



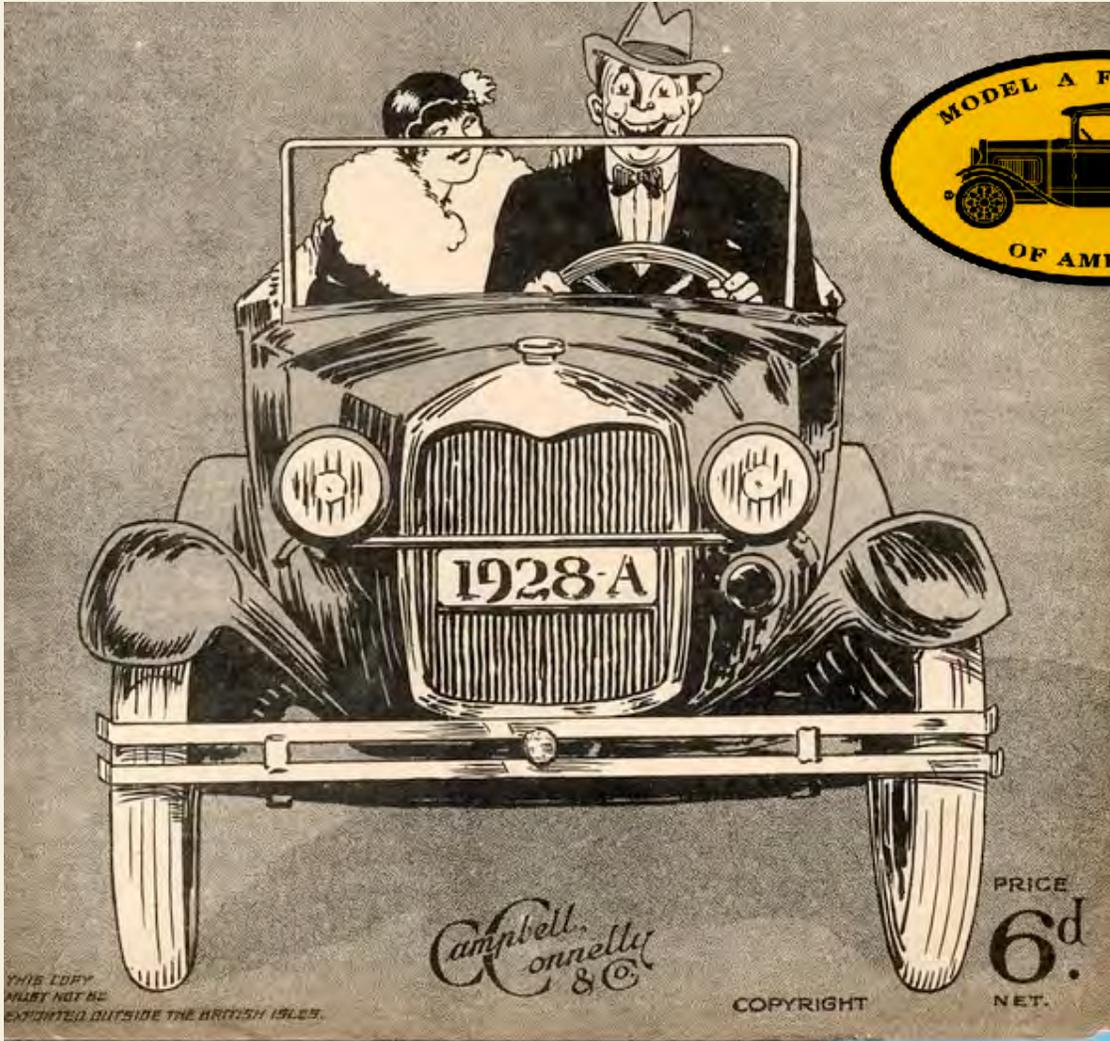
UTAH VALLEY

- 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. 13 No. 10

October 2025



Remember...

- Be sure to track your car's mileage during 2025 and earn awards.
- Join MAFCA and enjoy the benefits, including the Restorer Magazine.
- Check out the **New Feature** in the Motometer – “Do You Remember This Car Song?”
- Previous editions of this newsletter are available on the club's website.
- Mark your calendars for the club's Christmas Feast – Currently planned for Dec. 6th.
- Don't forget the upcoming club tour through Lehi and Eagle Mountain on Oct. 11th.



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.

2025 Club Officers

CLUB OFFICERS

Board Chair	Brian Lindenlaub
President	Roger Davis
Vice President	Buster Hansen
Secretary	Robert Mack
Treasurer	Diane Brimley
Activities	Howard Eckstein
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	TBD
Merchandise	Paul Jerome
Photographers	Howard Eckstein
	Amber Morrell
	Buster Hansen
	Greg Mack
	Nicholas Mack
	Robert Mack
Tech Talks	Reid Carlson
Meeting Refreshments	TBD
Web Page	Greg Mack
Newsletter	Jeff Niven
Restorer Chapter News	Clyde Munson

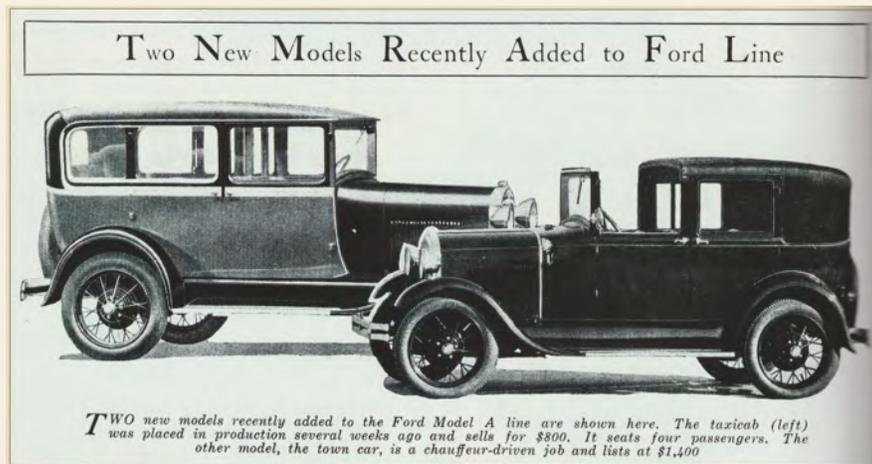
Past and Current Club Presidents

2013 Robert Mack	2020 Greg Mack
2014 Clyde Munson	2021 Greg Mack
2015 Howard Eckstein	2022 Brad Christofferson
2016 Nicholas Mack	2023 Brian Lindenlaub
2017 Reid Carlson	2024 Roger Davis
2018 Clyde Munson	2025 Roger Davis
2019 Clyde Munson	

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A Ford publicity
announcement
from
February 2, 1929





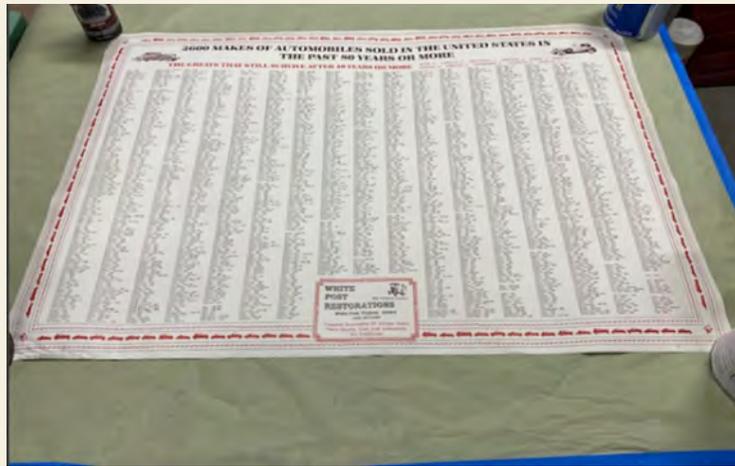
President's Message

From Roger Davis



The Model A hobby seems nearly endless—there's always more to learn about these marvelous cars. As I talk to friends at the car shows, I tell them that Henry had to deal with pretty much everything a modern car deals with and he got it right. Sure, the tolerances and materials have made our modern cars a dream to drive. But Henry and his engineers figured out all the fundamentals.

Ford wasn't the only company to build cars. I was given this photo that shows almost all of the cars built in the United States. It is amazing to imagine how many car brands have come and gone, and the relatively few that still exist. While you can't read the individual brand names, the title says it all, "2600 Makes of Automobiles Sold in the United States in the Past 80 Years or More." 2600 different makes—that's a lot.



I've mentioned this to some that I became aware of the George W. Davis Car Company in Richmond, Indiana, that made cars in the Model A era (no relation to me). I recently had the chance to visit the Wayne County Museum in Richmond, to see two Davis cars—they say they both run and they pull them out for the local parade each year. Here are a few pics—the lighting was bad so I apologize for the photo quality.

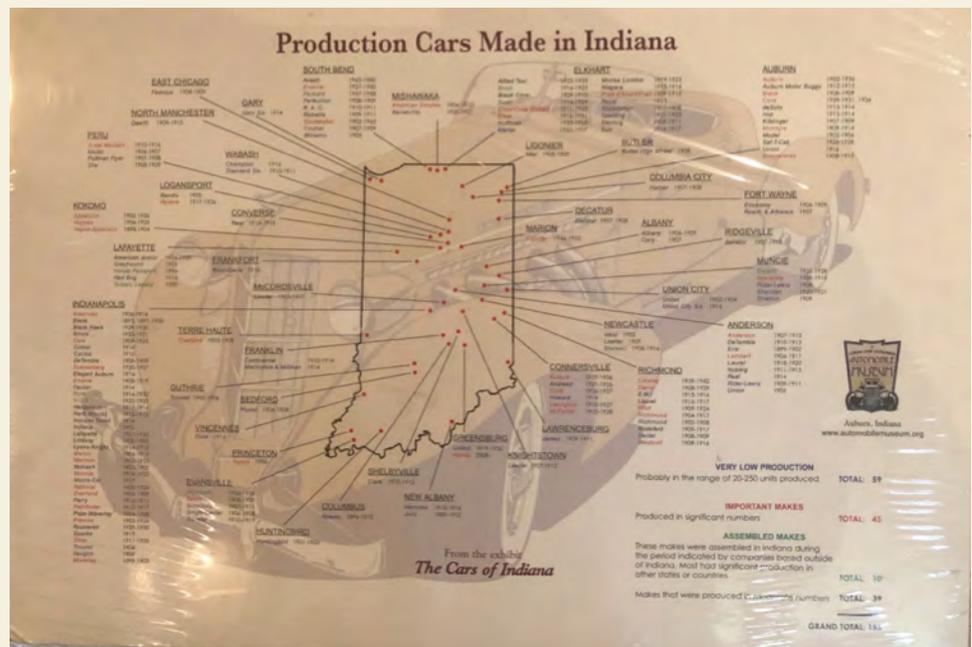




While at the museum I found this document that showed how many cars were made in Indiana. You'll notice a few produced in large numbers, like Studebaker in South Bend, or Auburn and Cord in Connersville, and Duesenberg in Indianapolis. I understand that Indiana could have been the auto capital of the United States like Michigan but it didn't have the same easy access to large waterways among myriad other factors. It's pretty amazing that 153 car brands were manufactured in Indiana, alone.



Happy driving!



Utah Valley Model A Club Meeting

18 September 2025

The September 2025 meeting of the Utah Valley Model A Club was called to order by the club's president, Roger Davis, at 7:05pm on the 18th of September 2025 in the Clyde Company Building in Orem, Utah.



The first order of business was the recognition and welcoming of visitors and new members starting with Jon Cope, from Salem, Utah, who is restoring a 1929 Tudor. Next came Max and Susette Gertsch from Midway, Utah, who own a 1930 Coupe. And finally, Roger welcomed new member, Nathan Swenson, who recently joined the club. He owns a 1929 Fordor.

Next, Roger reviewed the club's goals for 2025. The club is still showing good progress on the last three of the club goals;

- 25% of the club members earning the **13+ Award**. We are currently at 20% with 12 members having met the requirements. We only need a few more members to reach that goal.
- 25% of the club members earning the **Lucky 7 Award**. Here again the club has nearly met that goal with 11 members meeting the requirements for 18%. We only need a few more members to reach that goal.
- The club mileage goal for the club is **25,025 miles**, which represents about 500 miles per car. Roger asked for a show of hands of how many members had already achieved 500 miles and recognized that we still have a way to go. Some club members have already driven their cars over 1500 miles this year, which will help the club meet this goal.

Roger next gave the financial report that was sent to him by the Club Treasurer, Diane Brimley, who was home ill.

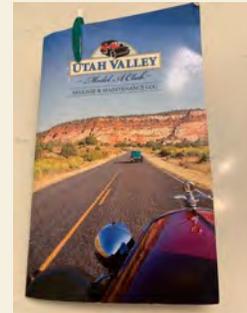
- We have \$602.15 in our checking account,
- We also have \$2301.01 in our savings account, and
- We have \$3065.17 in our CD.
-

Robert Mack next reported on the car magnets that he recently received. They arrived after all of the 2025 parades had passed, so he suggested that he keep them until next year.





In addition, Robert has received new copies of the UVMAC Mileage and Maintenance Log Book in which members can track their car's mileage and record trip information. In addition, it is useful for documenting maintenance on their Model A's, as well as repairs. The books are free to new club members and \$3 to other members of the club who would like additional ones.



Howard Eckstein next reported on recent club activities. First, he mentioned the Wyoming road trip this past weekend. Details of this trip are included in this newsletter. Dave Morrell summed up the trip when he said "it was 500 miles of sheer pleasure." Now that is one wonderful trip!

Since our last meeting, the club participated in the visit Judd Houser's garage. Judd was in the attendance at this club meeting and reported that they had 51 guests in attendance. A full report of that event is contained in last month's Motometer. Check it out.

Next, Paul Jerome gave the club members a summary of what to expect on next month's (October) activity. A copy of Paul's itinerary is presented in this edition of the Motometer. It is being called the Eagle Mountain, Cedar Fort, Fairfield Tour and will be held on 11 October 2025.

Howard, next, solicited ideas for the club's November activity. Since the weather will likely be cooler, he suggested that we plan a Garage Day and work on one or more projects that club members are interested in, and need help with. Send your suggestions to Howard.

At this point, Roger turned the meeting over Theon for presentation of the club awards. First, there were a number of mileage awards to present. They were:

Dave Morrell and Amber Morrell – 1000 miles

Amber also received her award for 1500, 2500 and 5000 miles (WOW!!)

Roger Davis – 2500 miles

Theon Laney – 5000 miles

Jeff Niven – 5000 miles



Next came the nominations for the Bent Rod Award. The nominations are for club members who have problems with their cars for which they are responsible, and the two trophies go to those members who the club deems "most worthy" of the award. The nominees were:

Clyde Munson – Getting his distributor wet.

Bill and Colette Thompson – Not listening to the "Still Small Voice", Points closed and Coil wire fell off.



Steve Dutton – Clutch failure on the Judd Houser tour, whereupon he removed and then disassembled the transmission only to have pieces of bearings and springs “tinkle out”.

Theon Laney – For adjusting his steering box too tight.

At this time, a vote was taken by “show of hands” as to the most deserving nominee, and the two Bent Rod Trophies were awarded to Steve Dutton and Bill Thompson.



Clyde Munson next mentioned that we are getting close to the time when we need to hold elections for club officers. At a minimum, we will need to select a new President as well as a new Vice President, as Roger and Buster have said that they do not wish to continue for another year. Therefore, we need to begin thinking about who we might want to nominate to fill those two vacancies, as well as any other vacancies in the list of club officers.



Auburn Hood Ornament

Next, Roger Davis quickly reported on his recent trip to Indiana where he was looking for cars made by the Davis Automobile Company. (See President’s Message in this edition of the Motometer.) While he was there, Roger said he got to ride in an Auburn automobile (see photo below) made by the Auburn



1925 Davis 90 Touring Phaeton

Automobile Company, and saw similar brands including the very expensive Cord and even Duesenberg automobiles. He said they had a parade in Indiana, which consisted only of Auburns, Cords and Duesenberg automobiles. No floats, no marching bands, no drill teams, no horses, etc. and the announcer knew all the car owners by name.





The refreshments for the meeting were provided by Bob and Janell Todd, and included two items that have great meaning to the Todd family. In 1976, following the Teton Dam Failure and subsequent flooding, the Todds graciously opened their home to a then homeless family in Rexburg that had 10 kids. In order to feed this large number of people each night, along with her own family, Janell would prepare a delicious meal of bread and bean soup. Thus, this meal has great meaning to the Todd family, as it reminds them of this significant event in their family's history during the time they lived in Idaho.



So, while Bob Todd presented his talk about the Teton Dam Failure, Janell served the club members some of her delicious bean soup recipe, along with bread, butter, jam and fresh carrots.



Bob's talk began with a brief discussion about metal fatigue and then he skillfully transitioned to a discussion about the failure of the Teton Dam on 5 June 1976.

The Teton Dam was an earthen dam built across the Teton River, about 20 miles upstream from Rexburg, Idaho. On the morning of June 5th, Bob said he had just exited the Idaho Falls Temple when he heard someone whisper that the Teton Dam had broken.

Note: I have taken the liberty of including here additional information that is available on the Internet from a report by the Teton Dam Failure Review Group (April 1977).

At the left is a table from the Teton Dam Failure Review Group's report which outlines the sequence of events which led up to the failure that morning.

Of particular note is the observation of two new small streams of water exiting the front of the dam on June 3rd, about 1300 to 1500 feet down-stream. The next day, on June 4th, another stream was discovered closer to the dam, only 160 to 200 feet down-stream from the face. The next day, on June 5th, starting at 7:30am, new leakage was observed on the face

Date	Time	Event
June 3		Two small seeps noted 1,300 and 1,500 feet downstream from toe of dam on right abutment flowing 40 and 60 gallons per minute, respectively
June 4		One small seep note 160 to 200 feet downstream from toe on right abutment flowing 20 gallons per minute
June 4	9:05 p.m.	Sunset
June 5	12:30 a.m. to 7:00 a.m.	No Reclamation or contractor employees at dam (IRG, p. 35)
June 5	5:46 a.m.	Sunrise
June 5	7:00 a.m.	Slightly turbid leakage first noted at El. 5200 coming from right abutment
June 5	7:30 - 8:30	Turbid leakage first noted at El. 5045
June 5	8:30	Leakage at El. 5045 examined and estimated to be 20 to 30 cfs
June 5	9:10	Leakage at El. 5000 examined and estimated at 2 cfs
June 5	9:20	Leakage at El. 5045 examined and estimated at 40 to 50 cfs
June 5	9:30 - 10:00	Project Construction Engineer (PCE) considered alerting area residents, but decided that an emergency situation was not imminent and did not want to cause a panic
June 5	10:15	Wet spot at El. 5000 formed rapidly and began to leak and erode embankment
June 5	10:30	Loud noise heard by several people
June 5	10:40	Two dozers begin to push materials into hole at El. 5200
June 5	10:43	PCE notifies sheriff's offices in Madison and Fremont Counties and advised them to alert citizens of potential flooding and to be prepared to evacuate the area downstream
June 5	11:00	Whirlpool develops in reservoir
June 5	11:00 - 11:30	Additional notification given to Madison and Fremont County sheriff's offices to evacuate areas below the dam (source: Chronicle-News)
June 5	11:00 - 11:10	Efforts initiated to fill whirlpool
June 5	11:30	Dozers slide into downstream hole - operators rescued
June 5	11:45	Sinkhole forms at El. 5315 on downstream face of dam
June 5	11:45	Dozers attempting to fill whirlpool were removed from top of dam
June 5	11:55	Dam crest collapses
June 5	11:57	Embankment breached
June 5	12:30 - 1:30 p.m.	Peak dam failure outflow of 2,300,000 cfs (source: U.S.G.S. Open-File Report 77-765)
June 5	5 to 6 p.m.	Teton Reservoir essentially empty



of the dam above the streams of water. That leakage increased rapidly but no warning was issued at that time because “they did not want to cause a panic”.

Then at 11:00am, on June 5th, a whirlpool was observed in the water just behind the crest of the dam on the west end of the dam. This was the same end of the dam as the leakage and the streams of water. As a result, at 11:00 am, an order was given to evacuate areas below the dam. Efforts began to fill the whirlpool, but these failed to stop the leakage. Dozers were employed in an effort to fill hole that was now forming on the front side of the dam (see photo above). At 11:30am those dozers fell into the growing hole, but the operators were able to escape. At 11:45am, the dozers that were trying to fill the whirlpool were removed, and 10 minutes later the crest of the dam collapsed, and the embankment of the dam was “breached” (see photo right). The

hole in the dam now grew very fast until by Noon the water flow through the gap in the dam was allowing 2.3 million cubic feet of



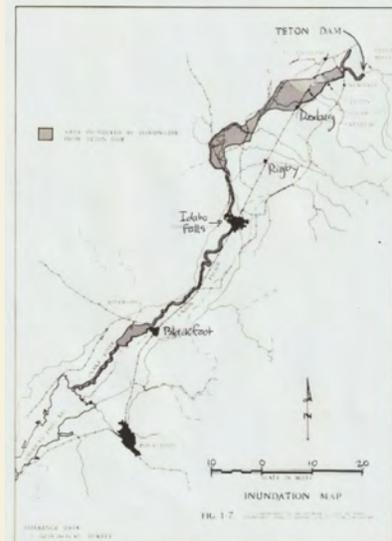
water per second to flow down-stream. **By 6pm, Teton Reservoir was basically empty!**

The drawing here (below right) is an inundation map showing where the water from the dam flowed as it headed down-stream into towns, ranches, and farms.

Below (left) is a table which provides details

Table 2 Teton Dam Failure Summary Flood Data (Primary source: USGS Open-File Report 77-765)					
Location	Miles from Dam	Flood Arrival Time	Flood Arrival Travel Time (time from embankment breach)	Peak Flow (cubic feet per second)	Flood Description
Teton Canyon	2.5	12:05 p.m. June 5	8 minutes	2,300,000	50 to 75 ft wall-of-water
Near mouth of Teton Canyon	5.0	12:20 p.m.	23 minutes		
Wilford	8.4				120 of the 154 homes “completely swept away”
Town of Teton	8.8	12:30 p.m.	33 minutes	1,060,000	Only tiny fraction flooded
Sugar City	12.3	About 1:30 p.m.	1.5 hours		15-foot wall-of-water
Rexburg	15.3	About 2:30 p.m.	2.5 hours		6 to 8 feet in a few minutes
Roberts	43.1	9:00 p.m.	9 hours		
Idaho Falls	63.0	1 a.m. June 6	13 hours	90,500	
Shelley	71.2	2 a.m.	14 hours	67,300	Peak 21 hours after arrival. 0.5 feet per hour average rate of rise.
Blackfoot	112.1	10 a.m.	22 hours	53,500	Peak 35 hours after arrival. 0.3 feet per hour average rate of rise.
American Falls Reservoir	155.9	0:30 a.m. June 7	36.5 hours		Easily accommodated the flood volume

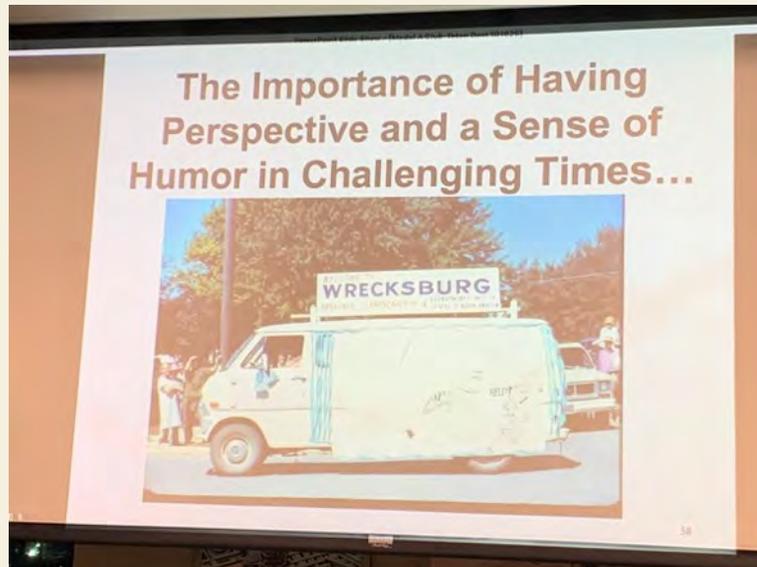
about the flow of water as it reached the various cities and towns down-stream, including the arrival time of the water as well as details of the flood and the depth of the wall of water.





Bob reported that only 11 people died during the flood. It is interesting to note that 5 of them did not die from drowning. According to official records, two died from heart attacks, two shot themselves (one accidentally), and one died the next day after being evacuated. Bob pointed out that this low loss of life from the catastrophe was likely due to the timely warning and the response of the people heeding the warnings to evacuate.

In his concluding remarks, Bob talked about the importance of obedience and preparation, both of which prevented the loss of life such as occurred during the Johnstown Flood in 1889, in Pennsylvania, which took the lives of 2208 people. He also stressed the importance of having perspective and even a sense of humor in challenging times, as exemplified in this photo (below).



At the conclusion of his talk, Bob asked if there were any questions or comments from the club members. Since the flood occurred 50 years ago, most of the club members remembered the disaster and offered their memories of traveling to Idaho to help with the clean-up and recovery.

Thanks to Bob for his excellent presentation and to both Bob and Janell for the delicious refreshments, which further helped the club members experience what happened on that Idaho day in 1976.

At this time, Roger turned the remaining time over to Paul Jerome who presented a detailed itinerary of the October Club Tour that is scheduled for October 11. That itinerary is included later in this Motometer.

Following Paul's presentation, Roger adjourned the meeting around 9pm.

Dinosaur Tour – Sept. 12-14

Photos Courtesy of Clyde Munson

In the words of club member Dave Morrell, the Dinosaur Tour “was 500 miles of sheer pleasure.” Thanks to Clyde Munson for organizing this incredible trip. The attendees



drove 5 Model A’s and it was a wonderful trip. The itinerary for the tour is shown here and Clyde took some great photographs.

The trip started off in Orem, Utah and then headed up Provo Canyon to join up with the Beehive A’s in Heber. From there they headed to Vernal for lunch and then on to Dinosaur National Monument. Then back to Vernal to the Field House Museum and then dinner.



AGENDA

Friday, September 12

- Leave Harmon's in Orem promptly at 8:00 AM
- Meet Beehives at 8:40 AM in Heber Utah
- Arrive in Vernal at approximately 11:00 AM. Go to Lunch.
- At noon, travel to Dinosaur National Monument.
- The club will return to Vernal at 3:00 PM
- Upon returning to Vernal, the club will visit the Field House Museum
- Attend Dinner around 6:30 PM

Saturday, September 13

- 9:00 AM – Depart for Evanston, Wyoming
- While driving, visit Flaming Gorge
- At approximately noon, the club will enjoy lunch, followed by visiting Fort Bridger
- The club will leave for Evanston at 2:00 PM
- Dinner will be held in Evanston that evening

Sunday, September 14

- The club will explore the Evanston Roundhouse at 10:00 AM
- Lunch Break
- After lunch, the club will head home





On Saturday, the tour continued into Wyoming to visit Flaming Gorge and then Fort Bridger. In the afternoon, they headed off to Evanston for dinner. Sunday, the group explored the Evanston Roundhouse, followed by lunch and then they headed back home.

Thanks again to Clyde for organizing this memorable trip. Let's be sure and do it again next year!





UTAH VALLEY

Motometer

- Model A Club -

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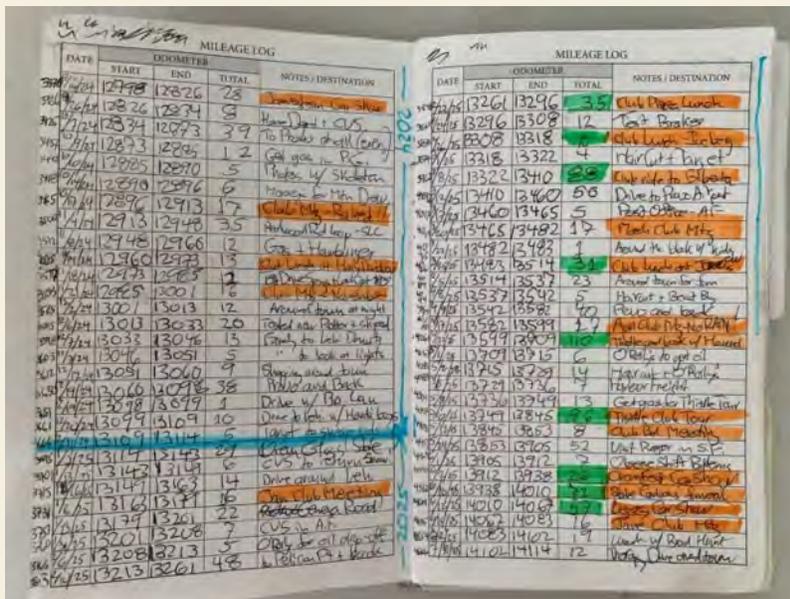
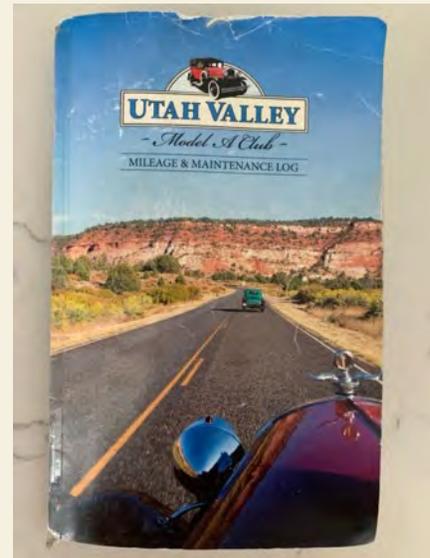
Mileage & Maintenance Log

Get Yours Today

By Jeff Niven

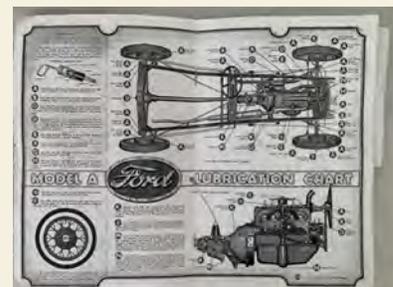
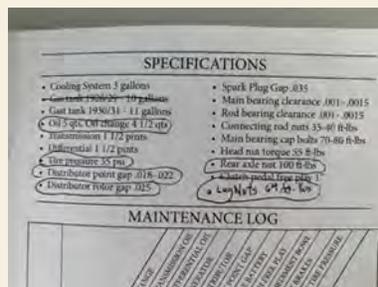
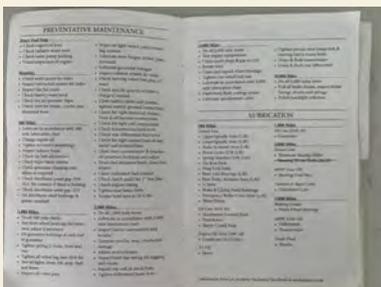
At our recent club meeting, Robert Mack announced that he had received a new batch of the club's Mileage & Maintenance Logbooks, like the well-used one shown here on the right. They are free to new members, and for \$3 to everyone else. Contact Robert today to get yours and start using it to track your car's mileage, maintenance and repairs.

Below, are a couple of pages from my own logbook.



You can see that I record all my rides in the car, even the small trips around the neighborhood with the visiting grandkids. I color entries green if they qualify for the Lucky 7 Award and I use orange to color the entries that qualify for the 13+ Award. I note

the dates and divide my entries by years (blue line) so I can report my mileage to Robert at the end of the year, in support of our club's mileage goal. The booklet also contains technical specifications as well as maintenance charts and checklists.



Itinerary for the Upcoming Eagle Mountain, Cedar Fort, Fairfield Tour 11 October 2025 from Paul Jerome (Activity Organizer)

- Meet at Smiths in Saratoga Springs @ 9 a.m. (689 N. Redwood Road) **11 October**
 - Located on Redwood Road (back/east side of parking lot – not gas station)
- Joe's Dugout (added Pony Express Station and Well site)
 - Drive to Hidden Hollow Elementary 7447 N. Hidden Valley Parkway in Eagle Mountain (park in the school parking lot) with actual site across the street and a little NE of the school
- Petroglyphs
 - Drive to the LDS Church on 2011 Oquirrh Ranch Parkway in Eagle Mountain (right hand side of the road and corner of Pony Express Parkway and Oquirrh Ranch Parkway) – meet in the east parking lot of the church.
 - Once we are all there, we will drive the 0.2 miles to the site of the forthcoming Petroglyph Park (this segment is on the actual Pony Express Route)
- Head to Cedar Fort (corner of Center Street and Church Street in Cedar Fort)
 - After the Petroglyphs, we will drive south past Cory Wride Memorial Park, Cedar Valley High School, Eagle Mountain City Hall, and then turn right on Pole Canyon Parkway with the Facebook Data Center, QTS Data Center and Google site in the distance to the south. Continue on Pole Canyon Parkway until reaching SR-73. Turn right (north) on SR-73 and continue until Center Street in Cedar Fort. Turn left (west) on Center Street.
- Camp Floyd, Stagecoach Inn and Commissary/Museum
 - Head south from Cedar Fort on SR-73 to Main Street in Fairfield and turn left on Main Street. The Stagecoach Inn and Commissary/Museum are only about a block or two off of SR-73 on Main Street. There is limited Parking on the south side of the Inn but there is more on the east side of the inn and west and south sides of the Commissary/Museum.
 - There's a \$3 per person fee to tour the Commissary/Museum, Inn & Schoolhouse.
- Lunch
 - We will eat lunch in the park adjacent to the Stagecoach Inn. There is a picnic table and pavilion in the park but please bring camp chairs or blankets just in case.
- Schoolhouse
 - The schoolhouse is just about one block east and one block north of the Commissary. There is not much parking there and it is a residential area. For those who want to tour the schoolhouse (which has been redone to be very period specific), it would be best to walk and leave your cars parked at Camp Floyd. For those not able to walk that far, there will be parking enough for 5-6 cars.

Calendar of Birthdays, Activities & Holidays

OCTOBER 2025

SUN	MON	TUE	WED	THU	FRI	SAT
28	29	30	1  Model T Day Armed Forces Day	2 Buster Hansen Day Trip to Fish Lake	3	4
5 Connie Pope	6	7 Full Moon	8 Wes Lynn	9	10 Lonni Jerome	11 Eagle Mountain & Cedar Fort Club Tour
12	13 UVMAC Bd Mtg Columbus Day	14 Model A Mail-Truck Virtual Convention	15	16 Karen Morrell Rex Tomlinson UVMAC Club Mtg	17	18
19 Rodney Gardner	20	21	22	23	24	25
26	27	28	29 Roger Davis	30	31 Halloween 	1

www.GrabCalendar.com

Upcoming 2025/2026 MAFCA Events:

- National Awards Banquet – Alabama – December 3-6
- National Convention – Oregon – May 31 – June 7, 2026

A Note on Authenticity

By Roger Davis



Area 6 of the Restoration Guidelines and Judging Standards describes the ammeter on the dashboard. This is an area where many different after-market ammeters have been manufactured—even from the Model T era. It is very difficult to find an original ammeter. I purchased several before I fully understood the authentic design and manufacture. Then, I just got lucky and found one in a jar of ammeters that a fellow Model A enthusiast sent to me free of charge.

The first thing is the discharge-charge scale. It should be 20-0-20. Many aftermarket, especially if you're running an alternator will have 30-0-30. While this is appropriate for an alternator, it is not authentic (but the alternator isn't authentic either).

Next is the lettering and the face plate—these are the true determinants. The lettering should not be white. Per the Standard, page 6-2, "All lettering was bare "bright" aluminum or zinc (not white)." My experience has been that this is almost impossible to determine from a photo—you have to see it with your own eyes. The faceplate should not be paper—it was aluminum or zinc, painted, leaving the bare metal to create the letters. In this photo (right) of my original, it is hard to determine in the photo that it is the bare "aluminum or zinc."



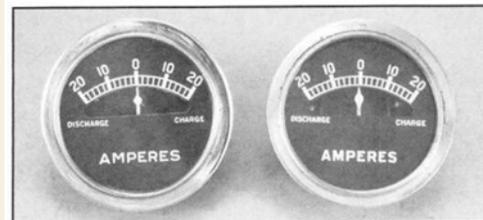
Many after-market ammeters have a Ford script on them. Per page 6-2 of the Standard, "The Ford script did not appear on any Model A era factory installed ammeter." The next photo (left) shows some examples of aftermarket ammeters that are NOT originals. Note that I found a one new, never used, in a very old box—probably from the Model T era, but it is not authentic. Many of these in the old ammeters/boxes were made in the Model T era and used as replacements in both the Model T and the Model A but are not original.

The bezel was bright nickel-plated brass with a raised bead next to the glass face. The pointer came in two different styles (see right from the Standards for examples).



Finally, per page 6-2 of the Standard, "The inside of the case behind the pointer was satin black." See photos above to see how the inside of the case is black. In the modern replacements, the two bright polished-brass rivets on the inside of the case are noticeable. This is a dead giveaway that it is not authentic (see left).

Be authentic!



Two styles of lettering were used all years, see photo.
Note the different styles of the ammeter pointers

Gwen's Thistle Memories

From the Scrapbook of the late Gwen Gerber Dockstader
1932 – 2022



Gwen Dockstader

New Feature

This is a new feature of the Motometer. Each of the entries comes from the scrapbook kept by Evelyn "Gwen" Gerber Dockstader as she documented her life growing up in Thistle, Utah. Gwen was born in 1932 and passed away in 2022. Gwen allowed me make a copy of her scrapbook when I visited her in November 2019. Gwen made her own drawings and often wrote poems about her life.

Editor

Farm Memories

By Gwen Dockstader Feb. 15, 1988

From childhood days long years ago
I remember my Grandpa's farm, thus so,

Creeks to swim in, hills to roam,
A cozy warm kitchen, an old country home,

Freezers of ice cream on hot sunny days,
Roasting potatoes, in a bon fires blaze.

Sleeping out nights under the stars,
Watching my uncles doing the chores.

Fresh eggs from the chickens, milk from the cows,
Watching them feed the old hogs and the sows.

Refreshing water, we drew from the well,
Ghost and spook stories, my Grandma would tell.

Play houses, dugouts, and tree houses too,
Riding a white horse, that they called old Blue.

Fresh bacon frying, at break of day,
The men in the fields, putting up hay.

An ancient log grainery I recall well,
Open the door — a mice and wheat smell!

We'd play hide and seek in the tall mustard patch
Watch little chicks that the old hen did hatch.

Eat peas from the garden, fresh from the pod,
Walked to church Sundays, felt close to God.

In winter we'd sit by the heater so snug,
While Grandma crocheted from old rags, a rug,

While we champed on apples, or rice krispie balls,
Watching the shadows, that danced 'round the walls,

Dreaming sweet dreams, in the fire lights glow,
Smell the coal oil lamps, hear the winter winds blow

Or a coyote's howl, or an old trains whistle,
In that dear mountain home, just a mile above 'Thistle'.

I'm thankful, that I was a child, way back then,
And in memory, can live it all over again.

Recipe of the Month

Southern Egg Bread

“Depression Era Recipes” by Patricia R. Wagner (1989)

INGREDIENTS:

- 2 cups white corn meal
- 1 teaspoon salt
- 1 Tablespoon baking powder
- 3 eggs
- 1 Tablespoon fat, melted
- 1-1/2 cups milk
- 1 cup cold boiled rice

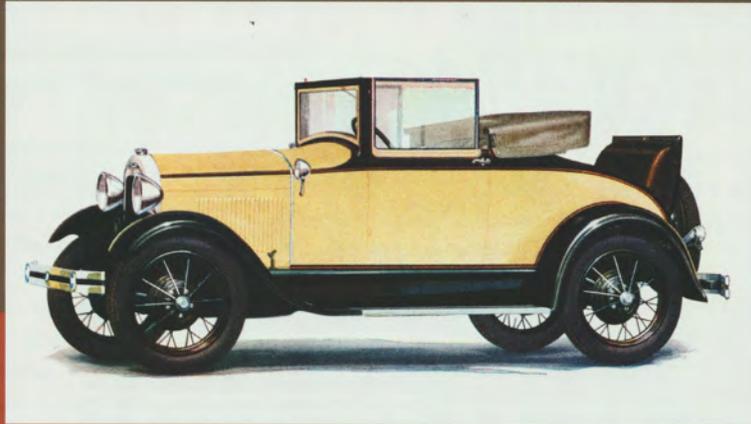
DIRECTIONS:

- 1 – Sift together the corn meal, salt, and baking powder.
- 2 – Beat the eggs well and add to the corn meal.
- 3 – Add melted fat, milk, and rice to the mixture. Beat thoroughly.
- 4 – Pour into a shallow, well-greased pan.
- 5 - Bake about half an hour in hot oven, about 425 degrees.



Model A Ford – Model of the Month

CONVERTIBLE CABRIOLET



	TOTAL	1929	1930	1931
Ford Body Style		68-A	68-B	68-B 68-C
Weight (pounds)		2,339	2,273	2,273
Price (FOB Detroit)		\$670	\$645	\$595
Units Produced (U.S.)	54,090	16,421	25,868	11,801
Number of U.S. Ads				
Primary Formats	7	4	1	2
Ad Variations	23	12	6	5
Magazine Insertions	69	33	18	18

The Convertible Cabriolet was a deluxe Model A Ford body style introduced in early 1929. This vehicle, with a body supplied by Briggs, was somewhat more expensive than most other Model A's. It combined the sporty appeal of the Roadster with the wind-up window convenience of the Coupe – with a price tag higher than each.

While commonly known as simply the “Cabriolet,” Ford always referred to this Model A body style as the “Convertible Cabriolet” in its advertising.

Ford created a total of 23 different magazine ad variations for the Cabriolet and, compared to most other Model A body styles, used relatively more upscale magazines to promote this vehicle. In these ads, the Cabriolet was usually shown in an upscale setting with the top down and an accessory boot covering the top. The last ad produced for this body style introduced the new 68-C Cabriolet in July 1931, following the debut of the slant-windshield Model A's.

- New Feature - Do You Remember this Car Song?

It is estimated that there have been hundreds of songs written about automobiles before and since the time of the Model A. This new monthly feature of the Motometer will highlight one of those songs along with a Hyperlink which you may use to listen and enjoy the song.

The song featured in this edition of the Motometer is "In My Merry Oldsmobile", written in 1905. Click on the link below to enjoy this wonderful scratchy recording about young Johnnie Steele and his Oldsmobile. If the link does not work, then simply cut-and-paste the link into the space provided. If the video starts with an ad, you can skip the ad. Included on the following page are the lyrics to the song so you can sing along, if you wish.



https://ia801603.us.archive.org/23/items/BillyMurray_part2/BillyMurray-InMyMerryOldsmobile_2.mp3

In My Merry Oldsmobile – 1905

Words by Vincent Bryan, Music by Gus Edwards

"Young Johnnie Steele has an Oldsmobile,
He loves a dear little girl,
She is the queen of his gas machine,
she has his heart in a whirl.
Now, When they go for a spin, you know,
She tries to learn the auto, so
He lets her steer while he gets her ear,
And whispers soft and low;

CHORUS

Come away with me Lucille
In my merry Oldsmobile,
Down the road of life we'll fly
Automo-bubbling you and I.
To the church we'll swiftly seal,
Then our wedding bells will peal,
You can go as far as you like with me,
In my merry Oldsmobile.
(Repeat)

They love to spark in the dark old park,
As they go flying along,
She says she knows why the motor goes;
The sparker's awfully strong.
Each day they spoon to the engine's tune,
Their honeymoon will happen soon,
He'll win Lucille with his Oldsmobile
And then he'll fondly croon;

CHORUS x2"





Period Fashion

From MAFCA Restorer Magazine – September 2024

Hallowe'en, Masquerade, and Fancy-Dress Costumes of the Model A Era

By Laurie Elliott, Santa Clara Valley Chapter

"The costume's the thing that strikes terror to the heart and gives zest to the party, so make it original," claimed *Fashion Service Magazine*, October, 1927.

Masquerade and fancy-dress parties, as they're known in Europe, have been around for centuries. Hallowe'en, as it was spelled then, has a very round-a-bout history and became part of popular culture in the United States by the early 20th Century, according to Wikipedia. As you can see by the colorized example from the same issue of *Fashion Service*, at right, these costumes might fit into all three categories of costume parties.

Hallowe'en parties for adults or children became very popular in the 1920's, possibly to corral the wild hooliganism that had occurred in earlier decades. Magazines such as *Delineator*, *Needlecraft*, *Liberty*, and *Pictorial Review* offered suggestions for costumes, decorations, menus and party entertainment. Specialty publications such as *Dennison's Bogie Book* did the same but with much more detail. Fortune telling, as well as a meal followed by



a Bridge tournament, inventive skits, and traditional games such as bobbing for apples were put forward. Possibly, not all wild hooliganism was corralled as shown on this cover of *Liberty Magazine*, October 29, 1927. Too bad we cannot clearly see his costume!



Costumes to Buy Ready Made

Masquerade Suits

These suits for adults only. Shpg. wt. 2 lbs.

Quality Cloth Suits

<p>Mexican</p> <p>The most popular suit made. Real snappy. Dark blue hat, jacket, pants with imitation gold fringe, yellow sash.</p> <p>49N4534 \$2.39</p>	<p>Jiggs Suit</p> <p>Black coat and trousers, red vest, fancy tie, white spats and black hat with white band.</p> <p>Irish mask.</p> <p>49N4541 \$2.39</p>	<p>Maggie, Jiggs' Wife</p> <p>Jaunty hat with feather, striking brown dress with gaudy ruffled trimming. Good material. Irish mask.</p> <p>49N4540 \$2.39</p>
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"Jiggs" was a popular comic strip at the time. Notice the costumes of Jiggs and Jiggs' Wife come with "Irish" masks. From Sears, Roebuck and Co. Fall/Winter 1928-1929 catalog.



for HALLOWEEN fun Galore for the Children

Big Chief - \$1.50
This Big Chief outfit is made of soft, comfortable material. It has a large feathered headdress and a fringed jacket. It is perfect for a Native American costume.

Clown Suit With Hat - \$2.25
Just like the circus clown, in a durable and comfortable material. It has a large white nose, a red and white striped shirt, and a pointed hat. It is perfect for a clown costume.

Clown Suit - \$1.75
Here is a "3 in 1" clown outfit. It has a large white nose, a red and white striped shirt, and a pointed hat. It is perfect for a clown costume.

Yama Yama Suit - \$1.25
This is a "3 in 1" Yama Yama outfit. It has a large white nose, a red and white striped shirt, and a pointed hat. It is perfect for a Yama Yama costume.

Let's Play Pirates! - \$2.98
This is a "3 in 1" pirate outfit. It has a large white nose, a red and white striped shirt, and a pointed hat. It is perfect for a pirate costume.

The Kind Regular Cowboy Wear - \$3.75
This is a "3 in 1" cowboy outfit. It has a large white nose, a red and white striped shirt, and a pointed hat. It is perfect for a cowboy costume.

38 Sears, Roebuck and Co. Save Money in 35,000 Ways - See Our Big General Catalog

At left is a page of boys' costumes from Sears Supplement Catalog, 1928.

Sears also offered a "3 in 1 Funny Makeup Outfit" which consisted of three different disguises described as a "big red paper nose with glasses; Mustache and whiskers together; Wig to fit under hat or to be used as funny sailor beard." All for 25 cents.

Montgomery Ward & Co. Fall/Winter, Catalogue 1928-1929 also offered a selection of themed "playsuits" for boys: Aviator with hat, several cowboys, and a costume of the cowboys' usual foe.

No playsuits or costumes such as these for girls were found for sale in the Sears or Ward's catalogues. There were costumes to sew or otherwise make for both men and women, but the numbers of costumes for women and girls outnumber those for men and boys. Read on.

Costumes to Sew



The gypsy and pirate costume illustrations at left were featured in a sixteen page, 7" x 10 3/4" pamphlet of *New Butterick Fashions* that was given out "Compliments of Hale Bros. San Jose, California" and dated October 1928. Notice the dropped waists in both pattern designs.

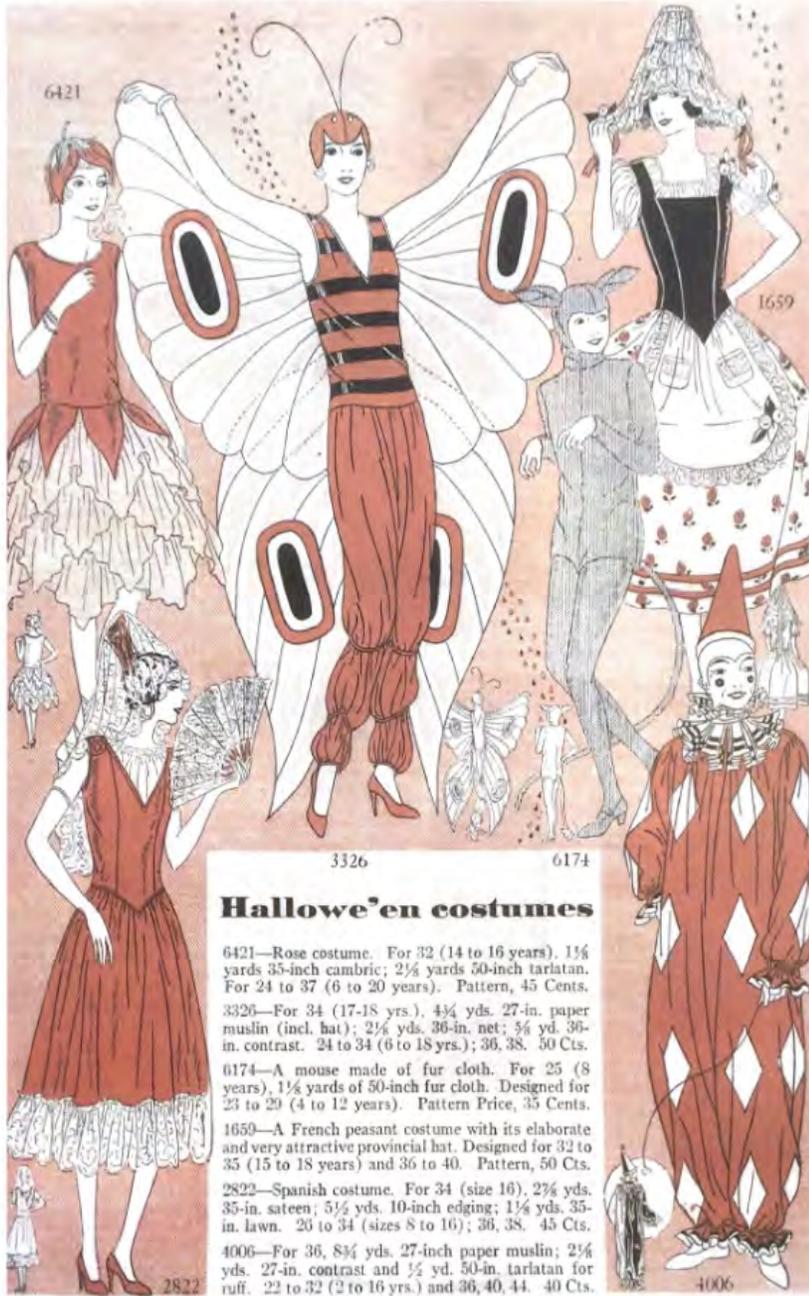
At right, the 1928 New McCall Pattern clown costume gives you an idea of what the pattern pieces look like.

From the *MAFCA Pattern Catalogue**.





This full-page ad is credited as Butterick, 1929. I wonder if detailed instructions for the hats of the "Spanish" and "French Peasant" costumes were included. Era patterns are notorious for often lacking construction specifics. These are spectacular costumes, nonetheless.



Hallowe'en costumes

6421—Rose costume. For 32 (14 to 16 years). 1½ yds 35-inch cambric; 2¼ yds 50-inch tarlatan. For 24 to 37 (6 to 20 years). Pattern, 45 Cents.

3326—For 34 (17-18 yrs.). 4¾ yds. 27-in. paper muslin (incl. hat); 2½ yds. 36-in. net; ½ yd. 36-in. contrast. 24 to 34 (6 to 18 yrs.); 36, 38. 50 Cts.

6174—A mouse made of fur cloth. For 25 (8 years). 1½ yards of 50-inch fur cloth. Designed for 23 to 29 (4 to 12 years). Pattern Price, 35 Cents.

1659—A French peasant costume with its elaborate and very attractive provincial hat. Designed for 32 to 35 (15 to 18 years) and 36 to 40. Pattern, 50 Cts.

2822—Spanish costume. For 34 (size 16). 2¾ yds. 35-in. sateen; 5½ yds. 10-inch edging; 1¼ yds. 35-in. lawn. 26 to 34 (sizes 8 to 16); 36, 38. 45 Cts.

4006—For 36, 8¾ yds. 27-inch paper muslin; 2¾ yds. 27-in. contrast and ½ yd. 50-in. tarlatan for ruff. 22 to 32 (2 to 16 yrs.) and 36, 40, 44. 40 Cts.

Prices of Butterick Patterns in Sterling will be found on back cover

11



Costumes to Make

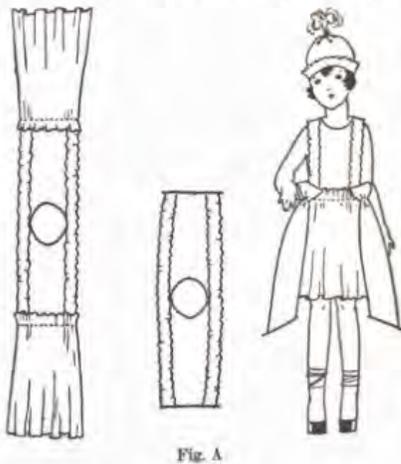
"You're not yourself on Hallowe'en - When you masquerade in crepe paper, you are a witch, a ghost, a cat, or perhaps a sprite," *Parties Magazine*, 1929. You read that correctly - costumes to make out of crepe paper. Not the only maker of crepe paper, but probably the most well-known, Dennison's Co. of Framingham Mass. manufactured crepe paper in 20" wide x 10' pieces in twenty-five colors. They also made colorful seals and cut-outs which one could use to make party invitations and decorations which were artfully described in a multitude of "How-To" books. Those same cut-outs were sometimes integrated into the costumes themselves.

Due to its low cost, colorful crepe paper was a viable option to fabric. However, paper costumes were not durable.



"How to Make Crepe Paper Costumes," 1930, uses two basic methods of construction: "the costume is made over a muslin foundation [or slip] to which the crepe paper is sewn or pasted, and the "slip-over" model that is made apron style without a foundation and worn over a regular frock or suit," reads the directions.

No. 5. Slip-Over Costumes



The drawing at left is from the basic instructions.

The two costumes at right are "slip-over" examples with more detail.





While the crepe paper #63 Hallowe'en Costume, as Dennison's identifies it, looks adorable, I cannot imagine actually wearing it while riding in a car or maneuvering around the buffet table without smashing the pumpkins.

The pumpkins, "... are made on cardboard foundations, padded with cotton batting and covered with crepe paper." In general, the directions run about that level of detail and are not for the easily frustrated.

The Peacock Costume, at right and from the same 1930 booklet, gets my vote for "most likely to be shedding pieces before arriving at the party." It's a stunner!

How to Recreate a Crepe Paper Costume, A Couple of Tips:

Is 20" wide crepe paper available today? Surprisingly, I found many different colors of the 20" wide crepe paper online and in a local, independent craft/party goods store. As it comes in different length rolls, use an educated guess when purchasing. Originally, Butterfly Extra Fine Crepe Paper, a competitor of Dennison's, shows their "packages" as measuring 10 ft. lengths and 20 inches wide. The Dennison's booklet tells how many "folds" you need of each color, not how many packages. Choose wisely.

One more piece of advice – medical exam paper, available at medical supply shops, is reasonably priced and excellent for duplicating paper patterns and creating your own patterns.



A list of the materials required for these costumes is on



You've seen rather elaborate costumes, but now I have to share a very simple one to help inspire you. This is the Dolly Dingle paper doll page from *The Delineator Magazine*, October, 1927. She has a simple dress decorated with black cats, and her own paper doll also has a Hallowe'en dress.

You may have noticed that I didn't cover the topic of masks in this article. That topic could be an entire article on its own, so I left it for another possible author.

See the resources below to plan your next Model A Era Halloween themed party. Grab your Fuld's Ouija Board (95 cents in M. Wards, Fall/Winter 1929-30), pop some corn, heat a cauldron of cider, and have a spooky good time!

Resources

- The Best Halloween Book*, 1931, by Beckley-Cardy Company. [free download]
- The Bogie Book*, 1926, by Dennison, copyright 2011 by Bramcost Publications.
- Butterick Patterns Catalogue*, 1929.
- The Delineator Magazine*, October, 1927.
- Fashion Service*, October, 1927.
- Fashion Service*, October, 1928.
- The Hallowe'en Book*, originally pub. 1933, copyright 2009, by Bramcost Publications.
- How to Make Crepe Paper Costumes*, originally pub. 1930, copyright 2009 by Bramcost Publications.
- *MAFCA Pattern Catalogue, [Clown costume pattern] check revivaldesignedshop.net for availability.
- Montgomery Ward & Co. Fall & Winter 1929-30.*
- Needlecraft, the Magazine of Home Arts*, October, 1931.
- New Butterick Fashions* pamphlet, October, 1928, Butterick Publishing Co. U.S.A. and Great Britain.
- Parties Magazine*, 1929.
- Pictorial Review Fashion Book*, Quarterly Winter 1931.
- Sears, Roebuck and Co. Catalogue* Fall/Winter 1928-1929.
- Sears, Roebuck and Co. Catalogue Supplement* 1928.
- Wikipedia



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Model A Mail Truck

Virtual Convention Coming Soon



From Roger Davis

Postal As will host a Model A Mail Truck Virtual Convention,
Tuesday, Oct 14, 2025, 8:00 pm EDT (5:00 pm PDT).

Join via Zoom at: <https://us05web.zoom.us/j/87226593416>.

We'll answer questions, share stories of our Mail Trucks, and review available resources.



2025 MAFCA National Awards Banquet



Celebrate in
Mobile, Alabama
December 3-6, 2025
**Renaissance Riverview
Plaza Hotel**

Book your room
and register at
gulfcoastmodelclub.net

In Mobile, we will celebrate our
2025 National Award Winners
and meet the
2026 Board of Directors

- Enjoy seminars
- Tour the Magic Christmas in Lights
- Experience Mobile's rich 300 year history
- Visit the USS Alabama and enjoy lunch under the planes
- Explore Mobile's history by trolley



Seminars

- Fashion with *Sherry Winkinhofer*
- Mechanics with *Paul Shinn*
- Secret History of Mobile with *Todd Duren*
- History of Alabama Roadways with *Dr. Martin Olliff*

Bus Tours

- 29th Annual Magic Christmas in Lights at Historical Bellingrath Gardens
- USS Alabama Battleship Memorial Park
- Mobile History Trolley Tour

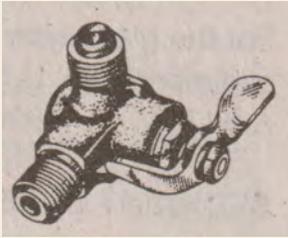
Walking Tour

- Secret History Tour - Speakeasy's

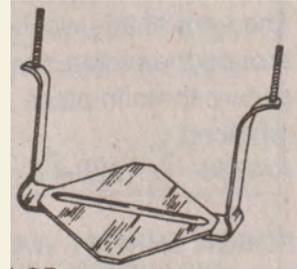


Have Some Fun

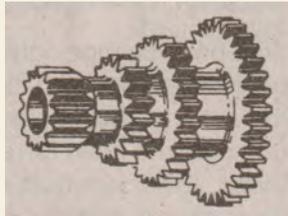
Match the Part with its Name



Timing Gear



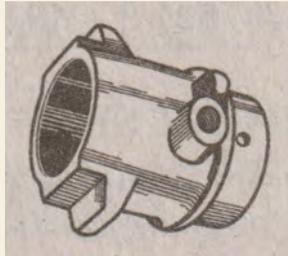
Turn Signal Flasher



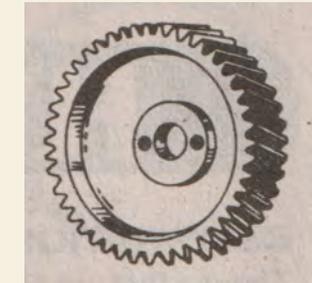
Pressure Plate



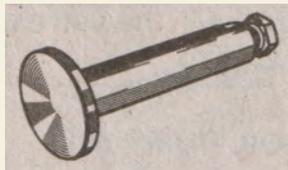
Valve Tappet



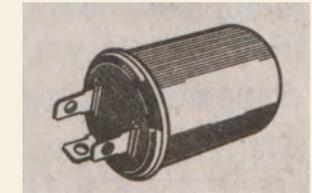
Brake adjustment Wedge



Cluster Gear



Throw-Out Hub



Battery Support



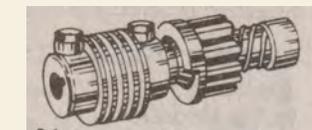
Crank Ratchet Nut



Starter Bendix



Gas Gauge Assembly



Out and About

By Roger Davis

While searching for the buildings where the Davis automobiles were manufactured, I stumbled upon a Model T repair shop run by Mark Atkins in Richmond, Indiana. He was working on this 1905 Ford Model C (see photo below). It was really cool to see this rare piece of history.

Editor's Note: I also enjoyed looking at the car in this photo, with its clean white tires and wood spoked wheels, no front brakes, steering wheel on the right side, dual front leaf springs, and simple horn mounted on the steering column. And I also liked seeing the drill press on the upper right corner of the photo with its multi-stage twisted flat belt and its motor down near the floor. I felt inspired to do some research on the pre-Model T cars that were produced by Ford. See the following article.



Ford's Automobile Alphabet

By Jeff Niven - with photos and information taken from

<https://serenewandering.com/2023/07/16/fords-alphabet-of-automobiles/>
and numerous Wikipedia articles

After reading Roger's "Out and About" article, on the previous page of this Motometer, I started thinking about all the other letters of the alphabet that Henry Ford used to designate his various car models. I had known that the Model A, that we celebrate in our club, was not the first to be called the Model A. And in Roger's article he showed a Model C. But was there a Model B, in between, and if so, what did it look like? Well sit tight, and take a look at what I was able to find using AI on the Internet about this interesting subject.

To start, we need to go to the Ford Piquette Avenue Plant on 461 Piquette Avenue in Detroit, Michigan, which Ford built and occupied from 1904 until 1911, (shown in the photo below). Here is where most of the action was after Ford's initial start at the Mack Avenue plant where Ford built the first Model A from 1903 until 1904. Along the bottom of the photo you will see all the Ford Models that were produced at the Piquette Avenue Plant, which first included the Model B, then Model C, then Model F, then Model K, then Model N, then Models R and S and finally the initial production of the famous Model T (until 1911).



In 1911 Ford moved production of the Model T to their new factory in Highland Park. Then from 1927 until 1932, the Model A production took place in the giant River Rouge Complex. It is interesting to note that all of those facilities, listed below, are located within an hour from each other.

Mack Ave Plant	- 1903 - 1904 - first Model A
Piquette Ave Plant	- 1904 - 1910 - Models B, C, F, K, N, R, S, T (started)
Highland Park Plant	- 1910 - 1927 - Model T (continued until end of production)
River Rouge Plant	- 1927 - (still open) - Models A, B, etc.



Let's take a look at the automobiles associated with this alphabet of models, starting with the first Model A Ford. Note that for some reason the letters **D**, **G**, **H**, **I** and **J** were not used. The letter **E** may have been used for a delivery option based on the Model C chassis.

Early Model A - (1903-1904) – Mack Avenue Plant

The 1903 Model A Ford was the first vehicle produced by the Ford Motor Company. Like



many other cars of the era, the fuel tank was higher than engine, to take advantage of gravity and eliminate the need for a fuel pump, but thus you had to remove the front seat to fill the fuel tank with gasoline. It had two side mounted cowl lamps and one large center mounted headlamp. A rear seat was optional and the steering wheel was positioned on the right side.

Early Model B – (1904-1906) – Piquette Avenue Plant

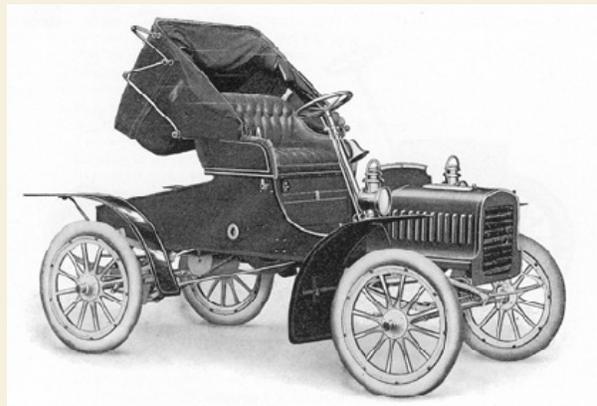
Henry Ford was not “in charge” of the company at this time in the history of Ford Motor Company, and thus other, more profit hungry shareholders forced Henry to design the luxurious Model **B**, which had numerous shiny brass fixtures including radiator, and beautiful polished wood. It also had a 4-cylinder engine, rear hub brakes, and rear axle and drive-shaft design that became a standard feature until 1948. Note that the steering wheel is still on the right side and the car had leaf springs on all 4 wheels. It now had two cowl lights, and two large brass headlamps. Because of its \$2000 price tag, it did not sell well, and was not in keeping with the vision that Henry had for his automobile company.





Model C – (1904-1905) – Piquette Avenue Plant

This is the same model that our club President, Roger Davis, showed in his “Out and About” article in this newsletter, except that these two examples have black tires and are painted red. The Model C was produced as a lower priced model compared to the luxurious Model B, which continued to be available. The Model C retained the same 10-hp, 2-cylinder opposed engine used on the Model A, as well as the roller chain drive. The engine was still located under the seat but the fuel tank was moved under the hood. A two-seater “Doctor’s Car” version of the Model C is shown on the right. The steering wheel was still located on the right side of the car.



Model F – (1905-1906) – Piquette Avenue Plant

The Model F resolved many of the issues found on the earlier cars. It now had a 12-hp engine, although it was the last to use the flat 2-cylinder configuration. It was also the last model to use roller chain to drive the rear wheels. Henry added running boards to this model as well as oil lamps, and dual rear brakes. He also changed the single bench seat to two bucket seats. As you can see from these two photos, rear seats were available as an option. The steering wheel was still located on the right side, and the engine remained under the seat. The fuel tank was still located under the front hood.





Model K – (1906-1908) – Piquette Avenue Plant

The Model **K** replaced the Model **B**, as the more luxurious model that Ford produced at that time. As such, it had an in-line 6-cylinder engine (the only Ford 6 until 1941), increasing the power to 40-hp. Two body styles were available including both Touring (see photo below right) and Runabout (see photo below left). It was a beautiful car with lots of polished brass and a big engine.



By Cullen328 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=5125949>

Henry Ford’s personal vision for the company was to produce one single line of cars that were affordable and dependable, as he eventually did with the Model **T**, starting in late 1908. Thus, even though the Model **K** was his own design, he did not care much for it, due to its high price of \$2500 to \$3000. However, sales of the Model **K** did not support Henry’s vision, and in the first year that it was produced (1906) the profit from that single model represented 85% of Ford’s total profit for new cars. And according to Ford’s own audit records (per Wikipedia) the following year (1907), this single model was the bestselling 6-cylinder model in the “entire world”.

Now, it is important to realize that there must have been some heated arguments behind the scenes over Henry Ford’s vision for the company and the multi-line business model promoted by other shareholders and most auto makers of that period. We know this because Alexander Malcomson (right) who was one of Ford Motor Company’s founding partners, the majority shareholder and a promoter of the luxury line, left the company over the Model **K**. Malcomson’s departure left Henry Ford as the majority shareholder and thus Henry Ford was then able to return the focus of the company back to affordable mass-produced vehicles. This eventually led to the development of the Model **T** in 1908.



Another interesting note is that the Model **K** retained the location of the steering wheel on the right side of the car. Apparently, this had been a point of contention within the company for nearly 10 years, and with Henry Ford’s position as majority shareholder, the Model **T**’s steering wheel was moved to the left side.

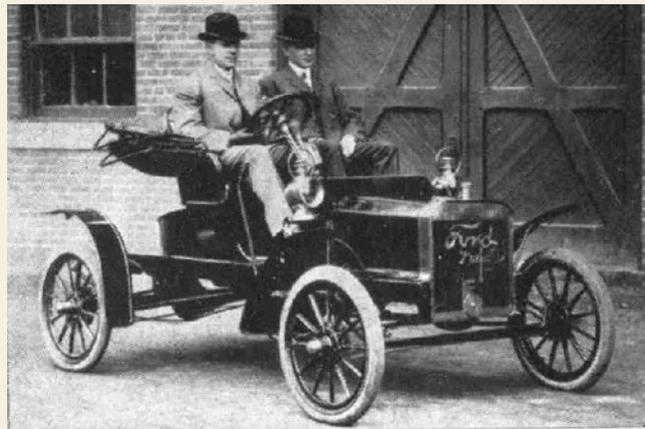


Model N – (1906-1908) – Piquette Avenue Plant

In 1906, Ford Motor Company released the Model N, which reflected Henry Ford’s vision of a reliable and affordable automobile for the masses. It was the first Ford car to be built using some level of mass production at the Piquette Avenue Plant. The original price of the Model N was \$500, which made it highly affordable. However, the story goes that Ford soon realized that it was costing him \$490 to build each one and eventually he increased the price to \$600.



The Model N was different than the earlier Fords in that it had its engine in the front of the car and drove the rear wheels via a long drive shaft. The Model N also had a 15 hp flat-head straight four-cylinder engine. It was only available in the color of Maroon.



When Ford released the Model N, the resulting sales were off the charts and Ford’s Market Share in the United States rose to 26.3%. By 1907, their Market Share had increased to 37%. Business was booming and in addition, Henry Ford had taken over as the President of Ford Motor Company, a position he would hold until 1919.

Model R – (1907-1908) – Piquette Avenue Plant

The Model R Ford was not really a new model, but was basically a Model N with a higher “trim level” including a larger body, full fenders, running boards and oil lamps. Initially it sold for \$150 above the price of the Model N, but even at that price Ford had difficulty meeting the production demand. It was offered during 1907 and 2500 were sold. It was primarily Brewster Green or Carmine Red in color and had leather seats, brass fixtures, 30 inch tires, and an 8-gallon fuel tank. It was available as a Roadster and a Runabout.

Model S – (1907-1909) – Piquette Avenue Plant

Like the Model R, the Model S was built on the same chassis as the Model N and like the Model R, it was also available as a Roadster and a Runabout but included even more extras to justify its \$750 price tag for the Roadster and \$700 for the Runabout. 3790 Model S Roadsters were sold between 1908 and 1909, and were the last cars made before they ceased production to retool and prepare for the release of the famous Model T.



Model T – (1908-1927) – (Began at Piquette but moved to Highland Avenue Plant in 1910)

The Model T was the first Mass-Affordable Automobile. It sold for \$780 in 1910 but as production was improved, and Ford was able to produce one car every 3 minutes, the price got down to \$290 in 1924. Henry Ford’s vision for the Model T was simple. He said:

“I will build a motor car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God's great open spaces.” Henry Ford

Henry was true to his word and the Model T became the most influential car of the 20th century, with over 15 Million of them sold between 1908 and 1927. By 1918, over one-half of the automobiles in the United States were Model T’s!

Over the almost 20 years that they were produced by the Ford Motor Company, they changed little, they are often divided into 5 main variations as follows, the most noticeable difference being the design of the front hood, the fenders, the cowl and the location of the firewall: (You may notice the slow evolution towards the new Model A design for 1927)



1909 to 1914 (This is a 1911 Touring model)



1915 to 1916 (This is a 1916 Touring model)



1917 to 1923 (This is a 1920 Touring Model)



1923 to 1925 (This is a 1924 Touring model)



1926 to 1927 (This is a 1926 Runabout model)

Production of the Model T began in the Piquette Avenue Plant, but they simply could not keep up in such a small location. So, in 1910 they moved production to the new Highland Park plant, which was only minutes away, where they continued the remainder of production until they built the last car on May 26, 1927. It just happened to be the 15th Millionth Model T Ford, shown below in this photo of Edsel Ford (driving) and Henry Ford (passenger). In the photo, neither of them seem very happy about the end of the Model T production.





Model A – (1927-1931) – (Production primarily in the new Rouge River Plant)

In December 1927, Ford introduced the “New Ford Car”, which would replace the Model T. Rather than continue with the alphabetic designation where he had left off, he started over, calling it the new Model A Ford. While production of the new car had already begun in October 1927, it was not officially introduced to the public until December 2, 1927 with this add that appeared in over 2000 newspapers throughout the United States. Production was primarily started in the new Rouge River Plant, but eventually was aided by production in other US plants as well as in numerous foreign countries.

The Model A included four wheel brakes, a more powerful engine, conventional controls, a sliding gear transmission, modern style manual clutch, safety glass and many other features.

At the end of production, nearly 5 million Model A's had been produced.



Model B – (1932-1934)

In 1932, Ford continued his alphabetic restart and began selling the new Model B Ford.

The new Model B was “the first low-priced, mass-marketed car to offer a V8 engine, which was an important milestone in the American automotive industry.” The term 1932 Ford may refer to three models of automobiles produced by Ford Motor Company between 1932 and 1934, including the Model B, the Model 18, and the Model 40. (Wikipedia) This shows the beginning of Ford’s designation of car models using numbers instead of letters.



During the Depression, Ford stopped using the Alphabet to designate his car models and by 1937, Ford had switched to a numbering system. Today most models are designated by a combination of letters, numbers and even names.



Model A Tow Trucks

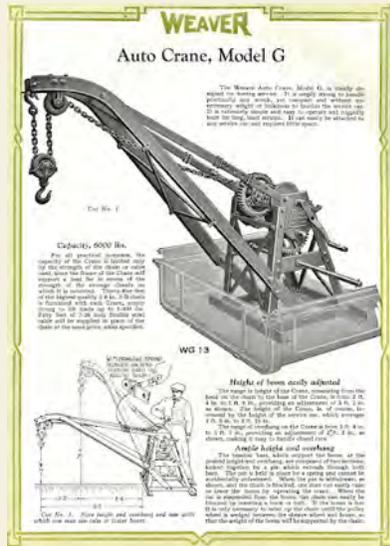
Taken from Volcano A's Newsletter (Aug 2025) and The Good Old Days Facebook page

The 1928 Ford Model A Tow Truck represents a significant piece of automotive and industrial history. The Ford Model A, introduced in late 1927 as the successor to the iconic Model T, was a vast improvement in terms of design, performance, and features. Its robust chassis and reliable four-cylinder engine, which produced 40 horsepower, made it an ideal platform for various applications beyond personal transportation, including commercial and utility vehicles.

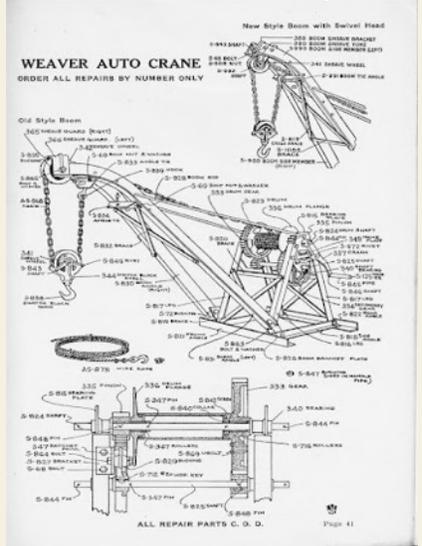


In the era before factory-built tow trucks were commonplace, many garages and service stations would custom-build their own. The Model A's sturdy frame and accessible design made it a popular choice for this conversion. Typically, a standard Model A pickup truck chassis would be fitted with a hand-cranked winch and a simple boom crane mounted on the rear. This setup, while primitive by today's standards, was revolutionary for its time, allowing for the recovery of disabled vehicles with a level of efficiency previously unheard of.

It was also possible to purchase a pre-made auto-crane that could be fit in the bed of a Model A Pick-Up Truck as shown in this diagram (below left) of a Weaver Auto Crane, which was one of the more popular pre-made winches of the time.



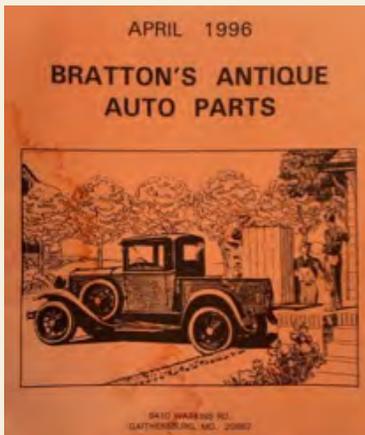
These early tow trucks were essential for the growing automotive culture of the late 1920s and 1930s. As more people owned cars and as road networks expanded, the need for roadside assistance grew. The 1928 Model A tow truck was a common sight, helping stranded motorists and moving damaged vehicles from accident scenes. Its simple, durable design meant it could withstand the rigors of heavy use, and its relatively low cost made it an accessible tool for small business owners and mechanics.



The illustration (above-right) shows that the Weaver Auto Crane company provided repair parts for their cranes, making it even more affordable for the owners of automobile repair shops and mechanics to provide towing service.

Bratton's Antique Auto Parts Is Closing Its Doors

In the Mid 1990's my good friend John gave me and my father a ride in his beautifully restored Model A Roadster. I knew that my dad had been a big Model A fan as a teenager, so he rode in the front seat next to John. I had the privilege of riding in the rumble seat. It was a ride that changed my life. As a result of my continued interest, John



gave me his copy of his well-worn 1996 edition of the Bratton's Antique Auto Parts catalog with its black and white illustrations and their hand-drawn appearance. John and my father have long since passed away, but my love for the Model A Ford has stayed with me.

Fast forward to this morning when I received some sad news from MAFCA. I have copied the letter from Jeff Kichline at Bratton below:

I wanted to reach out to the community at large and share some sad news. After almost 50 years in the business, Bratton's Antique Auto Parts has decided to close their retail operations. There were multiple factors involved in making this decision and I will take some time below to outline them.

1) We have lost the lease on our building at 1606 Back Acre Circle. The current owners of the building received an unsolicited offer on the building that was too good to pass up. The new owner's take possession of the property at the end of October. Bratton has tried to extend the lease with the new owner's but they need the property for their own business. They have offered us an option to lease back the building until December 31, 2025. Debbie and I have been looking for a property to move the business to for several months, but we have not been able to find a suitable property.

2) Since the end of COVID, we have seen a substantial decline in revenue and a massive increase in overhead expenses (insurance, taxes, utilities...). Both of these situations caused us to let all of our remaining employees go, back in July of 2024. Debbie and I have been doing everything here with just the two of us since then. We have decided that we need to rebalance our lives 50-60 hours over 5-6 days a week working just does not allow any time to go out and enjoy our lives. If anything, we have all learned since COVID is that life is too short and we need to make the best of everyday

3) With the reduction in staff, it is all Debbie and I can do to just keep basic parts in stock, and process the orders. Debbie and I just cannot give our customer the quality of service that Bratton's has been known for since the mid 1970's, and that is not how we want the business to be run.



4) By closing our retail operations, it will allow us the time and energy to focus on making the high- quality parts that we have always provided to the hobby. The parts that Bratton's has made will continue to be made through a new company and will only be sold through our network of dealers.

We have spent the past couple of months quietly shopping Bratton's around to various buyers who we felt had the capital needed to continue the production of the parts. Unfortunately, we have been unable to reach a suitable agreement with any potential buyers. We did this quietly because we did not want to cause any undue stress or panic to the hobby, or the other vendors selling Model A parts. Going forward we will begin the liquidation process for the retail inventory. Starting in the next couple of days and weeks you will notice the following things.

1) As we sell out of parts, we will no longer be re-ordering them, so what is on the shelf is what is on the shelf, and when the bin box is empty, it is empty.

2) We will begin to reduce the prices on our retail inventory. These reductions will be shown in our website and we will be offering across the board discounts on the prices listed on the website.

3) We ask that if you have a gift certificate stashed away that they be used by the end of October 2025. After that, they will no longer be valid.

4) We have removed all drop ship items from our website and catalog. This was done out of respect for our vendors. We do not want to cause any additional burden or stress on them, but offering their products at a much lower price than they are selling them at.

This decision has been months in the making, Debbie, and I feel it is the best for us as well as the hobby in general. Between the two of us, we have been in the business for over 55 years collectively. In those years, we have made many friends that we now consider as family. Debbie and I have many fond memories of our children running around the shop, and the journey's we took all over the country in our Model A. This business and the hobby in general has given us way more than we ever expected or deserved. We have been truly blessed by our time in the business. We offer our sincere thanks and gratitude to our customers and friends for the past 50 years of support.

Jeff Kichline
Bratton's Antique Auto Parts

BRATTON'S ANTIQUE AUTO PARTS Page 54
9410 WATKINS RD. GAITHERSBURG, MD 20882 PHONE: 800-255-1929

<p>GENERATOR TERMINAL POST COMPONENTS - Oct. 28 181 April 20 (not removed) post is located near the pulley and April 20.31 the post is removed the rear of the gen. A 2025-C Term Post Stud A 10106 Floor Washer A 10104-D Term Washer 3 A 22125-B Floor Washer A 22450 Lockwasher A 21520 10/32x1.2 A 10104-A 29-31 3.00set</p>	<p>GENERATOR POWER HOUSE END COVER with base. Set stamped steel. Cad. plating was used thru early '25, then painted black. This cover was discontinued in July '29. Steel Cast. Used A 10128-A Early 28 19.80set Paint Steel A 10128-B 29-29 16.50set</p>	<p>GENERATOR PULLEY BOLT AND LOCKWASHER - The generator pulley washer was changed in April 1930. Therefore, Oct. 1928 to April 1930 used 1/4-28 x 7/16 bolt and a 7/8" tapered pulley. In April 1930 kit end the pulley washer was changed to 1/2" and used a 5/16-24 x 1/2 tapered bolt the pulley in place. See page 448 of Service Bulletin. A 10143-A 29-30 60set A 10143-B 30-31 70set</p>
<p>GENERATOR TERMINAL WATS - Two 10/32 hex nuts with the original 7/16" width and one 1/4" (base nuts used 1928-30. Copper nuts used 1931). A 10104-B 29-30 .95set A 10104-C 1931 1.00set</p>	<p>GENERATOR REAR END PLATE ASSEMBLY - Stamped steel plate includes bearing race, 2 "brush holder, studs and all hole cover. All holes drilled and tapped. Used Oct. 1928 to April 1930 with the ball bearing plate and plate USA made from Ford base parts. Excludes only. A 10128-AB 29-30 13.75set</p>	<p>GENERATOR COMMUTATOR END PLATE WICK AND SPRING - Used April '30 kit end. A 10145 30-31 1.25set</p>
<p>GENERATOR TERMINAL POST COMPONENTS - Using a metal terminal bushing and washer with copper plate. Check specs. results in 10 10104-A A 10104-B 29-31 1.00set</p>	<p>GENERATOR PULLEY With cast pulley Oct 1928 kit April 1930 with 7/8" tapered pulley A 10128-A 29-31 18.50set April 1930 kit end with 1/2" tapered pulley. A 10128-B 30-31 13.50set</p>	<p>GENERATOR END BUSHING PLUG - Steel cap on end plate at commutator end. Used April '30 kit end. A 10148 30-31 60set</p>
<p>GENERATOR BRUSH TO GROUND LEAD WIRE with insulator on each end. A 10108 29-31 1.25set</p>	<p>GENERATOR PIVOT BOLT AND NUT SET - Includes 1/2" x 2 3/4" bolts and nuts. Should be painted black. Stainless set for original truck head, not marked. Set. A 10151-B Stainless 3.50set</p>	<p>GENERATOR TENSION BRACE WITH BOLT - holds the generator right against the fan belt. A 10152 29-32 9.75set</p>
<p>BEARING RETAINER COMPONENTS A 10113 Retainer A 22453 Retainer Pin A 10114 Retainer Washer A 10089 Retainer Ring 2 A 10087 Bearing Spacer A 10113 29-31 3.50set</p>	<p>ALTERNATOR PULLEY This new special pulley gives 20% faster RPM's than the previous one on the market. This allows the charging rate of the alternator to keep up a newer engine RPM. Includes special nut. See note on alternator under A 10051A. A 10130-A 28-30 12.90set</p>	<p>POWER HOUSE GEN BRACKET - GASKET - Used 1928 to July 1929. A 10154-B 29-29 40set</p>
<p>GENERATOR END TO END BOLT - The 1/4-20 x 6" long bolt that holds the ends together, includes LW and nut. Order 2 sets per generator. This nut sits on the pulley and lockwasher under head of bolt. A 10120 29-31 1.25set</p>	<p>GENERATOR COMMUTATOR END PLATE COIL WITH CAP A 10141 30-32 35set</p>	<p>POWER HOUSE GEN SUPPORT BRACKET GASKET - Used 1928 to July 1929. A 10155-B 29-29 40set</p>
<p>GENERATOR REAR END PLATE BUSHING - Installed in April 1930 kit end. 1/2" dia. O.D. .752. Length .965. Replaces earlier style. (A 10089) bearing. Made from powdered 90% copper, 10% tin. Oil soaked for good wear. A 10128 30-32 .95set</p>	<p>GENERATOR COYER BANG with studs and bearing. Fits into the shroud. A 10142-A 29-31 2.80set</p>	<p>GENERATOR FIELD COILS - new U.S. coils. Made of 100% copper wire. Automatically fabric wrapped for good insulation. A 10175-A 6-Volt 19.15set A 10175-B 12-Volt 19.85set</p>
	<p>GENERATOR BANG AND COOLER - Same base set but no top bracket. A 10143-B 29-32 17.75set</p>	
	<p>SCREW AND SQUARE NUT for generator band. 10/32 x 1 1/4 inches. A 10142-K 29-32 30set</p>	

Back in Time – UPS

By Jeff Niven

One day, while I was working on the loading dock of our company in California, a Fed Ex delivery person sauntered in to deliver a package. I asked him why he walked slowly, while the UPS guys “ran”. His truthful answer startled me, but it made perfect sense.

“We get paid by the hour, but UPS guys get paid by the number of parcels they deliver,” he explained, before walking more quickly back to his truck.

Here is what I recently learned about UPS on Wikipedia:

United Parcel Service, Inc. (UPS) is an American multinational shipping & receiving and supply chain management company founded in 1907 by James E. Casey and Claude Ryan, capitalized with \$100 in debt. Originally known as the **American Messenger Company** specializing in telegraphs, UPS has expanded to become a *Fortune* 500 company and one of the world's largest shipping couriers. Most deliveries in the beginning were made on foot and bicycles were used for longer trips. In 1913, the company acquired a Model T Ford as its first delivery vehicle. Later they acquired more Model T's and then Model A's. UPS today is primarily known for its ground shipping services as well as the UPS Store, a retail chain which assists UPS shipments and provides tools for small businesses. UPS offers air shipping on an overnight or two-day basis and delivers to post office boxes through UPS Mail Innovations and UPS SurePost.



1931 UPS Delivery Truck

UPS is the largest courier company in the world by revenue, with annual revenues around US\$85 billion in 2020, ahead of competitors DHL and FedEx. UPS's main international hub, UPS Worldport in Louisville, Kentucky, is the fifth busiest airport in the world by cargo traffic based on preliminary statistics from ACI, and the third busiest in the U.S. The company is one of the largest private employers in the United States. As of 2023, UPS is third in U.S. parcel volumes shipped since 2015, trailing the United States Postal Service and Amazon.

Report on Jamestown Car Show

13 September 2025

We had a good turnout for the Jamestown Car Show on Saturday. The weather was cloudy, which kept the temperatures down, but towards the end of the evening, we got a little bit of rain.

We had 7 cars and 11 club members in attendance and showed our cars to hundreds of interested spectators of all ages. There was also a BBQ with hotdogs and hamburgers with all the fixings. In memory of the late Gail Halvorsen (The Candy Bomber) a helicopter flew overhead and dropped small parachutes with candy for the kids. Later, there was a raffle with lots of interesting gifts. Bill Thompson won Best of Show for his car. Congratulations, Bill! Thanks to everyone who participated!



Lehi History Tour



October 11, 2024

Leaving at 9:00 a.m.
Saratoga Springs Smith's
(Redwood Rd at Pioneer Crossing)

Bring a picnic lunch
\$3 for each participant
Folding chairs

Learn All About
Lehi
Cedar Fort
Fairfield
Camp Floyd
Eagle Mountain

Stuck in the Mud – A common hazard during early 20th Century Motoring





US Interstate Highway System

What Do the Numbers Mean?

By Jeff Niven

During the presidency of Dwight D. Eisenhower, the United States passed the Federal-Aid Highway Act of 1956, also known as the National Interstate and Defense Highways Act, which established and funded the Interstate Highway System in the U.S., authorizing the construction of 41,000 miles of high-speed, limited-access roads. Signed by President Dwight D. Eisenhower, the act created the Highway Trust Fund, which used taxes on fuel and other vehicle products to cover 90% of the system's costs. The act was inspired by Eisenhower's WWII experience with Germany's Autobahn and served as a monumental public works project, profoundly changing American commerce, travel, and infrastructure. (Wikipedia)



Until recently, I never gave much thought to how the highways were numbered and what those numbers meant. Here is what I learned. With rare exceptions, the system uses two-digit



numbers that end in “0” where even numbers are used for highways that run east and west, and odd numbers that end in “5” for highways that run north and south. In most cases the numbers increase from west to east and from south to north, as you can see from the illustration on the left. The numbers 50 and 60 were not used as there were already federal highways with those numbers and they did not wish to create confusion. (Note: In the diagram, they failed to label Highway 65, which runs from Mobile, Alabama to Gary, Indiana.) The exception, mentioned above, is Highway 5 in California which only has a single-digit designation, but you might assume they could have added a zero in front of the 5 to create a two-digit number.

For auxiliary highways that branch off of an Interstate Highway, the system uses three-digit numbers with an odd or even number preceding the number of the parent highway from which the auxiliary highway originates. For example, Highway 495, indicates an auxiliary highway branching off of Interstate Highway 95. Furthermore, if the leading digit is even it indicates that the branch will loop back and reconnect with the parent highway. If the leading digit for an auxiliary highway is an odd number it signifies that the road is a “spur” and will not reconnect. A good example of this is Highway 215 in Salt Lake City, which is a branch off of Highway 15 and connects with its parent highway at both ends. Happy Motoring



Letters to the Editor

Dear Editor,

First of all, thank you for your club’s most outstanding newsletter; The Motometer. I can hardly wait for each monthly edition. I especially enjoy the new feature; Gwen’s Thistle Memories.

In the September 2025 edition of the Motometer, from Gwen’s memories of her Grandma’s Kitchen, she recalled her “Grandma bringing crisp hot cracklings from the oven, when a pig had been slaughtered.” Can you please tell me what are “cracklings”. I had never heard the term.

Thank you,

Sincerely,

Hungry from California

Dear Hungry,

Thank you for your kind words about the UVMAC’s Motometer. To answer your specific question, I think this explanation from Wikipedia may provide the best answer.

Cracklings are the solid material that remains after rendering animal fat and skin to produce lard, tallow, or schmaltz, or as the result of roasting meat. It is often eaten as a snack food or made into animal feed. It is also used in cooking.

Cracklings are most commonly made from pork, goose, and chicken, but are also made from other poultry and from beef, lamb and mutton.

In French cuisine, cracklings (grillons, grattons, gratterons, frittons) may be made from pork, goose, duck or turkey. These are salted while hot and eaten as an hors-d’œuvre, especially in the southwest. Duck 'frittons' are said to come originally from Burgundy.

Pig skin made into cracklings are a popular ingredient worldwide: in the British, Central European, Danish, Quebecois (oreilles de crisse), Latin American and Spanish (chicharrones), East Asian, Southeast Asian, Southern United States, and Cajun (grattons) cuisines. They are often eaten as snacks. In Hungary, they are popular as a breakfast or dinner food.



Hope that explanation answers your question.

Sincerely,

Editor

UVMAC Motometer

classic for sale

1930 FORD MODEL A



\$16,900

1930 Classic Ford Model A

- 2-Door Coupe w/Rumble Seat
- Beautiful Condition & Details
- Starts and Runs like a Dream
- White Wall Tires w/Spare
- Exterior: Blue w/Black Accents
- Interior: Beige
- Odometer: 12,562



DAVE: 801-674-4019

Location: Taylorsville, UT



UTAH VALLEY
- Model A Club -

Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

Bent Rod - (trophy for avoidable or self-inflicted Model A mishap)

Crying Towel - (for Model A mishap - unavoidable or caused by others)

Mileage - 500 - 1000 - 1500 - 2500 - 5000 - 10K -

13+ Award - (Driving car 13 consecutive months including to club mtg)

Golden Wrench - (writing newsletter article re. your Model A car work)

Justification/Details/Information, etc. _____



Model A Ford Club of America
Join on line at MAFCA.COM
Membership Benefits:
The Restory Magazine - Technical Support - Local Chapters - National MAFFS - ETC Fashion Swathes - "How to Restore" Series - Judging Standards and Restoration Guidelines

Direct per year fee: U.S. Membership - \$50	Optional Inclusive Package for New Members Only: 3 Back Issues of Restory 3 MAFCA Layer Pin 3 MAFCA Decal 3 Metal Badge
--	---

Canada/Visitor Membership - \$80
International Membership - \$20
Make Checks payable to: Model A Ford Club of America.

New Membership:

Name _____
Spouse's Name _____
Address _____
City _____
State _____ Zip Code _____
Country _____ Telephone _____

Membership is purchased by depositing payment to Local Membership Address: _____

Return this form and Payment to:
MAFCA
250 South Cypress - La Habra, CA 90631-3111



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, Peckham, IL 60458-0028