckstein, next presented a status of the preparations for the upcoming banquet that is scheduled for December 11-14. Preparations are proceeding well, especially for the Filipino



Dancing and Singing portion of the banquet, which promises to be the highlight of the event. The Filipino program even created a backdrop of a rice terrace for their presentation. For those who don't know what a Rice Terrace is, here is a photo.





Robert Mack, who is assisting Howard in organizing volunteers for the banquet, said that they are still in need of help, especially on Friday and Saturday, December 13th & 14th. Step up everyone!

According to Howard, they have received registrations for 69 members, and with accompanying spouses and friends, they are expecting 127 people to attend the banquet.

Details of the banquet raffle were explained to the club members.

According to a member of our club, US Ghost Adventures has organized a series of Ghost



Tours in Salt Lake City. There are still 8 available spaces on the Friday, December 13th Ghost Tour, if you



are interested. Call (813) 722-7363 for more info.

If any club member is interested in an upcoming Car Show, contact Larry Harrison for more information. They are currently in need of at least 4 more cars.

Amber Morrell was next, and presented the club's plans for an official club activity in Spanish Fork on Saturday, November 30th. The club plans to participate in a Christmas Light Parade, in which vehicles are decorated with Christmas lights, etc., and drive down the main street in Spanish Fork. According to Howard, "The more lights...the better!"



For complete details, please see the article by Howard Eckstein on page 14 of this newsletter.

UVMAC - Election of Officers

Next on the agenda, Brian Lindenlaub conducted the official Club Elections for club officers for the year, 2025. According to the bylaws for the Utah Valley Model A Club (Updated 15 August 2024), the club offices to be elected include; President, Vice-President, Secretary and Treasurer. Vacancies of elected positions "will be filled by appointment by the president for the remainder of the term", "subject to confirmation by the club's Board of Directors."

Brian began the formal election by announcing that Roger Davis, Buster Hansen, and Diane Brimley had agreed to continue to serve in their current positions (President, Vice-President and Treasurer, respectively) if elected. No nominations for Club Secretary had been received as of the club meeting.



Brian asked if there were any additional nominations for any of the club offices including Secretary. None were received. Therefore, it was proposed that Roger Davis be elected Club President, that Buster Hansen be elected Club Vice-President, and that Diane Brimley be elected Club Treasurer for the year 2025. Brian asked for a show of hands by those who were in favor of that proposal, and for any who were opposed. Since there were no hands raised in opposition to the proposal, the voting was deemed to be Unanimous in the affirmative.

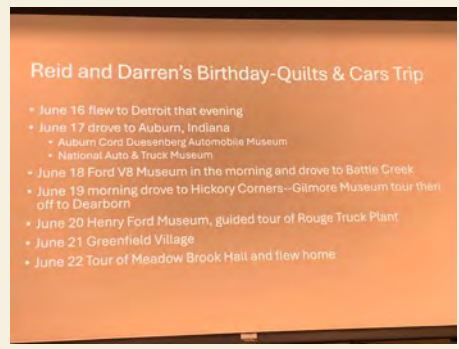


The Board of Directors will agree on an appointment for the office of Club Secretary at the next Club Board Meeting, which will take place in January 2025.

At 8pm the club members took a 10-minute break and enjoyed refreshments provided by Roger Davis. Thank You, Roger!

After the break, everyone returned to their seats, their plates heaped with cupcakes and goodies.

Then Reid Carlson and Darren Paulson gave a wonderful presentation about their recent Car Museum Grand Tour. They began their presentation by showing their schedule of museum visits, from June 16 through June 22. Very impressive!



Then they made the claim that “Henry Ford was the Father of American Patchwork Quilting”. They displayed a number of questionable photographs as evidence of that claim, including several of the interior of the giant Rouge Plant in Detroit, filled with hundreds of people making quilts on the production floor. They even showed one of a Model A car body made entirely of a colorful handmade quilt!

At this point, Robert Todd raised his hand and asked Darren and Reid if they were familiar with 2 Nephi 9:34, which warns against the sin of lying. This warning did nothing to dissuade the two of them, and they continued showing the questionable photos, all the while asserting that the photos had not been generated using Artificial Intelligence.



Editor’s Note: By this point even I began to have doubts about their Henry Ford quilting claims, especially the one of the quilted car body.

Eventually the presentation became more serious and the club members were treated to a collection of un-doctored photos intermixed with an occasional reference to Henry Ford and patchwork quilts.



After the presentation, I was able to spend some time questioning Reid about his museum tour and had to admit that much of what they showed about the various cars and museums matched up with what I had experienced myself on a trip to Detroit that I made back in 1979.

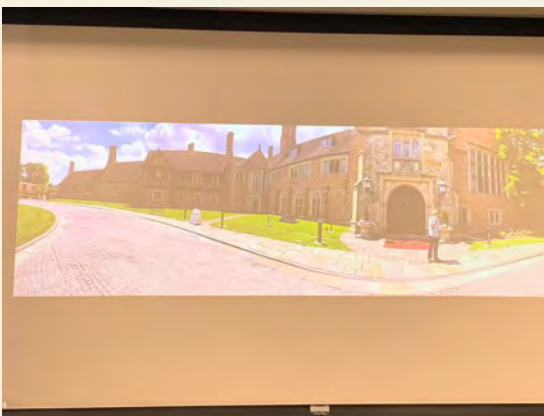
It is wonderful to see the beautiful automobiles, museums, homes, and mechanical wonders that have been preserved by Henry Ford in and around Detroit.



Thanks Darren and Reid for the wonderful presentation, and to Elaine Carlson for the beautiful quilts that she shared at the club meeting.

Roger announced that there would be no club meetings in December due to the NAB. Our normal Christmas Dinner will be postponed until January.

After a short Question and Answer session, Roger adjourned the club meeting at 9:02pm.



MAFCA - Student Membership

On November 1, 2018, MAFCA announced a new Student Membership to high school, technical school and college students, starting with the 2019 membership year.

2018 MAFCA President **Doug Linden** explains, "We all recognize that we need to grow the Model A hobby with more involvement by young people. We are encouraged by the increased interest in the Model A by students at the high school level around the country with many chapters mentoring these young enthusiasts. I hope to see more Student Members join and more Student Chapters formed as a result of this low-cost membership option."

This new class of membership costs only \$5.00 and the student will receive a "digital only version" of The Restorer magazine. All it takes is filling out a short form or a call to MAFCA headquarters to become a student member.

We encourage all Student Chapter members, and youth from all over, to take advantage of this special membership option.

Membership Renewal Rates beginning in 2018:

United States Membership	\$50
Canada/Mexico Membership	\$60
International Membership with Digital Restorer	\$50
International Membership with Printed Restorer	\$70
Student Membership	\$5

MAFCA Student Membership Application

MAFCA student membership is available to High School, Technical School and College students age 13-22.
The annual dues is \$5.00 per year and includes a digital only copy of *The Restorer* magazine.

PLEASE PRINT ALL INFORMATION

Name: _____ **Age:** _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____

School: _____

Email: _____

Please send this completed form and payment to :

MAFCA 250 S. Cypress Street La Habra, CA 90631-5515
or
Call MAFCA headquarters toll free at 866-379-3619

Nov 1 2018



Youth Spotlight

Members of the Utah Valley Model A Club recently received great news from one of its youth members, Tyler Lewallen. On Tuesday, November 19th, Tyler reported that he had just received an Email from Utah State University notifying him that the college had accepted his application to attend. We are proud of you, Tyler!



Among the numerous congratulations that Tyler received from club members, was a suggestion that Tyler will certainly need to install a heater in his Model A, due to the cold winter temperatures, for which Utah State is famous, up in Logan, Utah.



Here are two ads published around 1900. Note the mention of the “fireproof construction” of the hotel. The great 1817 Chicago fire was still on everyone’s minds.

Great Northern Hotel
CHICAGO

Ideal Headquarters for Automobilists

Rates :
Without Private Bath \$1.50 and \$2.00
With Bath \$2.50 to \$4.00



Large, Comfortable Rooms
Grill Room
Popular Prices
Cafe on Parlor Floor

Service and Appointments Most Approved

Most centrally located hotel in Chicago and absolutely of fireproof construction.

Jackson Blvd., Dearborn and Quincy Sts.
JOHN C. ROTH, Managing Director

J-M (Mezger) Soot-Proof Spark Plug
Practically Sells Itself



This is the easiest-to-sell plug on the market — and the biggest-seller — because—
It will not short-circuit.
And that's the kind of a plug every motorist wants!
The construction of the “J-M Soot-Proof” makes it impossible for soot to collect at the firing point.
It cleans itself. Hence it will not short-circuit.
Backed by the guarantee of a \$5,000,000 concern.
If a J-M Soot-Proof Plug proves defective in material or workmanship we supply a new plug or refund the purchase price.
Guaranteed goods create confidence. Another reason why “J-M” sales are easiest and biggest.
Price, \$1.00—and there is a great big profit in it for you.
If you are not handling this famous plug write for Booklet and Special Dealer Proposition. Don't put it off. Write TODAY.

H. W. JOHNS-MANVILLE CO.

Albany	Cincinnati	Kansas City	New Orleans	San Francisco
Baltimore	Cleveland	Los Angeles	New York	Seattle
Boston	Dallas	Louisville	Omaha	St. Louis
Buffalo	Detroit	Milwaukee	Philadelphia	Syracuse
Chicago	Indianapolis	Minneapolis	Pittsburgh	

A Note on Authenticity

By Roger Davis



This Note on Authenticity started in the August 2023 Motometer. I thought that for a December 2024 issue, it might be worthwhile to post an index listing the dates and topics of these Notes. This might help you see in one place what's been covered and when, so you could refer to it easily in the Motometer. We'll resume with a new topic in January. If there is something you might be interested in, please send a note to the Motometer Editor and I'll gladly research it.

Motometer Issue	Topic
Aug 23	Hubcap Orientation with respect to Valve Stem
Sep 23	Radiator Hoses
Oct 23	Tools
Nov 23	Door Check Arm
Dec 23	Date of Manufacture
Jan 24	Wiper Motors
Feb 24	Engine Compartment Finishes
Mar 24	Hood Clips (Latches)
Apr 24	Ford Model A Standard Hardware (Tail Pipe Clamp)
May 24	Cotter Pins
Jun 24	Starter/Generator Cover Bands
Jul 24	Identifying Original Bumpers
Aug 24	Bumper Chrome Finish
Sep 24	Bumper End Bolts
Oct 24	Bumper Clamps
Nov 24	Castle Nuts
Dec 24	Index of A Note on Authenticity (Aug 23 – Dec 24)

The Model A Restoration Guidelines and Judging Standards

The "Model A Restoration Guidelines and Judging Standards" published by the Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC) describes what is currently understood about how the Model A was manufactured. It is about 3 inches thick and will tell you everything you need to know about your car from the color of the engine to the number of pleats in a seat. This recurring article (i.e. A Note on Authenticity) intends to help identify small things we can do with our cars to make them more like when they came from the showroom.

Utah Valley Model A Club to Join the Spanish Fork Parade of Lights

By Howard Eckstein

Right in the middle of the Holiday Season, just after stuffing ourselves with turkey and before Santa gets stuffed in our chimneys, we get to revel in the Christmas spirit by decorating our cars with lights and joining the Spanish Fork Parade.

We decorated our cars with Christmas lights before, back in 2015. For our winter activity that year we drove around the south valley lit up brighter than a swarm of colored fireflies stuck to strips of windblown fly paper.

This year, we'll engage in something a little more structured. We'll decorate our cars again with Christmas lights and join the Spanish Fork Parade on Saturday November 30th. The staging area is behind the City Center at 100 West and Center Street. Staging begins at 5:30. The parade begins at 7:00.

I've seen this parade before. It is a slow-moving cavalcade of sparkling jewels illuminating the main drag in Spanish Fork. The entries put a lot of effort into preparing whimsical lighting schemes that outlined their vehicles. Some of them had music playing through loud speakers.



Battery-operated light strings are the things to use. Attaching them to the car requires a little imagination. Be careful; tape with aggressive adhesive can lift your paint. This year, I'm going to try magnetic hooks from Walmart. Roger said he is going to use some spring clips to attach the lights to his rain gutters. Lights in the wheels are a favorite arrangement, along with outlines of the car's shapes.

The more lights you can put on your car, the nicer it will look mixed in with the other entries out there. When the parade is over, we'll go somewhere for a bite to eat.

Spanish Fork Christmas Lights Parade

Meet at 100 West Center Street
Behind the City Center
Spanish Fork

Saturday Evening
November 30, 2024

Staging at 5:30
Parade starts at 7:00

All cars are to be decorated
with lights




This is the place



MORE THAN JUST AN AWARDS BANQUET IT'S A MINI CONVENTION

SALT LAKE CITY
DECEMBER 11-14 2024

MAFCA NATIONAL AWARDS BANQUET
SALT LAKE CITY, UT 2024

SPACE SHUTTLE BOOSTER AND ROCKET DISPLAY



BUS TOURS

GOLDEN SPIKE NATIONAL PARK



SALT LAKE CITY HISTORY TOUR

<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 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:

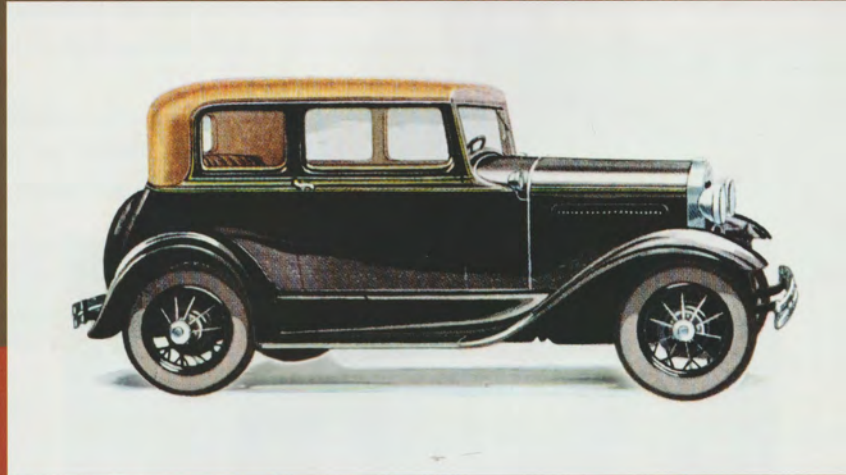
Robert Mack at mack4759@yahoo.com Put your name in the subject line.

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

Model A Ford – Model of the Month

VICTORIA



	TOTAL	1930	1931
Ford Body Style		190-A	190-A
Weight (pounds)		2,372	2,372
Price (FOB Detroit)		\$625	\$580
Units Produced (U.S.)	40,212	6,306	33,906
Number of U.S. Ads			
Primary Formats	3	–	3
Ad Variations	9	–	9
Magazine Insertions	33	–	33

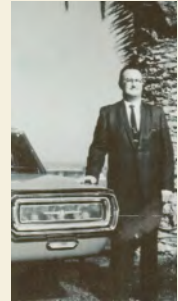
One of the later Model A Ford body styles produced was the distinctive Victoria. (This body style was sometimes referred to as the Victoria Coupe.) First introduced in November 1930, the Victoria had the two-panel radiator shell and slant-windshield features associated with the new 1931 models. Its lower roof profile, curving bustle back and spare wheel set at a new angle made this new vehicle a welcomed addition to the Model A line of deluxe body styles. Victoria bodies were produced by both Murray (steel back) and Briggs (leather back).

Only three basic magazine ads (with nine variations) were prepared for the Model A Victoria. While the Victoria was available in two different top treatments – a steel roof and an artificial leather covered roof – all of the color magazine ad variations show the Victoria “leatherback” body style. On the other hand, the single black and white Victoria magazine ad features the steel top. Model A Ford Victoria magazine ads appeared only in 1931.

Ford and the “X” Frame

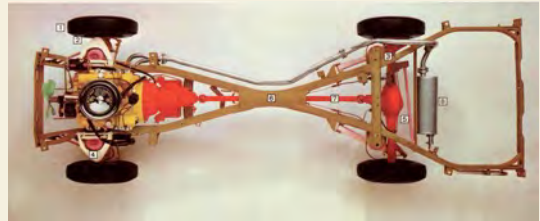
By Jeff Niven

When I was a little boy, my grandpa was a “Ford Man”. There was no question about it. For as long as I knew him, he sold Ford automobiles in San Diego, California, and he was their top salesman. His home was full of trophies and certificates that had been awarded to him over his long career with Ford. To me, the best part of his job was that he always had the privilege of driving a brand-new Ford. I believed that my Grandpa knew all about what made the cars superior to any other automobile in the USA, with respect to performance as well as safety.



Although I did not know it at the time, I was destined to become a Mechanical Engineer, and thus I was always interested as Grandpa would tell me about why Fords were such wonderful automobiles. One aspect about a Ford car’s design that made a big impression on my young engineering brain, was why the design of the frame of a Ford made their cars safer than the frame designs of other cars of the day.

The period of time was around 1960, three years after a new automobile chassis design, called the “X” or “Cruciform” Frame (see photo below), had been introduced by General Motors in 1957. The benefits for using this design were numerous, and included car performance, reduced cost, and frame stiffness. Subsequently, a number of fatal car accidents occurred that became advertising fodder for GM’s competitors including the Ford Motor Company and their sales office. In the accidents, an GM “X” frame chassis broke into two pieces, forward and back from the narrow neck in the middle of the car. In addition, there were passengers who claimed they received additional injuries due to their “exposed” location outside the protective frame of the car.



Sixty years later, I was surprised to learn more about the GM “X” Frame and its use by Chrysler and even Ford during this exciting time of automobile history. To better understand how and why the “X” Frame design came to be, and why it is rarely used today, we need to take a closer look at the evolution of automobile frame design. As we do, we will examine numerous frame designs and see what types are used in cars today.

Frame Types - First, let’s identify seven types of automobile frames that will be discussed:

Ladder Frame – The ladder frame is a symmetrical, longitudinal, and rectangle welded structure with a long heavy rail on each side. Ladder frames often have short members that connect the two side rails and provide dimensional and structural support. The Model A Ford uses a Ladder Frame (see photo right). Vehicles that use Ladder Frames are usually taller than other vehicle types, since the driver and passenger’s seats must sit on top of the





frame. Modern trucks and buses, usually have Ladder Frames.

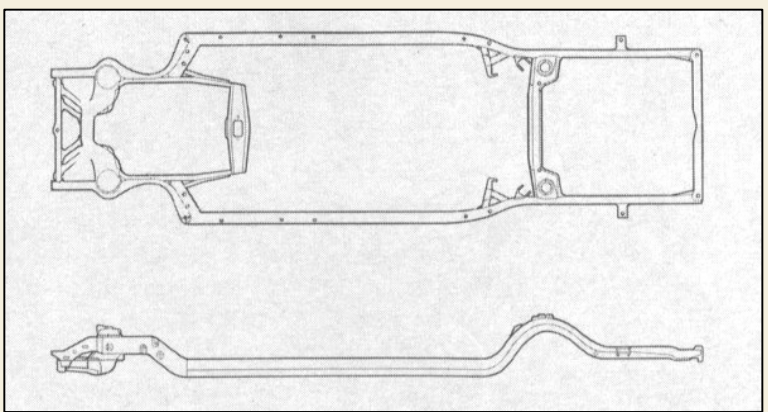
Backbone Tube Frame – This is a frame with a single rigid, longitudinal member down the center of the car, which supports the car and maintains alignment between the front and rear axles, one of which is driven by the car’s engine. It is very similar to the long wood beam down the center of an old covered wagon (see photos above).



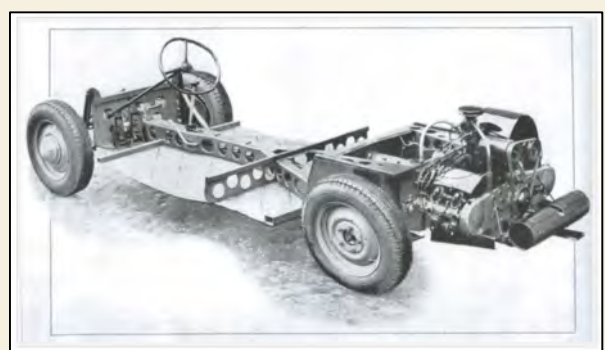
X Frame – This frame has long welded rails that form an “X” with the narrow section in the middle of the car. Like the Backbone Frame, the “X” Frame maintains positional alignment of the front and rear axles and provides a structural platform to which the car’s body is attached. As with all automobile frame types, the “X” Frame must maintain the geometry of the car against all the external forces and loads that are applied.



Perimeter Frame - This frame is similar to the Ladder Frame, but is intentionally flexible so that when it is combined with the strength and stiffness of the car’s body, the resulting car structure satisfies the overall strength and stiffness requirements for the car. Perimeter Frames usually curve outward between the front and rear tires, to provide additional space for passengers, inside the frame, that the Ladder Frame does not.



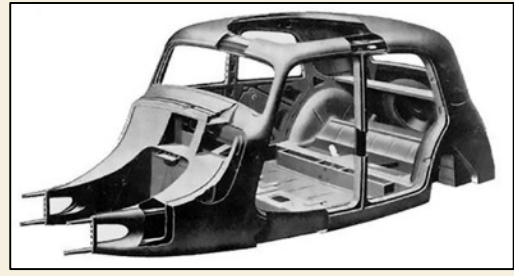
Platform Frame – A rectangular welded frame, similar to the Ladder and the Perimeter frames, to which structural floor panels are welded and which can thus add stiffness to the assembled frame. Examples of this type of frame are the Volkswagen





Beetle and the Czechlovakian Tatra (shown above). It is one step away from the next frame type.

Unibody Frame – This is a frame or chassis where the frame, body, floorboards, and major structural support elements, are all welded or bonded together to form one, single assembled unit. There is no separate frame. One of the first examples of a Unibody Frame in history is the French Citroën Traction Avant produced in 1934 (See photo below right). The first automobile in the United States with a Unibody Frame was the 1941 Nash 600 (shown below left).



Space Frame – A frame composed of a large number of metal or composite tubes, all joined together and to which sheets of material are attached to form the “body”. The skin/body bear no structural loads or forces, with the exception of aerodynamic forces. This type of frame is often used in racing, and the complete car weight can be very low.



Brief History of Automobile Frame Design – The development of automobiles including their components and materials were driven by numerous requirements and factors, including safety, economics, car’s performance, customer satisfaction, labor demands, schedules and deadlines, as well as technical know-how and engineering ability. These factors were often at odds with each other, and had to be balanced by the company leadership and their employees.

The forerunner of the automobile was the wood wagon of the 1800’s (right), with its wood construction



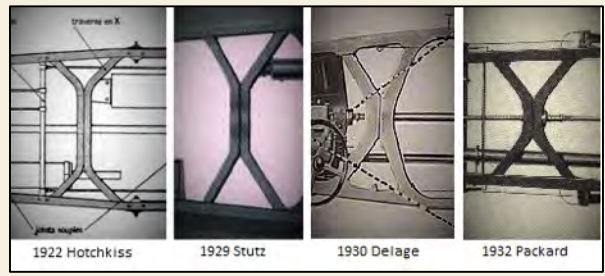


and simple steering design. The wagon's front axle with its single center pivot, lent itself well to the fact that the vehicle was being steered and pulled by a long drawbar attached to the animals that pulled the wagon. Their simple frames consisted of a single longitudinal piece of wood that connected the front and rear axles, and kept them aligned as the wagon was pulled over rough ground. Often the body, or box, of the wagon rested on yokes at the front and rear of the wagon frame, which in turn rested on their respective axle.

The first automobiles used heavy gasoline engines with transmissions, gears, sprockets, chains, etc. that added numerous requirements on the vehicle's frame. The frames had to be much stronger than the wagon's to support the additional loads. They also had to be much stiffer in order to maintain the alignment of the mechanisms that transmitted power and torque to the driving wheels. The simple longitudinal beam design of the wagon was thus replaced by the rectangular or "Ladder" metal frame like Henry Ford used for the Model T, the Model A. Most of the very early automobiles produced by the car companies used some version of this simple and rigid "Ladder" frame design.

As the automobile engines became more powerful, the structural forces from the drivetrain increased. One of forces the designers had to deal with was the torque coming from the engine and transmission. With the engine in front and the drive wheels in the rear, this meant that the frame had to resist large torque loads without twisting and damaging the frame.

Therefore, one of the first changes to the frame, to enable it to handle these larger torsion loads was to increase its torsional stiffness. This was done by adding additional frame members to the frame, which could keep the frame from twisting. Beginning as early as 1922, designers added a transverse "X" shape weldment to the center of their frames as shown here, in order to increase stiffness. By 1934 "X" shaped weldments appeared in the longitudinal direction. It is not clear, why that change happened but it may have had something to do with the need to increase the torsional stiffness even more, by making the X longer in the longitudinal direction. All of the Big Three automobile manufactures in the US used this combination of Ladder Frame with a longitudinal X inside....including Ford.

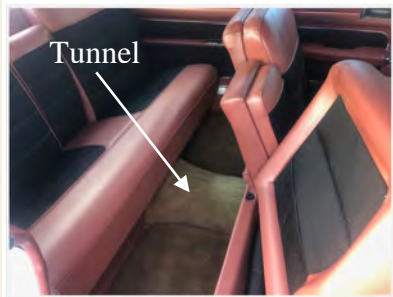


And as the vehicle speeds increased, the loads and forces from turns, bumps and maneuvers became larger as well. Car designers, therefore, wanted to lower the center of gravity of the cars and decrease their height. That meant having to move the driver and passenger seats closer to the ground. The Ladder Frame precluded lowering the seats due to a lack of space between the frame members, especially with the X in the center of the frame.

In 1957, General Motors came up with the "X" or "Cruciform" Frame, shown earlier, without the long straight members left over from the Ladder Frame design. Their calculations and tests showed that the torsional stiffness would not suffer significantly by removing those long side rails. This new "X" Frame design allowed the floor and seats of the cars to be lowered closer to the ground, especially for the passengers, outside of the X, where the old ladder frame members used to be.



An ad (right) for the 1957 Cadillac, touts the “new tubular-center X frame”, which the ad claims, “provides greater structural rigidity and resistance to twisting forces and, at the same time, permits lowering the car without sacrificing space”. One of the consequences of lowering the floors around the center frame members was the “Tunnel” that was created down the center of the

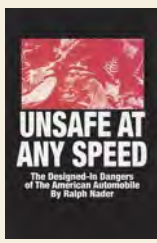


car where the driveshaft passed from the engine, through the center of the “X” and on to the differential in the rear. That



“Tunnel” is a characteristic of the design that remained until the development of front-wheel-drive cars.

Now, for those readers who may remember him, Ralph Nader (right) was a famous Consumer Advocate who published a book in 1965 with the title, “Unsafe at Any Speed”. Nader’s book is best known for its attack on the design of the Chevrolet Corvair, but his book also took aim at a number of other automobile designs that he said were unsafe.



One of the problem designs on which Nader focused was the “X” or “Cruciform” frame being used by General Motors. His most serious charge was that the “X” frame provided no protection for the passengers, when the car was subject to a collision from the side. According to an article from Curbside Classic, An X-Ray Look at GM’s X-Frame (1957-1970) – Xing Out Some Myths, Ralph Nader acknowledged that the “Ford Motor Company had continued to use frames with side rails, and it was evident that the two companies held strongly different opinions about the two designs”. Nader reminded his readers that in 1959 a photograph was shown in numerous newspapers at the time, of a Chevrolet Impala that was broken in half after hitting a tree, broadside.

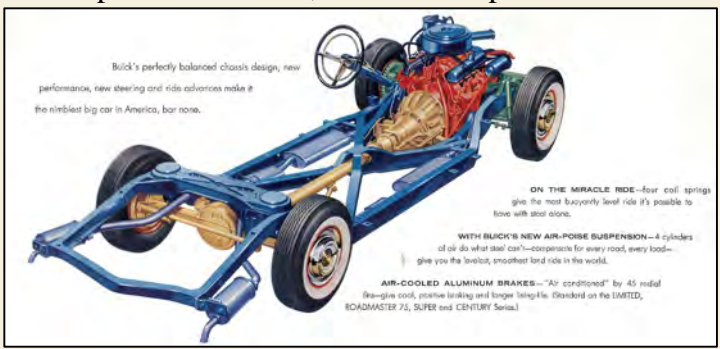
Chevrolet was quick to defend their “X” frame design against Nader’s accusations, and claimed that no frame design could have withstood such an impact, and.....that it would be “extremely uneconomical” to design a frame that would have prevented the break-up. (That comment did not win them any points with the public!) To make matters worse, Chevrolet produced a photo of a Ford Thunderbird that had suffered a similar break-up after hitting a telephone pole and a tree, to show that their “X” Frame was just as good as Ford’s Thunderbird frame.

Ford Motor Company executives were furious with the GM comparison and did their own investigation. They quickly discovered that before striking the tree and the telephone pole, the Thunderbird had struck an angled “guy wire” which had basically sawed the car in half before the



car struck the other two objects.

No matter what they stated publicly, General Motors recognized their public relations problem, even if they disagreed with Nader’s opinion. In 1963, Oldsmobile produced a memo which described the need to add a “Guard Beam” to the sides of the car, to provide an “extra margin of protection” over the standard “X” Frame. By 1965 all General Motors car models, except for the Buick Riviera, had added Guard Beams like the one shown here (right). Now, they needed a new solution to the problem of how to lower the floor of the car, and decrease the car’s height.



While all of this was taking place in the United States, some clever engineers in Europe, were experimenting with a new type of chassis construction, using what is called the “Platform Frame”. This frame is simply a modification to the “Ladder Frame” with the addition of a load-bearing floor welded to the frame. Examples of this type of frame are the German Volkswagen Beetle (which VW called the “Body-on-Pan” construction), the Mercedes-Benz Poton, the French Renault 4 and Citroën 2CV, as well as the Czechoslovakian Tatra (shown earlier). It was clear to the European car manufacturers, that the body of the car could, and should, easily take much of the structural load placed on the car assembly, including the impact forces in an accident.

Since 1922, several automobile designers in the US as well as Europe had been experimenting with what became known as the “Unibody” Frame. The Platform Frame (mentioned above) was a small step in that direction. The first US manufacturer to mass produce a car with a “Unibody” Frame was Nash with their Nash 600 that went on sale in 1941, but the idea had not been embraced by the Big Three car companies. The Unibody design promised to lower manufacturing costs, and reduce car weight, but tests with large American cars indicated that this may not be as it was advertised.



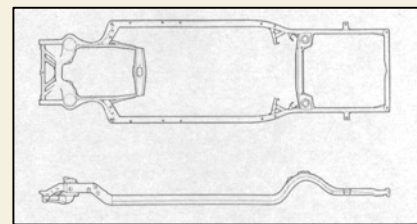
Through careful research and testing, it became clear that while the Unibody concept was fine for small or “Compact” cars, as George Romney, of American Motors called them, but it was not cost effective for large/full size cars so prevalent in the US. Ford found that as the cars exceeded 115 inches in wheelbase and/or 3200 pounds in weight, the cost of adding reinforcing steel supports to strengthen the sheet metal bodies, caused the car weights and manufacturing costs to go up instead! In addition, they found that the large Unibody sheet metal bodies amplified road noise and rumble, which required adding sound insulation that only increased cost and weight of the larger cars.

A major breakthrough occurred, however, in 1961, with the development of the new “Perimeter Frame”. This new frame design was a major change in the way that the Big Three car



companies designed their chassis and frames. The Perimeter Frame was the clever combination of the Ladder Frame, and the Unibody construction, with some innovative additions. The best part was that the Perimeter Frame concept was perfect for the large cars as well. The concept was this:

Start with a large Ladder Frame with special “Torque Boxes” at the engine end and in the rear if needed. These Torque Boxes provided additional torsional stiffness where it was needed, and intentionally allowed the frame to be flexible in the center of the car. The body of the car would be built as a complete “Unibody” assembly that would then be attached to the frame with special rubber mounts and provide the additional stiffness that the overall car required. Furthermore, the Ladder Frame would also be widened in the center to allow space for the floor to be lowered, and decrease the height of the car.



Summary - According to Wikipedia, “The Unibody is now the preferred construction for mass-market automobiles. This design provides weight savings, improved space utilization, and ease of manufacture.” For larger cars, including large SUVs, the Perimeter Frame works well. For even larger and heavier vehicles, such as trucks, buses and most pick-ups, the solution is to use stiff Ladder Frames with separate bodies attached (also referred to as “Body on Frame” – BOF).

Out and About

Submitted by Brian Lindenlaub

Sharon and I have been called to serve as full-time missionaries in the Florida Tampa Mission for 18 months. We will be working in the mission office. We report to the Provo MTC on February 17 for 2 weeks of training. Missionaries in the US provide their own cars, and I tried to convince Sharon that we should drive the Model A to Florida. However, we ultimately decided that it would be best to take a modern car. We are excited about this opportunity to serve the people in the Tampa Florida area.





Word Puzzle

Can you find the following car and model names?

JEEP, OLDSMOBILE, PIERCE-ARROW, NASH, CADILLAC, COUPE, CHEVROLET, FORD, KNOX, RUNABOUT, BUICK, REO, MUSTANG, IMPALA, AMC, MALIBU, STUDEBAKER, PACKARD, RAMBLER, ROADSTER, TRUCK, SEDAN, DODGE, HONDA, VW, AUDI, BMW, SUBARU, TOYOTA, FERRARI, SUV (Answer on p. 38)

Q	X	O	L	D	S	M	O	B	I	L	E	E
B	P	I	E	R	C	E	A	R	R	O	W	A
C	A	D	I	L	L	A	C	O	U	P	E	C
S	C	H	E	V	R	O	L	E	T	N	D	I
U	K	N	O	X	F	O	R	D	A	A	R	M
B	A	M	C	M	V	W	E	S	U	S	T	P
A	R	U	N	A	B	O	U	T	D	H	S	A
R	D	Q	Z	L	V	T	B	U	I	C	K	L
U	O	H	T	I	R	E	O	D	M	Y	R	A
F	D	U	W	B	K	J	E	E	P	I	O	S
E	G	T	R	U	C	K	R	B	P	P	A	E
R	E	Q	L	M	U	S	T	A	N	G	D	D
R	R	A	M	B	L	E	R	K	Q	W	S	A
A	H	O	N	D	A	Q	P	E	Z	T	T	N
R	B	M	W	S	U	V	W	R	T	Q	E	P
I	G	R	O	T	O	Y	O	T	A	H	R	E

Period Fashion

(MAFCA Restorer Magazine – November 2015)

How to Look Like a Model A Era Man with Very Little Effort

By Sharon Johnson

Your wife is all decked out in her era fashion outfit and she's looking at you like, "get with the program". What does she want? You've got on black pants and a white shirt and even put on a tie and she still isn't satisfied. Well here's where I can help....

All you need to do to make this outfit look like the Model A era is to add a few accessories. Here are a few examples that will make her think you are a fashionista of Model A era fashions.

If you are wearing trousers and a long sleeved shirt, roll up the sleeves on your shirt; add a bowtie and a straw boater.

They are usually easy to find at a costume shop. You are now dressed for a summer outing.



If you are wearing black pants and a shirt, put a vest on and wear a cap.





If you are wearing a suit, a fedora (shown on the left) or a homburg (shown on the right) would be a nice touch.



Shown below is a picture showing the different styles of ties available during the Model A era.



Hope these tips help you and will encourage you to start dressing like the Model A era.



Recipe of the Month Betty's Groff's Cracker Pudding

Jeff Niven – Editor

About 40 years ago, I was treated to a delicious Pennsylvania Dutch dinner out in a country farmhouse eatery owned by Betty and Abe Groff. Before the main course was served, the proprietor, Mrs. Groff, presented us with a delicious, warm, fluffy pudding that became a holiday favorite of our family for years to come. Sadly, I recently learned that Betty Groff passed away in 2015, and the restaurant has closed. Here is her recipe:

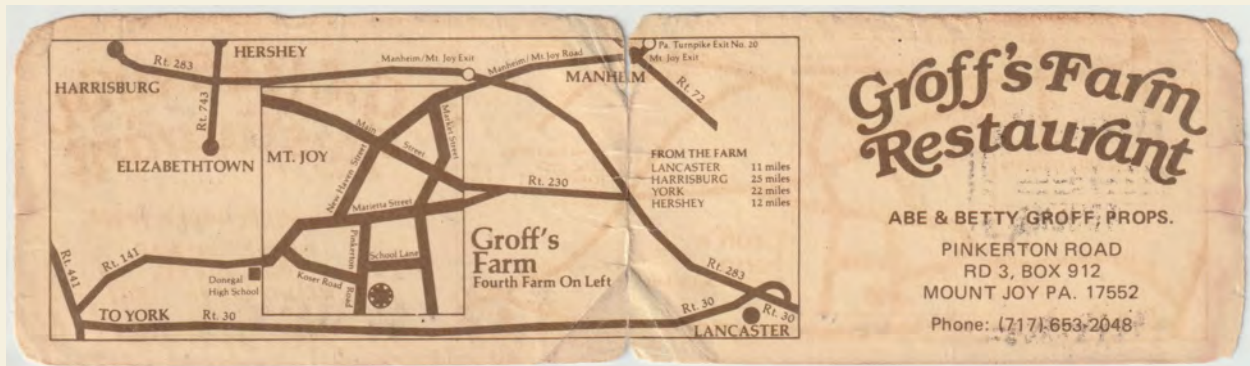


Ingredients:

- 1 quart of milk
- 2 eggs separated
- 2/3 cup granulated sugar
- 2 cups broken saltine crackers
- 1 cup grated coconut – med shred
- 1 teaspoon Vanilla

Instructions:

- While warming the milk, beat the egg yolks and sugar until frothy.
- Add this to hot milk and stir in the crackers and coconut.
- Cook until the mixture is good and thick.
- Remove from heat and add stiffly beaten egg whites and vanilla.
- Cool
- Serves 8





Birthdays, Activities, and Holidays

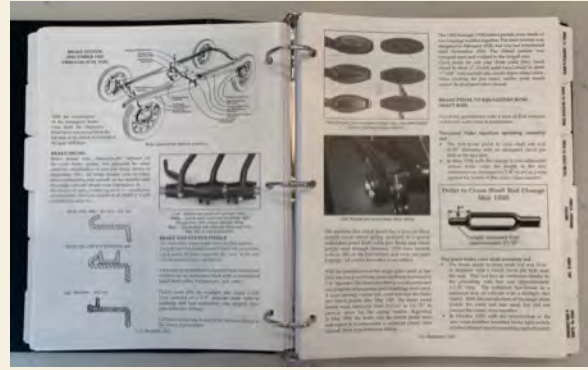


DECEMBER 2024

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 Jan Atkinson	3	4	5 Robert Barnes	6 Dale Penrod	7 Pearl Harbor Remembrance Day
8 Clyde Munson	9 UVMAC Bd. Mtg. Diane Brimley	10	11 Tim Isaksen	12 MAFCA National Awards Banquet	13	14
15 Sharon Lindenlaub	16 Wright Brothers First Flight -1903 Mason McAllister Brad Christofferson	17	18	19 UVMAC Club Mtg.	20	21 Winter Solstice (Shortest Day of 2024)
22 Colette Thompson	23	24	25 Christmas Day 1 st Day of Hanukkah	26	27	28
29	30 New Year's Eve	31				



Get your own copy of the Model A Restoration Guidelines and Judging Standards, today, from MAFCA. \$55



Mail Truck 11729 Returns to Service

By Roger Davis

I recently had a chance to take my 31 Model A Mail Truck back to its roots in Pennsylvania and Minnesota. We had a chance to attend the 2024 Model A Days at the Gilmore Museum in Hickory Corners, MI. I was quite surprised to see the quality of the Model A Restorations in that part of the country. They were indeed beautiful. I believe that may reflect the interest of the Model A Restorer's Club (MARC) in the Eastern United States (MARC is the other national Model A Club). I was quite fortunate to be able to make a presentation there on Model A Mail Trucks.



We left Hickory Corners on Saturday for Gettysburg, PA to join the 78th AAA Glidden Tour. This tour is limited to about 100 pre-WWII cars. It was a beautiful tour: Six 100 mile tours on 6 days in this part of the country. We saw some beautiful cars, Packards, Cords, Hudsons, Willys Knights, Marmons, even brass-era Oldsmobiles! It was absolutely wonderful to see these cars touring even in heavy rain through this beautiful countryside.



I had a lot of fun searching for a commercial vacuum motor for my mail truck at two of the largest swap meets in the country. One was at Carlisle, PA. The other was at Hershey, PA. The final Friday of the Hershey meet is a massive car show—it is truly amazing. The Antique Automobile Club of America (AACA) sponsors this show. They judged 1,000 cars in about 3 hours. It was so much fun talking to people about their cars and about my car. We attended the awards banquet and were quite pleased to learn that the judges awarded a National First Prize to my Mail Truck.

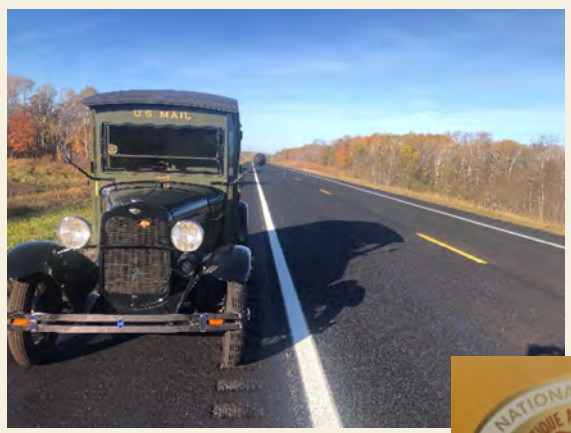




It ends up that the body for the 1931 Mail Trucks were made in a small town about 50 miles north of Hershey. We took my Mail Truck to the building where its green wood body was made. The building still exists. We were fortunate enough to talk with one of the workers there who showed us the huge vault on the main floor and the unrestored area of the building that looks like it did back in the 1930s. He told us about Fred, the building's ghost who smokes Cherry Pipe Tobacco and frequently disrupts television reception and messes up the beds in Suite #4.



We capped off our trip by taking the Mail Truck back to Northern Minnesota where it was used to transport mail between the post offices of Lake George, Emmaville, La Porte, and Lake Itasca. It was especially rewarding as we were filling the truck with gas, a man approached us asking about the Mail Truck. It ends up that his father purchased the Mail Truck from the Post Office in 1957.



What a great chance to take my Mail Truck back to where the body was built and where it made its mail run. Beyond this we saw multiple car museums, beautiful countryside, and met some wonderful people. I love my cars! I love the people! I love you all! Thanks for making this hobby the best one I've ever had.

Walter Jan Burfitt

December 2, 1946–October 24, 2024

In last month's Motometer, I mentioned that one of our club members (1930 Coupe), Walt Burfitt, had passed away at age 77 at his home in Lava Hot Springs, Idaho. Here are portions of his obituary.

Walter passed away peacefully on October 24, 2024 in Lava Hot Springs, ID. He was born on December 2, 1946 to Clarence "Ike" and Maxine Rearick in Hillsboro, Oregon. As a young child, he was adopted into the family of Walter and Selma Burfitt of Lynwood, Washington, where he spent his youth exploring the forests and shores of Puget Sound.

He served a mission for the Church of Jesus Christ of Latter-day Saints, in the Western States Mission. Later, his entrepreneurial spirit led him to form multiple businesses, including Walt's Well Service, Specialty Services, and Homework remodeling company among others. He also worked as a transport driver for Roadway Express and an instructor for the Uintah Basin Applied Technical College.

In 1971, Walt married Dana Loy Shiner of Vernal, Utah, and together they welcomed five children, Erik, Clint, Ann, Nick, and Dave and later six grandchildren.

In 2009, he married Marianne Lunt, with whom he shared nearly 15 more joyful years, further expanding his family with many step-children and step-grandchildren. He loved them all as if they were his own.

Walt passed away on Thursday, 24 October 2024, resting at home while his wife, Marianne, was baking cookies with the grandkids.



With a price of \$4800.00 in 1912, the Garford "Forty" Town Car was definitely a car for the wealthy, as this photo of their car ad illustrates.



Impromptu Lunch at



By Roger Davis

It may prove to be the last day of the year in the high 50s so 14 members with 10 cars got together for an impromptu lunch at Marley's at the Harley-Davidson dealer. They have a slider for every palate.

We enjoyed the delightful drive on a beautiful Fall day. I just marveled at how wonderful it was to drive my Model A through the fields and neighborhoods, soaking in the sun and clear blue sky. It's amazing how wherever you go with your Model A you make your own parade.

Tyler, one of our youth members, drove down from Riverton and showed us his amazingly original car. It runs very nice and smooth. Someone exclaimed, "Leave it like it is and drive it!" All heartily agreed!

The sliders were tasty, the shakes thick and rich, and the friends warm and true. What a great way to enjoy a pleasant Fall day!



Letters to the Editor

Dear Editor,

I keep hearing squeaking noise from the back of my car as I drive my Model A over bumps. I believe the sound is coming from the leaf springs, rubbing against each other. Is there anything I can do to stop the noise? I have considered spraying them with a lubricant. What do you suggest?

Sincerely,

Annoyed by the Squeaking

Dear Annoyed,

The noises you are hearing could be coming from a number of places that are part of the Leaf Spring suspension system in the Model A. Well maintained leaf springs with the correct shape and arch, are essential to a comfortable ride and good handling. Make sure your springs are the correct arch, that they are the correct springs for your car, and that the correct number of leaves are installed. Make sure your springs are clean and properly painted and lubricated with an approved "Paint Lubricant" such as Slip-Plate, or simply spray White Lithium Grease in between the leaves. You should seal them to prevent rusting. You may want to consider installing Spring Covers (shown right) which will help prevent rusting, improve lubrication, keep the dirt out, and even improve the appearance of your Model A. Spring Covers are available from numerous sources and will cost you about \$80 for a set. Many users claim that Spring Covers "will make your Ford ride like a Lincoln".

It is also essential that you lubricate the Spring Shackles every 500 miles as recommended, and make sure that the Spring Clamps, Bushings and attaching hardware are not worn, and are correctly tightened. Any of these could items could make noise if they are not correctly installed and regularly maintained.

Happy Motoring,

Editor



Spring covers. Each set consisted of two small covers for the front spring and two larger covers for the rear spring.



The Octoauto with 8 Wheels (shown here) was the sister of the 6 wheeled Sextoauto produced in 1910 by the Reeves Sexto-Octo Company in Columbus, Indiana. The designers claimed that while driving it, there was "No Shock, No Jolt, No Bounce, and No Rebound" and that it "Rides Like a Pullman Palace Car".

Word Puzzle Solution

(From Puzzle on page 26)

Q	X	O	L	D	S	M	O	B	I	L	E	E
B	P	I	E	R	C	E	A	R	R	O	W	A
C	A	D	I	L	L	A	C	O	U	P	E	C
S	C	H	E	V	R	O	L	E	T	N	D	I
U	K	N	O	X	F	O	R	D	A	A	R	M
B	A	M	C	M	V	W	E	S	U	S	T	P
A	R	U	N	A	B	O	U	T	D	H	S	A
R	D	Q	Z	L	V	T	B	U	I	C	K	L
U	O	H	T	I	R	E	O	D	M	Y	R	A
F	D	U	W	B	K	J	E	E	P	I	O	S
E	G	T	R	U	C	K	R	B	P	P	A	E
R	E	Q	L	M	U	S	T	A	N	G	D	D
R	R	A	M	B	L	E	R	K	Q	W	S	A
A	H	O	N	D	A	Q	P	E	Z	T	T	N
R	B	M	W	S	U	V	W	R	T	Q	E	P
I	G	R	O	T	O	Y	O	T	A	H	R	E



- Model A Club -

Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

- Bent Rod - [] (trophy for avoidable or self-inflicted Model A mishap)
- Crying Towel - [] (for Model A mishap - unavoidable or caused by others)
- Mileage - 500 - [] 1000 - [] 1500 - [] 2500 - [] 5000 - [] 10K - []
- 13+ Award - [] (Driving car 13 consecutive months including to club mtg)
- Golden Wrench - [] (writing newsletter article re. your Model A car work)

Justification/Details/Information, etc. _____



Model A Ford Club of America

Join on line at MAFCA.COM

Membership Benefits:

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

Dues per year are:

U.S. Membership - \$50

Canada/Mexico Membership - \$60

International Membership - \$70

Make Checks payable to: Model A Ford Club of America

Optional Initiation Package

For New Members Only:

1 Back Issue of Restorer

1 MAFCA Lapel Pin

1 MAFCA Decal

1 Name Badge

New Membership:

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip Code _____

Country _____ Telephone _____

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

Return this Form and Payments 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