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. 12 December 2025

Remember…

Be sure to track and record your car's mileage and earn awards.
Join MAFCA and enjoy the benefits, including the Restorer Magazine.
Check out the New Features in the Motometer, especially the car songs.
Previous editions of this newsletter are available on the club's website.
Mark your calendars for the club's Christmas Feast – Planned for December 6
Look for Links and QR Codes in this edition – There are at least 6 of them.

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	

What's Inside This Motometer?

President's Message

From Roger Davis

I want to thank all of you for the help and support you've given to the club over the last two years. I'm so grateful for your prayers and support during my health struggles. I thought through the membership and every one of you has helped the club in some way over the last two years.

I'd especially like to thank the Board Members and all who accepted appointed positions to help make this club a truly great club. And, thanks to you all for contributing something every month to help. As a result, we are driving our cars more, we are helping each other to keep our cars running, we are winning awards at local and national events, we are supporting MAFCA, we hosted the MAFCA National Awards Banquet, and we are recognized for our service to the community. We even got to enjoy dinner with the MAFCA National President.

We've achieved our own club goals with almost 75% of our members belonging to MAFCA, over 90% of our cars are running, we've driven our cars nearly 50,000 collective

miles, we've had over 25% of our members earn our 13+ Award and our Lucky 7 Award. We've had some amazing long tours, insightful tech talks, great newsletter and social media/web content, beautiful photos, and myriad local tours and garage days. We've increased our membership significantly, we are sound financially, we look good sporting our club clothing, and we eat well. (Alas, Greg's cars still aren't running). What more could we hope from our club? May God bless you all for your love, help, and commitment.

Saturday December 6th

12:00 to 2:00

At the Clyde Building 730 N 1500 W Orem

Catered Luncheon

Caesar Salad and Spinach Salad
Fricassee Lemon Chicken
Mashed Potatoes
Homestyle Dinner Rolls
Carrot Cake or Chocolate Cheese Cake
$15 per person

UTAH VALLEY
- Model A Club -

Period Attire Encouraged

Utah Valley Model **A** Club Meeting

20 November 2025

The November 2025 meeting of the Utah Valley Model **A** Club was called to order by the club's Vice-President, Buster Hansen, at 7:07pm on the 20th of November 2025 in the Clyde Company Building in Orem, Utah. Buster mentioned that Roger was not able to attend the meeting as he was out of town.

The first item of club business was an announcement about the club's Christmas Party, which is scheduled for December 6 in the Clyde Company Building. A full-page flyer which describes the party is included on the previous page of this newsletter. Please note the correction for the location. A sign-up sheet was passed around the room, for people to indicate if they will be attending the party, so we can order enough food for those who will be attending. The cost to attendees will be $15 per person, which should be paid to Diane Brimley before the event. The club will pick up any additional cost over the $15 charge paid by members.

Diane Brimley arrived late to the meeting, so we skipped the club's financial report.

Next on the agenda was a report on the recent funeral of our beloved club member, Robert Todd. Additional copies of the printed program from the funeral were distributed by Greg Mack to those who wanted one.

As was requested by the Todd family, club members who were able to attend the funeral followed directly behind the Herse in the procession from the chapel to the cemetery in Orem. We had five Model A's in that procession. A more complete report on Bob's funeral is included in this newsletter.

-ails

Theon Laney was next on the agenda, with club awards. The first awards to be presented were Lucky 7 Award, which was given to Dave Morrell as well as Par and Patsy Palmer, shown below.

Theon reminded the club members that there is still time for those members who are working on their 13+ Award. Theon also announced that there were several mileage awards to hand out, but he is waiting for Clyde to attend, as Clyde is the one who fabricates the award buttons.

Next on the agenda was the presentation of the Bent Rod Awards. Theon asked the club members for nominations for the award but there were none. Maybe next month.

Robert Mack reported that they had just received word that not a single one of the four engine blocks they had sent for evaluation was suitable for refurbishment. One of the members suggested that this sad news was the basis for a "Crying Towel Award" where members get an award for a problem for which they were not responsible.

At this time, Bill Thompson announced that he had purshased a 1929 Tudor for his son, who is currently living in Tennessee. Bill said that the car is in great shape and is painted the original Vagabond Green color. He mentioned that he just needed to clean the carburetor.

Next, Buster announced that we were now going to hold club elections for the officers of the club, including the President, Vice-President, Secretary, and Treasurer. It was to be a secret ballot election, based on previous nominations. The two nominees for President were Howard Eckstein and Clyde Munson. Andy Hudspeth was the only nominee for Vice-President, and Diane Brimley had agreed to continue as the club's Treasurer. In addition, Robert Mack had agreed to continue as the Secretary. The ballots were distributed to all the club members in attendance after which Buster collected them and counted them.

The results were close for the President, position, but Howard was declared the winner. Therefore, the new club officers for the UtahValley Model **A** Club for 2026 are as follows:

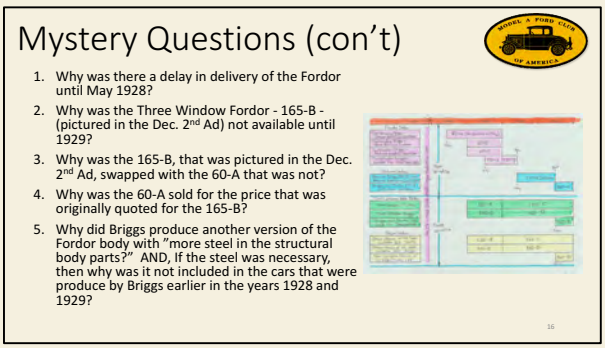
President -	**Howard Eckstein**
Vice- President -	**Andy Hudspeth**
Secretary -	**Robert Mack**
Treasurer -	**Diane Brimley**

Next, the floor was turned over to Howard Eckstein to talk about upcoming club activities, including the club's Christmas Party. Details of the party, as introduced earlier at the start of the meeting, will include a catered meal consisting of Fricassee Lemon Chicken, Caesar and Spinach Salad, Mashed Potatoes, Homestyle Dinner Rolls and for desert there will be Carrot Cake or Chocolate Cheese Cake. The cost to club members will be $15 per person with the club picking up the remainder of the cost. The party will start at 12 Noon on Saturday, December 6, 2025 at the Clyde Company Building which is located at 730 N 1500 W in Orem. (Note: This is a correction from the address on the flyer which has been distributed). Buster added that period attire is encouraged. We hope to see everyone there.

Howard then reminded the club members about the club's official activity for the month of November, which was held the following day, November 21. The activity was a field trip to the Eagle Mountain Waste Water Treatment Plant. The club members were to leave promptly from the Smith's Parking Lot in Saratoga Springs, in order to arrive at the plant at 2:15pm. A complete report of this event is included in this newsletter.

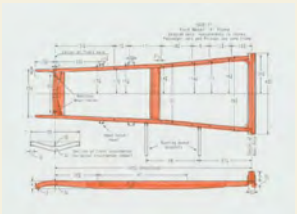
At this point the club members took a short break and enjoyed refreshments that had been provided by Amber and Dave Morrell. Thanks Amber and Dave!

After the refreshments, Jeff Niven gave a presentation which he called "The Great Fordor Mystery". In the presentation, Jeff outlined a number of "Mystery Questions" related to the production of the Fordor Sedan, which he then attempted to answer during the presentation. Basically, the mystery was related to the structural weaknesses of the Fordor's body when it is subjected to twisting forces. This design problem prevented Ford from meeting its early 1928



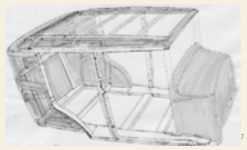
advertised delivery schedule for the Fordor. The source of the problem was the weakness of the Model **A** Ford "Ladder Frame" (left below) as well as the sheet-metal-over-wooden-frame method that was used to construct the Fordor's body (right below).

We know that the Model **A** Ford has a simple Ladder Frame and thus it is not stiff in twist and cannot adequately protect the body from experiencing twisting loads. (Ref. Dec. 2024 Motometer)



The Model **A** Fordor Body is essentially a Rectangular Prism.
- It has six sides, and…
- It is hollow.

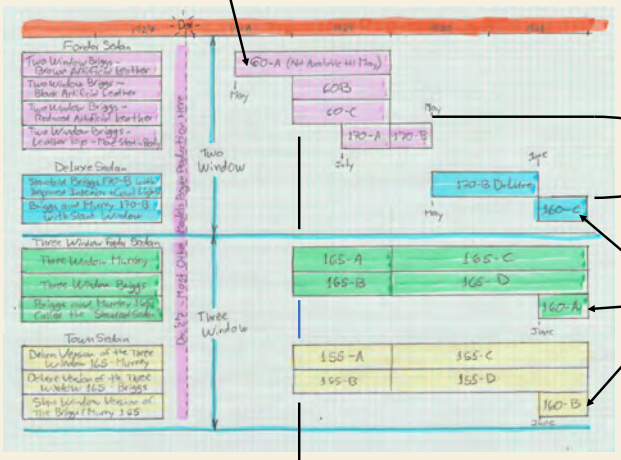
It is primarily constructed of sheet metal attached to an assembled wooden frame.



The problem was eventually resolved using two different solutions: 1) Additional structural steel was added to the body, and 2) Stronger Dovetails were employed between all the doors and their door frames to prevent the doors from moving up and down with respect to the door jams, thus restoring much of the weakness that came from adding additional doors and windows to the closed car's body.

Following Jeff's Tech Talk, the meeting was adjourned at 8:45pm.

I believe this was the first Fordor to use larger Dovetails



I believe the additional structural steel added to the 170-A followed through into the 170-B, 170-B DLX, and finally into the 160-A, 160-B, and 160-C models (ref. reduced Dovetails size in all the 160 models)

I believe that from this point forward, the larger (six screw) Dovetails were used on almost all Fordors

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Clyde Company Returns Historic Building to its Original Home

A bit of history was preserved this past week, when the WWII era building (above) was returned from its current location to its original home in Wendover, Utah. After the end of WWII, this building and a similar building were purchased by WW Clyde and moved to the Clyde Company's yard in Springville, Utah. They have been used at that location for over 75 years. With a new Clyde corporate headquarters planned, Clyde executives wondered what to do with them. Airfield workers from Wendover came to Springville to look at them and determined that they had indeed started their life at the historic airfield in Wendover, and that they would love to have them back, if it was possible. Clyde Company agreed that the best option was to return the two buildings to their original home at the Historic Wendover Airfield.

After carefully preparing the first of the two buildings for the move, it was transported to its new home, in Wendover on Sunday, November 23. The second of the two buildings will be moved along the same route, sometime next month.

Utah Valley Model **A** Club member, Brad Christofferson, who is currently the Director of Special Projects at Clyde Company told KSL News that "They've got a place prepped for it to set down." Brad indicated that the drive to Wendover followed "Highway 89 mostly and then the

back route through Cedar Valley, Fairfield, Stockton, Tooele [and then] here in Grantsville" where it stopped briefly. The building left Springville around 7am, Sunday and arrived in Wendover a little after 3pm. The drive required an escort by the Utah Highway Patrol along the way.

If you click on the link below, you should be able to view the KSL news story that was televised, including several visits with UVMAC club member Brad Christofferson. (As usual, you can skip any ads that appear.)

https://ksltv.com/local-news/historic-building-makes-road-trip-to-wendover/849816/

Report on Water Treatment Tour

21 November 2025

By Jeff Niven

On Friday afternoon, 21 November 2025, at 1:30pm, members of the Utah Valley Model A Club along with friends and guests

gathered at the Smith's parking lot in Saratoga Springs before driving to the Eagle Mountain Waste Water Treatment Plant for a guided tour of their facilities. In total, there would eventually be eight Model **A**'s and one Model **T** Speedster along with at least two modern cars.

Due to traffic, the group got split up on

the way to the plant, but everyone eventually arrived with the exception of the Model **A** Pick-up, which stalled in an intersection and had to be pushed to the side of the road. The engine was quickly restarted but it cut out almost immediately. Howard Eckstein stayed briefly to help try to fix the problem, but it was deemed too much for a side-of-the-road repair so after the

driver called for his wife to come tow him back home, Howard left to rejoin the rest of the group.

Upon arrival at the Sewage Plant, a yellow Model **T** Speedster came speeding up to join the excitement. The driver was a complete stranger, but when he saw our group drive by his house, he jumped in his car to join the fun. While the group waited for everyone to arrive, the Speedster was the center of attention.

Soon after Howard and Gemma arrived and Howard spent some time talking with the driver of the Model **T** Speedster, our Tour Guide arrived and opened the gate to let us into the compound.

We first entered what appeared to be the main control room, where the processes were monitored and data was recorded. Our guide briefly explained the general path that the raw sewage follows after it enters the facility. While not all sewage treatment plants are the same and do not use the exact same equipment, the basic process is the same as shown in the chart below.

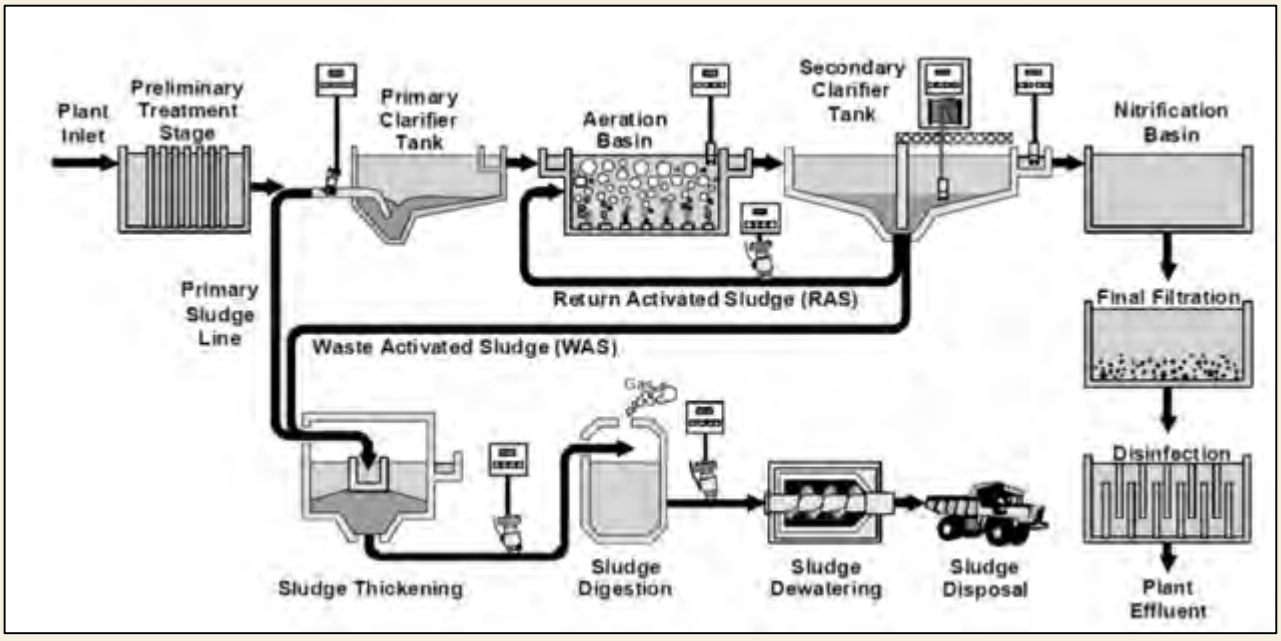
The key functions of any Sewage Treatment Plant (STP) are listed here and illustrated in the flowchart that follows: (Ref. The Unistar Perfect Water Solutions website)

Key Functions of an STP Plant:

1. **Wastewater Collection**: Sewage is collected from various sources through a network of pipes.
2. **Preliminary Treatment**: Large solids and debris are removed through screening and grit removal processes.
3. **Primary Treatment**: Sedimentation tanks allow solids to settle out, forming sludge, while lighter materials like oils are skimmed off.
4. **Secondary Treatment**: Biological processes are used to further degrade organic matter. This often involves aeration tanks where microorganisms consume the waste.
5. **Tertiary Treatment**: Advanced processes, such as filtration or chemical treatment, are used to polish the water and remove remaining impurities.
6. **Sludge Management**: The sludge collected during primary and secondary treatment undergoes further processing, such as digestion or dewatering, for disposal or beneficial reuse.
7. **Effluent Discharge**: The treated water, or effluent, is then discharged into rivers, lakes, or reused for irrigation and other purposes.

On our tour of this plant, we saw most of the functions that are shown on this diagram (below).

One of the most interesting parts of the process is the use of microorganisms to eliminate the solids in the waste. These microorganisms need oxygen and nutrients to live and reproduce, which requires that their environment be carefully monitored and controlled, in Aeration basins



or flow basins as we saw at this plant. In these basins…

"The microorganisms that feed on the organic matter present in the sewage grow and multiply, constituting the biological solids, or biomass. These grow and group together in the form of flocs or biofilms and, in some specific processes, as granules. The biological floc or biofilm and remaining fine solids form a sludge which can be settled and separated." (Ref. Wikipedia)

This particular sewage treatment plant also uses a "Flocculant" which causes solids to clump together such that they sink to the bottom of the container and can more easily be removed. This same method is used in swimming pools so that the particles in the water will sink to the bottom and can then be vacuumed up.

After the entire sewage treatment process is completed, there are basically two products that remain; 1) Solids with nearly all the water removed, which can then be used for fertilizer, and 2) Water that is clean enough to use in agriculture, and if properly disinfected and purified, it is safe to drink.

Motometer Tech Article Index

For those who are interested, the following is an index of the technical articles that have been featured in the Motometer from Oct 2022 to the present edition.

"Stop! Stop! Please Stop"-Model **A** Brakes	Oct 2022
Driving with the Manual Spark Lever	Nov 2022
The Model **A** Heater	Dec 2022
Battery Maintenance	Jan 2023
Tire Inflation Pressure	Jan 2023
Mounting Wheels	Jan 2023
Gasoline Octane Numbers Explained	Mar 2023
Do I Need a Thermostat?	April 2023
Model **A**'s Spoked Wheels Explained	May 2023
Ackermann Steering Linkage Explained	Jun 2023
Oil Viscosity Explained	Aug 2023
IRECO Explosion Relived	Sep 2023
Rolling vs Journal Bearings Explained	Oct 2023
The Universal ("U") Joint	Jan 2024
Model **A** Manifold Heater	Jan 2024
Should I Switch to LED's?	Feb 2024
Electroplating (Chrome, Nickel, etc.)	Mar 2024
The Differential – Why and How?	Apr 2024
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Your Model **A**'s Activity Log Book	May 2024
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Babbitt or Insert Bearings?	May 2024
More on Poured/Cast vs Insert Bearings	Jun 2024
Four-Bar Linkages Explained	Jul 2024
Brake Fade Explained	Sep 2024
Secondary Ignition Failure	Oct 2024
Chrome Plating is King	Oct 2024
Which Gear Oil to Use?	Nov 2024
Ford and the "X" Frame	Dec 2024
History of White Side Wall Tires	Jan 2025
Electric Vehicles vs Gasoline	Feb 2025
"X" Frame Stiffness (Follow up)	Feb 2025
Too Many Fordor Model Numbers?	Apr 2025
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Back Seat Ahooga Horn Installation	Aug 2025
Ford's Automobile Alphabet	Oct 2025
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Why Left and Right-Hand Threads?	Nov 2025
More on Coriolis Acceleration	Dec 2025
Model **A** Ford Sale Prices – Last 5 years	Dec 2025
V-Belt Sizing System Explained	Dec 2025
Wright Brothers First Flight	Dec 2025

Model **A** "Sold Prices"

For Last Five Years – 11/23/2020 to 11/11/2025

Data Complied by Clifford Ray Hughes

I've been collecting "actual Sold Prices" (not listed prices) for ebay Model **A** Fords sold for 5 years. From time to time I update my summaries and share them on this board [Facebook]. Typically, once a year. The main chart shows 572 Model A's sold, and I break that down into 27 categories mostly body types. I don't include any hot rods. For those of you who are interested in actual fresh sold prices, I hope you enjoy this. Cliff

Model A Ford, Ebay, actual sold prices, 5 years data range from Nov. 23, 2020 to Nov 11, 2025 (no hot rods)

572 Model A's sold

Body Style	Average	Minimum	Maximum	Quantity
delux sedan delivery	23,188	35,000	12,650	4
delux panel delivery	20,271	7,775	36,994	4
cabriolet	18,000	7,900	37,500	8
victoria	17,956	5,211	38,995	8
roadster	17,771	5,280	35,995	66
woody	17,637	7,100	26,000	9
A400, 2 door convertible	17,300	n/a	n/a	1
open cab pickup	16,170	4,729	33,529	18
phaeton	15,307	4,900	30,500	21
slant window 4 door sedan (1931 only)	14,442	3,888	24,988	9
business coupe	13,650	8,200	19,000	4
shay-roadster	13,300	11,500	14,500	5
sports coupe	12,837	5,100	23,000	34
closed cab pickup	12,134	4,900	26,995	41
5 window coupe	12,917	1,025	29,500	120
blindback leatherback sedan (4 door)	12,025	7,500	15,900	4
4 door 3 window sedan	11,297	2,550	23,500	48
tudor	10,915	960	47,391	106
4 door 2 window sedan (not leatherback)	10,914	4,750	19,995	18
AA truck (all body styles)	10,458	2,999	20,000	16
speedster	10,348	9,695	11,000	2
huckster	5,350	5,000	5,700	2
doodlebug	4,994	2,900	7,600	8
basket case (2 coupes, 1 fourdoor)	4,544	2,231	6,000	3
flatbed (not AA)	4,117	2,750	7,500	6
body only, (2 coupes, 2 pickup cabs, 1 tudor)	3,270	1,200	6,700	3
chassis only (not AA)	2,553	1,000	6,800	4
				572 total sold in 5 years

It is interesting that of the lowest price and the highest price, both are tudors. (See yellow highlight)

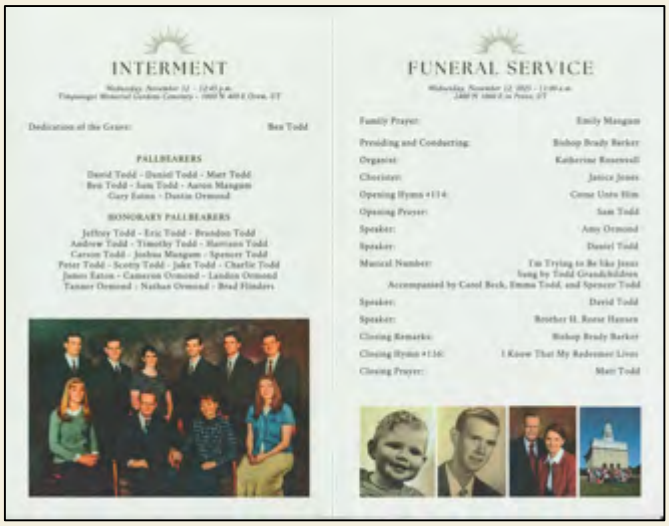
Body styles that are both rare and highly desired seem to obtain a much higher price. (No surprise there.)

Most common body styles in order are: Coupe (120), Tudor (106), roadster (66), 4-door 3-window sedan (48), ccpu (41).

Robert Todd Funeral

12 November 2025

Following the passing of one of our wonderful club members, Robert Todd, Bob's son, Sam, invited the club to participate in his funeral by joining the procession from the chapel to the cemetery with our Model **A**'s. The funeral was held on Wednesday, November 12, in Provo, and was well attended due to his large family (eight children, numerous grandchildren, and a number of great grandchildren) and the large number of people who admired and loved him. There were also a number of BYU faculty in attendance, as Bob was a beloved teacher at BYU as well.



INTERMENT

Dedication of the Grave: Ben Todd

PALLBEARERS

David Todd - Daniel Todd - Matt Todd
Ben Todd - Sam Todd - Aaron Mangum
Gary Eaton - Dustin Ormond

HONORARY PALLBEARERS

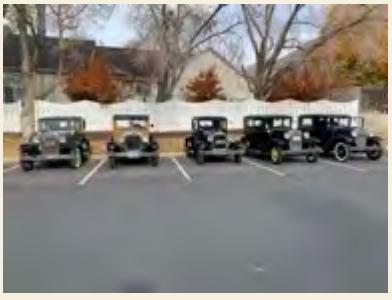
Jeffrey Todd - Eric Todd - Brandon Todd
Andrew Todd - Timothy Todd - Harrison Todd
Carson Todd - Joshua Mangum - Spencer Todd
Peter Todd - Scotty Todd - Jake Todd - Charlie Todd
James Eaton - Cameron Ormond - Landon Ormond
Tanner Ormond - Nathan Ormond - Brad Flinders

FUNERAL SERVICE

Family Prayer: Emily Mangum
Presiding and Conducting: Bishop Brady Barker
Organist: Katherine Rosenvall
Chorister: Janice Jones
Opening Hymn #114: Come Unto Him
Opening Prayer: Sam Todd
Speaker: Amy Ormond
Speaker: Daniel Todd
Musical Number: I'm Trying to Be like Jesus
sung by Todd Grandchildren
Accompanied by Carol Beck, Emma Todd, and Spencer Todd
Speaker: David Todd
Speaker: Brother H. Reese Hansen
Closing Remarks: Bishop Brady Barker
Closing Hymn #116: I Know That My Redeemer Lives
Closing Prayer: Matt Todd

Scan the QR code to read Bob's obituary or to share your memories, stories, and photos of Bob on the memorial page.

Below are some photos that were taken at the funeral and the interment.




BYU

If What You Are Doing Doesn't Work in Thirty Seconds, You're Doing It Wrong

By Howard Eckstein

Inspiration comes in many forms. Sometimes it's a spiritual voice that speaks to your mind when you most need to hear it. Other times it may be the advice of a mentor that leads to a personal epiphany. When you think about it, nearly everything you know you learned from somebody else.

In 1981, I started working on customers' cars as a mobile mechanic. That was back when people owned fairly modern cars that were still fun to work on. I continued in that profession full time for ten years or so; then part time ever since. For the last 12 years, I've worked on antique cars, mostly Model A Fords. What I enjoy most is teaching owners how to work on their cars.

Years ago, I was asked to solve a power steering leak on a 70s era Plymouth Duster where the factory shoe-horned a 360 cubic inch V8 into an engine bay designed for a slant six.

Part of the operation was to remove the steering box so I could replace the seals. It was necessary to drive a pin out from the coupling that secured the steering column to the steering box. Due to the tight space, I had difficulty getting a direct hit on a drift to drive out the pin. I tried different tools I had, but none of them were effective. I struggled with this stupid pin for half an hour with grim determination, but to no avail. Suddenly, I heard a voice in my head that said: **"If what you are doing doesn't work in thirty seconds, you're doing it wrong"**. Since that day, I've held that ethereal advice as a mantra.

Now, when I am faced with a tough situation when working on a Model A, I stop after thirty seconds and try to think of what must be the right way to approach the issue. It usually works.

On many occasions, customers asked me to take short cuts when fixing their cars. It usually involved asking me to use cheaper parts, such as from the internet or a junk yard. This is where I share with them another bit of other-worldly wisdom whispered to me**: "Everything costs the same; whatever you save on the front end, you pay the balance in aggravation"**.

A prime example of this principle can be told in the story of the day I was asked to take care of an engine rod knock on a two-year-old Buick. One of my customers was a used car lot

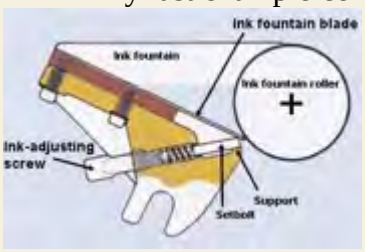
whose business model involved buying cars below book after their leases ended. Those cars were subsequently sent to the auction. I was asked to tune them up so they ran their best to get the highest possible bids.

In the case of this Buick, the leasee had taken the car to one of those insta-lube shops for an oil change. The technician didn't properly install the oil filter, causing all the oil to leak out of the engine while driving, thus causing damage to the crankshaft and connecting rods.

The right way to solve the problem would have been to rebuild or replace the engine. Instead, the car lot owner told me to go across the street to the Buick dealer and get a set of .010-inch undersize bearing shells to tighten up the rods. I did as I was hired to do, though it went against my grain.

Cars were required to be driven across the auction block. Newer cars were sold early in the day. This Buick ran quietly after my "repair". It went across the block just fine and the owner sold the car. Later in the afternoon, when the older and more tired cars were auctioned, that same Buick went through knocking like a cement mixer. The new owner was trying to auction it off and cut his losses.

My last example comes from having overheard a college print shop professor teach a lab student how to correctly adjust the ink levels on his offset press. The ink fountain consists of a steel blade that meters a thin coating of ink onto a hard roller. The ink film is then transferred to the main ink rollers of the press. There are about a dozen thumb screws that adjust the gap between the blade and roller across the length of the blade, about an inch apart. The sheets coming out of the student's press were way over-inked, rendering them unusable.



The professor told the hapless pressman that to adjust the ink levels for the job, one must start in the center of the blade and work to the edges while watching the sheets as they came out of the press. Then the professor said these profound words: **"Had I told you this in the lecture hall yesterday, it would have gone in one ear and out the other. But today, you *need to know*; so now, you'll never forget"**.

The best time to learn is prior to when we need to know. Mentors who think ahead will often warn us of things before we have a common problem. If the mentor has left the scene prior to our sudden need to know, we struggle to try to remember what we were told to do.

The best way to teach is to lead your student into a situation where he or she needs to know. This does not require surreptitious sabotage on your part. Mother Nature has a way of presenting obstacles on her own. Keep your student engaged and don't let him or her go more than thirty seconds of doing it wrong before you show them the solution.

Model **A** Fan Belt Size

By Jeff Niven

The other day, after buying and installing a new Alternator on my 1930 Tudor, I started hearing strange noises, which seemed to be coming from the new Alternator. I asked Howard to take a listen and he suggested I consider replacing the V-Belt, especially if the current one was old and "glazed" over. Glazing is when the surface of the belt becomes shiny and smooth due to heat, friction, and time. When this happens, it can slip and even make intermittent sounds as it runs around the pulleys.

I removed the old V-Belt and took it to several Auto Parts stores around town. Every single one of them did not look at the old belt, but simply asked me for the year and model of the car that it came from and looked it up on their computer. When I told them a 1930 Model **A** Ford, they simply told me they didn't carry belts for cars that were that old. When I tried to get them to compare the old belt to their stock of V-Belts in the back room, they stubbornly repeated what they had just told me.

Finally, I found a place that had a part number for a Model **A** Ford in their computer, but they would need to order it because it was not in stock at their store. I went ahead and ordered it and it came the next day. I paid for it and took it home. Because the new Alternator was larger in diameter than my old one (it hit the engine block), the new belt was way too short even with the Alternator moved to accept the smallest belt size.

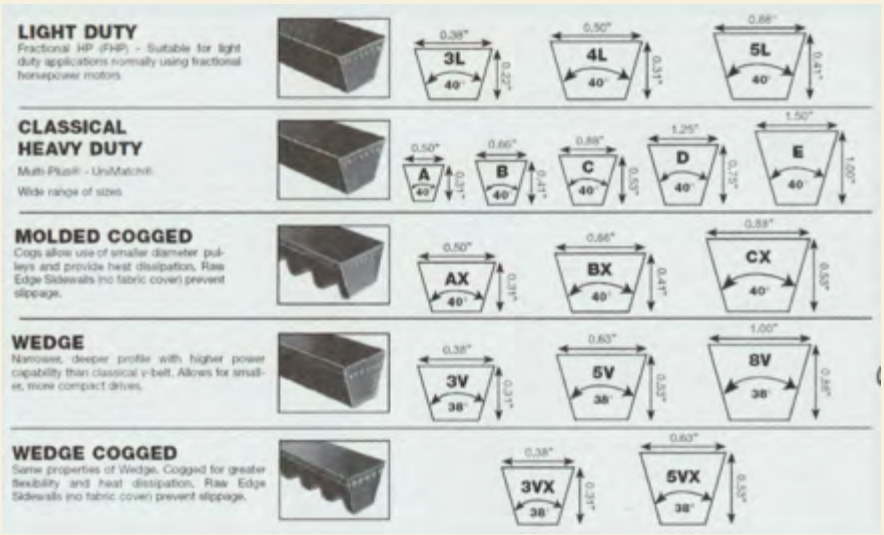
By this time, I was quite frustrated. I had worked with engines and motors and V-Belts since I was a little boy, before they had computers, and I was always able to find what I needed, by simply comparing the old belt to their stock of new belts that were hanging on the wall. So, I took the old belt and the new belt, that I had just bought, back to the auto parts store and found another salesman, who was not glued to his chair in front of the computer screen. He was much younger, and seemed more willing to listen to my suggestions. I told him I had measured the length of the outside of the belt and it was 45 inches. I had used a cloth measuring tape from my wife's sewing drawer. I also described to him an old belt measuring tool that they always had at gas stations and hardware stores, hanging on the wall with the V-Belt stock. It looked something like this one (right). I even drew him a picture. His eyes lit up.

"We have one of those!" he exclaimed, "But it is not old like that one." He ran to the back room and returned with exactly what I had described, except that this tool was brand new, made from metal, and painted with their store logo on the top. Just like my old wood version, this one had several different scales depending on the widths and thicknesses of the V-Belt to be measured. Together we figured out how to use it by measuring my old belt and several new belts of similar

lengths and widths. They did not have one in their stock that was the same size as my old one, but they did have belts that were either ½ inch too short or ½ inch too long. I bought the next size larger. I returned the belt that I had paid for earlier and he even gave me a refund, as the other guy had over-charged me.

I took the belt home and installed it within a few minutes. I started up the car and was very pleased that the noise was gone, but also because my horn and lights now worked at engine idle, and even at the same time. Not only that, but the new alternator fully and correctly charged my battery so that I can honk my Ahooga Horn with the engine turned off, which I had never been able to do previously.

During this experience, I also learned a lot about V-Belt sizes and how they are measured and sized. I refer you first to an excellent article about the V Belt, written by Howard Eckstein, that was published in May of this year in the Motometer.



In summary, there are two parameters that are important in belt sizes; 1) The cross-sectional area and shape/profile, and 2) the length of the belt. The chart here shows five belt cross-sections that are available. The Classical Heavy Duty profile is recommended for the Model **A**, over the Light Duty, based on the power limitations of the latter. The Molded Cogged style can also be used, but it does not look "Authentic" and it costs more. The width of the pulleys in the Model A dictates that the B or BX width be used.

The Wedge and Wedge Cogged profiles cannot be used on the Model **A,** as the angle of the V in the pulley allows them to fit too low in the pulley and even to "bottom out".

To determine the length, a flexible or cloth tape measure can be used to measure the lengths of the old belt (if it is available) against a new belt, or you can use the belt measuring tool that your auto parts store has hanging somewhere in the back room. The required length for a Model **A** V-Belt will depend on the diameter of the generator or alternator, the range of adjustment, and the diameter of the pulleys, (especially if you are changing to a smaller pulley size on your alternator or generator.

A word of caution is in order here. If you rely on vendor part numbers, be careful, as you may struggle as I did. Vendors are free to create their own part numbers which often mean little compared to what you need. You may end up making several trips or on-line orders before you get what you want.

Back in Time

"The Twinkie Challenge"

By Jeff Niven

About 50 years ago, I accepted a challenge from a friend of mine. He had asked me if I liked Hostess Twinkies, and of course, I enthusiastically replied "Yes". Then he continued.

"How many could you eat in an hour?" he asked me with a straight face. "How about 10 packages of 2 each? That's 20 Twinkies."

My mouth began to water at just the thought of the golden sponge cake and the delicious creamy filling. "Of course," I replied confidently.

Then he gave me the following challenge. "How about I go and buy 10 packages of Twinkies, and you show me that you can eat them all. If you are not able to do it, then you have to pay me for the 10 packages, and I get the ones you don't eat?"

The idea of getting my friend to buy me 20 Hostess Twinkies, seemed like a dream come true. "Let's do it!" I responded excitedly.

The next day my friend showed up at my house with a small paper bag, with 10 packages of Hostess Twinkies inside. As I laid the 10 small packages out on my kitchen table, the task seemed even easier. My friend said he would open them individually as I ate them. He set the clock and said "Go".

The first bite of the delicious cake and sweet filling was wonderful. "This will be like taking money from a baby," I thought to myself. I nearly ate the first and second Twinkies in one bite, each. After 30 minutes, I had consumed half of the Twinkies on the table. "Right on schedule," I thought to myself.

The next 5 Twinkies did not go down as fast, and I was starting to wonder, why my friend had such a big smile on his face. By now I had eaten 15 Twinkies (7-1/2 packages) and there were only 5 Twinkies left on the table. My friend calmly handed me Twinkie number 16.

I managed to slowly eat this Twinkie. Each bite seemed difficult now and even chewing was a burden, but the act of swallowing was no longer automatic. I had to think carefully about how to swallow each bite, and I now knew I was in trouble.

Twinkie number 17 no longer tasted sweet and chewing it was painful, but as I tried to swallow the last bite, I realized that it was not going down my throat. It seemed to be stuck about halfway down, trying to decide if there was room for it in my stomach. I knew I could not eat another one, and I admitted defeat.

(continued on next page)

My smiling friend handed me the receipt for the 20 Twinkies and wrapped up the last 3 of them in a bag, to eat later at his leisure.

Before he left the house, he told me that he had never seen anyone eat more than 19 in an hour but that the world's record was much, much more than that.

Editor's Note: The current world record, held by a "Professional Eater" is 121 Twinkies in 6 minutes, set on, October 26, 2013 by Joey Chestnut. Prior to Joey's record, the previous champion was Matthew Stonie, with a record of 120. If I had only known.

There is a reason that I related this story about the Hostess Twinkie, for the "Back in Time" article in this Motometer. It is because I recently learned that the Twinkie was invented on April 6, **1930**, by a Canadian born baker named James Alexander Dewar, who worked for the Continental Baking Company in Schiller Park, Illinois. I suspect that both Henry and Edsel Ford enjoyed Twinkies, as Twinkies were introduced during the days of the Model **A** Ford.

The original Twinkie was originally filled with banana cream, but during WWII, when bananas were being rationed, James switched to vanilla cream. The Twinkie has also been filled with many other fillings besides banana and vanilla cream, including chocolate cream and strawberry cream.

What interested me most of all as I was researching the Twinkie, was that a favorite variation of the common Twinkie, is the Deep-Fried Twinkie, which was introduced to the public in 2002 by New York restaurant owner named Clint Mullen. Apparently, when the Twinkie hits the hot oil, the creamy white vegetable shortening filling turns into a liquid which soaks into the sponge cake, filling the entire cake with the sweet vanilla flavor. I had never heard about this before, or the fact that Walmart soon began selling frozen versions of the Deep-Fried Twinkie in their stores throughout the United States.

I plan to try some of these soon, as they sound delicious, and you already know that I love to eat Twinkies.

2025 MAFCA National Awards Banquet

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

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Seminars

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- 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

Gwen's Thistle Memories

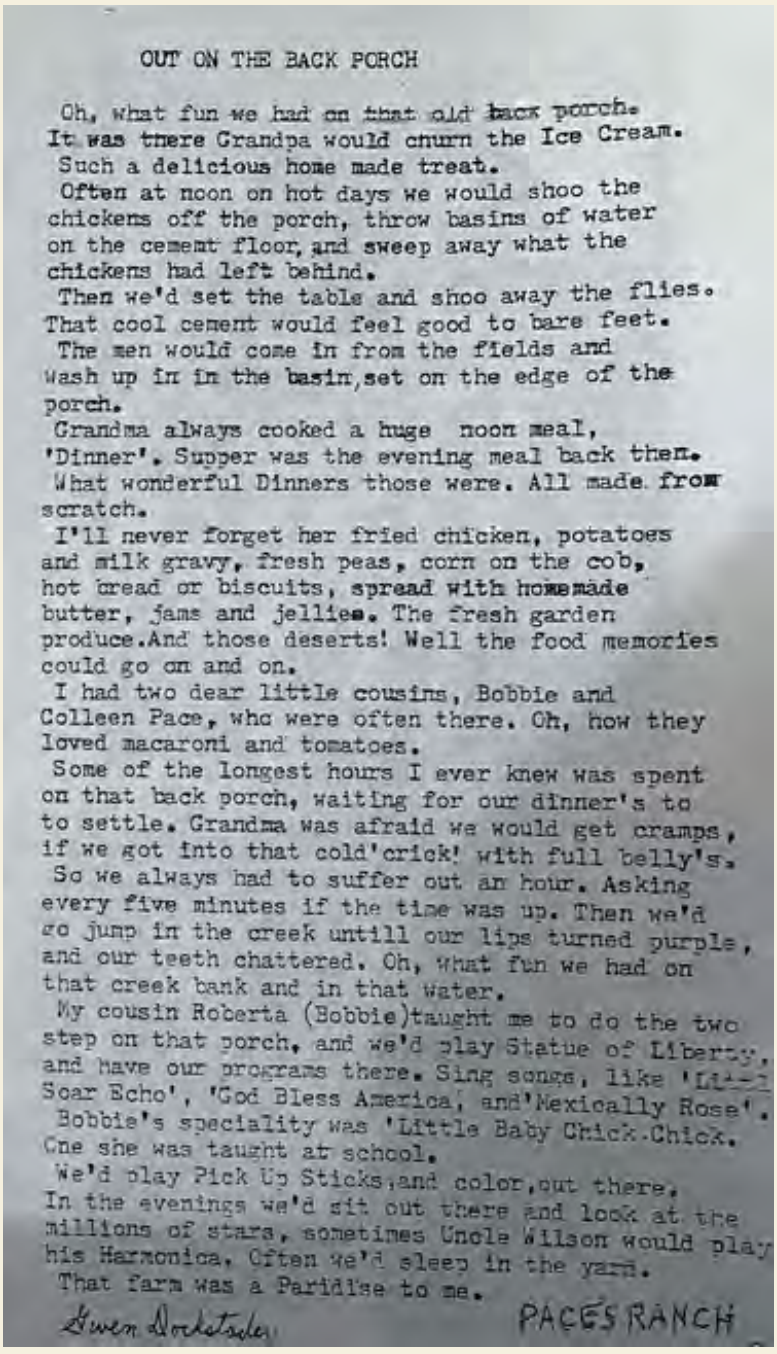
From the Scrapbook of the late Gwen Gerber Dockstader
1932 – 2022

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



OUT ON THE BACK PORCH

Oh, what fun we had on that old back porch.
It was there Grandpa would churn the Ice Cream.
Such a delicious home made treat.
Often at noon on hot days we would shoo the chickens off the porch, throw basins of water on the cement floor, and sweep away what the chickens had left behind.
Then we'd set the table and shoo away the flies.
That cool cement would feel good to bare feet.
The men would come in from the fields and wash up in in the basin, set on the edge of the porch.
Grandma always cooked a huge noon meal, 'Dinner'. Supper was the evening meal back then.
What wonderful Dinners those were. All made from scratch.
I'll never forget her fried chicken, potatoes and milk gravy, fresh peas, corn on the cob, hot bread or biscuits, spread with homemade butter, jams and jellies. The fresh garden produce. And those deserts! Well the food memories could go on and on.
I had two dear little cousins, Bobbie and Colleen Pace, who were often there. Oh, how they loved macaroni and tomatoes.
Some of the longest hours I ever knew was spent on that back porch, waiting for our dinner's to to settle. Grandma was afraid we would get cramps, if we got into that cold'crick! with full belly's.
So we always had to suffer out an hour. Asking every five minutes if the time was up. Then we'd go jump in the creek untill our lips turned purple, and our teeth chattered. Oh, what fun we had on that creek bank and in that water.
My cousin Roberta (Bobbie)taught me to do the two step on that porch, and we'd play Statue of Liberty, and have our programs there. Sing songs, like 'Echo Soar Echo', 'God Bless America, and'Mexically Rose'.
Bobbie's speciality was 'Little Baby Chick Chick. One she was taught at school.
We'd play Pick Up Sticks, and color, out there.
In the evenings we'd sit out there and look at the millions of stars, sometimes Uncle Wilson would play his Harmonica. Often we'd sleep in the yard.
That farm was a Paridise to me.
Gwen Dockstader
PACES RANCH

Gwen's Thistle Memories (con't)

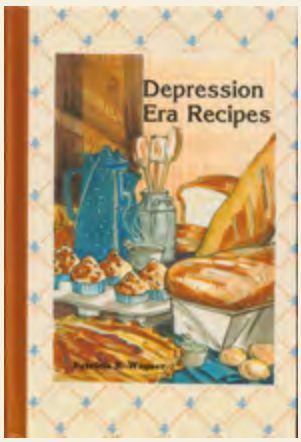
Recipe of the Month

Old-Fashioned Corn Pone

"Depression Era Recipes" by Patricia R. Wagner (1989)

Introduction by Jeff Niven

I lived for a short time in West Virginia in the early 1970's and was invited to dinner on numerous occasions by people who were quite poor. Many of them lived in "hollers" like the one shown in the photo below. One of the most common meals eaten with these generous families on those happy occasions was Corn Pone (or Cornbread) and Butterbeans. I recently found a recipe for Corn Pone in the recipe book shown here. I tested it out the other day, just as it is written, and while it is a bit more elaborate than the recipes in those poor West Virginia homes, it reminds me of those wonderful times, and happy families. My wife and I both loved it. It is simple and easy. You can bake it in a baking dish, as I did, or you can shape the mixture into small patties and fry them in a skillet of bacon grease or butter. Don't let them cool, but eat them while they are hot, with butter and honey. Below is a link to a song from the deep South about how eating Corn Pone right out of the oven can drive away gloom and fill you with gladness, like "de 'lectric light o' Heaven". It was written by Paul Laurence Dunbar in 1896. Enjoy the song and the recipe.



https://www.youtube.com/watch?v=wm8o3qMVqBU

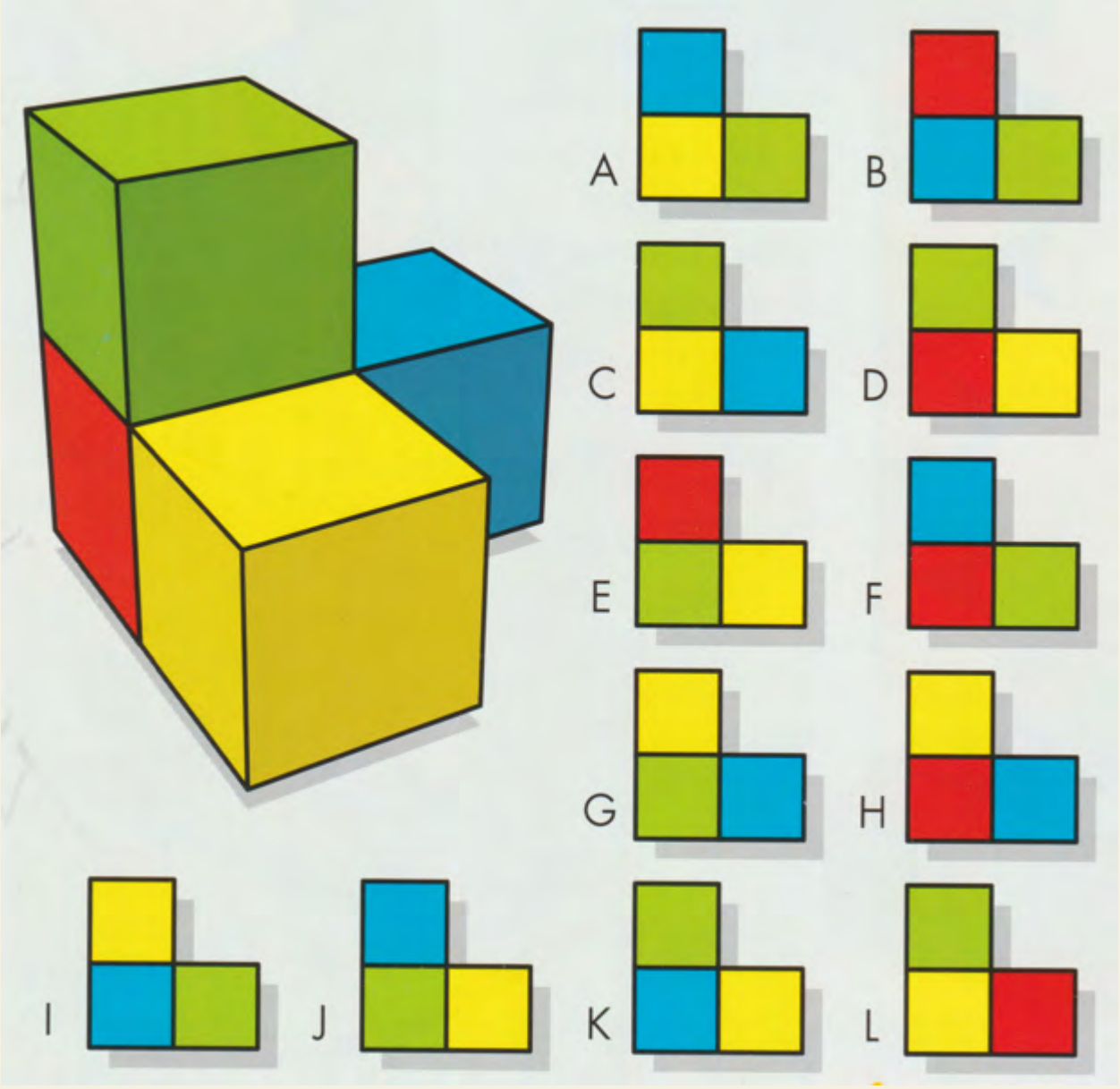
Ingredients:
½ cup shortening
1½ cup sugar
2 eggs
2 teaspoons of baking powder
1 cup of corn meal
milk (to achieve the correct consistency for baking dish or patties)

Instructions:
1 – Cream shortening and sugar together in a bowl until smooth
2 – Beat in eggs
3 – Stir in baking powder, corn meal and enough milk to shape in pan or into patties
4 – Bake in baking dish at 300 degrees for 45 to 60 minutes or fry small patties in bacon grease (best) or butter until brown on both sides.

Have Some Fun

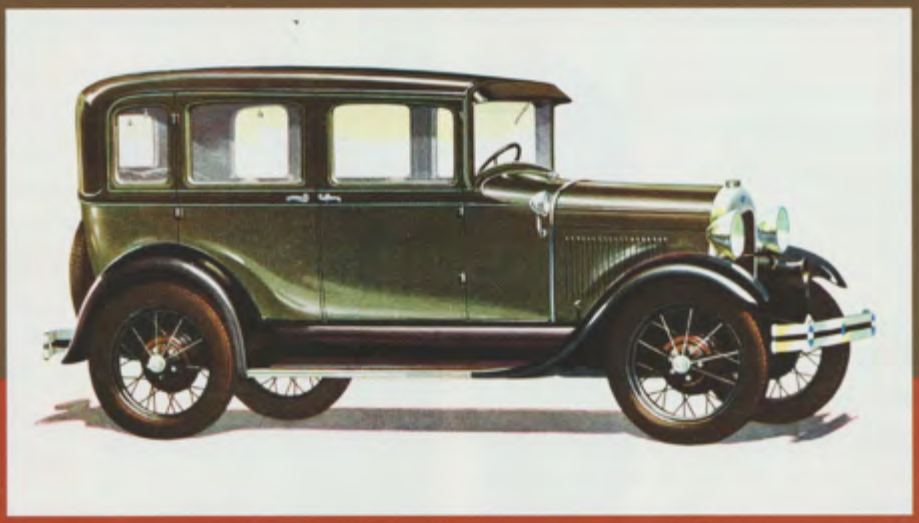
From "The Big, Big, Big Book of Brain Teasers"
By The Grabarechuck Family, 2011

The 3-D shape consists of four colored cubes: yellow, red, green, and blue. Twelve 2-D views of the shape (A-L) are provided below. Which of them are correct and which are not? The solution is on page 44 of this newsletter.



Model **A** Ford – Model of the Month

TOWN SEDAN



	TOTAL	1929	1930	1931
Ford Body Style		155-A 155-B	155-C 155-D	155-C 155-D 160-B
Weight (pounds)		2,475	2,475	2,475
Price (FOB Detroit)		$695	$670	$630
Units Produced (U.S.)	245,374	84,970	104,935	55,469
Number of U.S. Ads				
Primary Formats	13	4	4	5
Ad Variations	37	5	14	18
Magazine Insertions	119	18	58	43

Beginning in 1929, the basic Model A Three-Window Fordor Sedan was also available in a deluxe model, known as the Model A Town Sedan. The Town Sedan differed from the (standard) Three-Window Fordor Sedan in having deluxe interior trim, cowl lights and a different paint stripe scheme. Two manufacturers produced Town Sedan bodies in 1929 – Murray (155-A) and Briggs (155-B). The same manufacturers also produced the 1930 and 1931 Town Sedan bodies – Murray (155-C) and Briggs (155-D). Beginning in mid-1931, the Model A Town Sedan was also available as a slant-windshield model (160-B).

Out and About

With Brian and Sharon Lindenlaub

Brian and Sharon Lindenlaub are currently serving a mission for the Church of Jesus Christ of Latter-day Saints in the Tampa, Florida area. Brian recently reported that they have been working in the mission office in Tampa for almost 9 months.

Brian is working as the Vehicle Coordinator and as such, he spends 50 to 60 hours per week managing the mission's fleet of 93 cars, trucks, and vans.

As with all church missionaries, they have one day each week (called Preparation Day) to take care of personal things including shopping for food, and doing laundry. On this day they said that they occasionally go to the beach (see photo below, left)) but recently went to the Hillsborough County Fair (see photo below, right). They said that the weather was perfect – sunny and about 75 degrees.

They saw livestock, arts and craft displays and watched several shows. "And of course," Brian said, "We sampled the yummy food, including corn dogs, smash burgers, funnel cakes, and kettle corn." "But…," Brian added, "Apparently, they don't have Navajo Tacos out here, because I looked."

Brian has also been looking to see Model **A**'s in the area, but has only seen one since they arrived. He thinks it was a 1928 or 1929 Tudor but was not able to get a close look as he was stuck in a traffic light and couldn't get close enough to get a good look.

Brian said, "I miss you all and look forward to getting some "A" time with you when we return home in August 1926."

Keep up the good work, Brian and Sharon. We miss you!

- 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 "The Little Nash Rambler" released in 1958 by the Playmates. Click on the link below to enjoy this wonderful recording about this speedy little Nash Rambler that kept honking its horn (BEEP-BEEP) behind the Cadillac. 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://www.youtube.com/watch?v=enqNl7tdLR4

Lyrics to
The Little Nash Rambler

Song Written by Carl Cicchetti and Donald Claps

While riding in my Cadillac
What to my surprise
A little Nash Rambler was following me
About one third my size
The guy must've wanted to pass me up
As he kept on tooting his horn
I'll show him that a Cadillac is not a car to scorn.

Chorus:
Beep, beep, beep, beep
His horn went beep, beep, beep

I pushed my foot down to the floor
To give the guy the shake
But the little Nash Rambler stayed right behind
He still had on his brake
He must have thought his car had more guts
As he kept on tooting his horn
I'll show him that a Cadillac is not a car to scorn

Chorus:

My car went into passing gear
And we took off with gust
Soon we were doing 90
Must've left him in the dust
When I peeked in the mirror of my car
I couldn't believe my eyes
The little Nash Rambler was right behind
I think that guy could fly.

Chorus:

Now, we're doing a hundred and ten
This certainly was a race
For a Rambler to pass, a Caddy
Would be a big disgrace
The guy must've wanted to pass me up
As he kept on tooting his horn
I'll show him that a Cadillac is not a car to scorn

Chorus:

Now, we're doing a hundred and twenty
As fast as I could go
The Rambler pulled alongside of me
As if we were going slow
The fellow rolled down his window
And yelled for me to hear
"Hey, Buddy, how can I get this car
Out of second gear!"

Period Fashion

Taken from MAFCA Restorer Magazine – 5-2013

Collars, Cuffs, Sleeves and Belts

By Lois Przywitowski

The season is changing, and once again last year's wardrobe is in good condition but could be improved by an update. So, as a fashionable, but budget minded woman of the Model A era, what can you do? As always, the fashion industry has a solution for you, it's not a new idea, but it still works wonders with your wardrobe. You can purchase, or make, new collars, cuffs, sleeves, or belts for that perfect update.

The collar and cuff set on the left side of this picture is said to be "the most desirable style of the season." It is made of white linen, trimmed with lace and sells for 49 cents.

The second collar and cuff set is made of semi stiff white cotton with lace edging. This lovely collar sells for 39 cents.

The Charles William Stores, Inc., Fall and Winter, 1928-29

This belt, collar, and cuff set, shown in the April 1929 issue of *Woman's World* is featured as one of "the newest ideas for accessories which are easily and quickly made." The entire set, with its subtle simplicity, is made from felt.

Woman's World, April 1929

In the June 1930 *McCall Style News,* it was noted that "the mode has definitely gone feminine, these softening and flattering accessories play a very important part in the chic ensemble."

The collar pattern shown here was available in small, medium and large sizes. The recommended fabrics were chiffon, pique or lingerie lawn. They were sure to add femininity and grace to the right frock with their flowing lines.

McCall Style News, June 1930

This sleeve pattern came in 6 sizes. Note the short puff sleeve in the upper left corner. The pattern description notes that "with the advent of the short sleeve many a frock may be remodeled attractively and made to serve another season."

McCall Style News, June 1930

This smart collar and cuff pattern came in one size. The recommended fabrics were organdie, flat crepe or satin; some with hand embroidery, others had picoted edges or were finely pleated.

The pattern included blue transfers and sold for 35 cents.

McCall Style News, June 1930

Rider Education Class

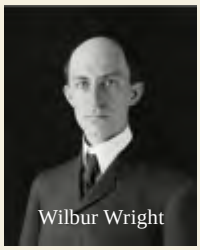
In the early part of the 20th Century, this class in Brooklyn High School, taught the students the proper way to safely get aboard a moving trolley car. The training cart is pushed along by students at the back of the wheeled machine, while other students learn the correct way to grab the railing and the proper placement of the outside leg on the running board.

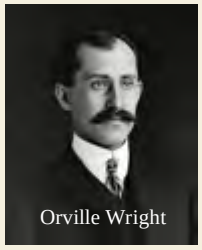
At the time, it was stated categorically that this mode of transportation was "the best form of local transportation ever devised by the hand of man."

Wilbur and Orville Wright's

First Flight – 122 Years Ago

By Jeff Niven


Wilbur Wright


Orville Wright

On a cold Winter morning on the Outer Banks of North Carolina in 1903, two young men from Dayton, Ohio, prepared to fly an airplane that they had designed and built to carry a man. They were Wilbur and Orville Wright, two bicycle mechanics who had spent the previous three years preparing for this very day. The wind was howling and it was very cold, with frozen puddles of ice scattered on the sand from the rain that had fallen the previous night. They asked the nearby life-saving crew to come help move the airplane from its tiny hanger to the launch rail that they had set up earlier. By previous arrangements, Orville was to pilot this flight and Wilbur would run next to the wing tip steadying the plane as it began to roll down the track.

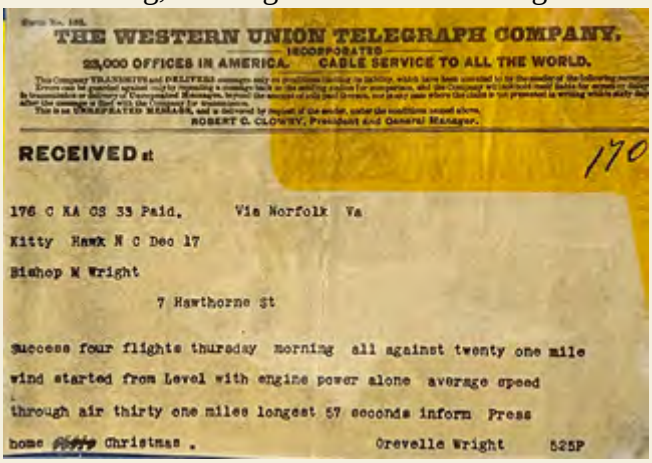
They started the 12 hp engine, which they had designed and built from scratch in their bike shop in Dayton. Orville climbed aboard as the engine warmed up. Orville had given final instructions to John Daniels, one of the life-saving crew, to take a photo as soon as the plane lifted from the ground. Wilbur and Orville were confident that it would fly. A glass plate in the camera would record the negative of the scene. While the small group of men, boys and a dog watched, Orville pulled a lever which released the plane and allowed it to start pulling itself into the 21 mph headwind.

Orville had flown their 1902 glider many times, but he had never flown this larger and heavier, powered, aircraft with its engine and homemade propellers. But after only a short roll down the track to gain speed, it lifted from the ground. Orville was barely able to control the up and down motion of the plane and thus it landed after only flying about 120 feet in 12 seconds. The group of observers cheered, as Orville climbed out of the plane and the two brothers ran back to John Daniels to see if he had taken a photo of the flight.

They found John walking in circles around the camera, in shock and unable to speak. "Did you get the picture?" they asked him. He was still unable to speak. Finally, the brothers checked the camera and saw that the shutter had been triggered and a single photograph had been taken. They would have to wait until they returned to their shop in Dayton before they could develop the negative and see details of what John had seen when he squeezed the rubber bulb that released the shutter. This was the first time that John Daniels had used a camera, but the photo that he took is the most famous photograph of the 20th Century. Here it is (right) with an enhanced version below.

The glass negative has lost a corner during storage and handling, but you can still see the details. You can see where they plane had been sitting before the flight, with footprints in the sand around the right wing where the wing was positioned. A small stool is visible that was used to steady the right wing while they made final preparations before the flight. A C-clamp is attached to the underside of the stool. You can see a shovel, a starting battery and a can of grease sitting on the ground. Orville is laying on his stomach flying the plane with his hips in a cradle used to turn the aircraft. The nails in his shoes are visible if you have a photo with sufficient resolution. Wilbur is on the far right after releasing his hold on the wing and is slowing to a stop in amazement.

There would be three additional flights that morning, the longest was 852 feet long and 59 seconds in the air, before a gust of wind picked up the airplane and rolled it down the beach, causing major damage to the wing and frame. Orville sent his father a telegram with the exciting news. They were definitely finished for that day and headed back to Dayton to share the details with their family, to develop the photos and to carefully notify the newspapers. Here is a copy of the telegram that Orville sent their father.



THE WESTERN UNION TELEGRAPH COMPANY.
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25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at 170

176 C KA CS 33 Paid. Via Norfolk Va

Kitty Hawk N C Dec 17

Bishop M Wright

7 Hawthorne St

Success four flights thursday morning all against twenty one mile wind started from Level with engine power alone average speed through air thirty one miles longest 57 seconds inform Press home Christmas .

Orevelle Wright 525P

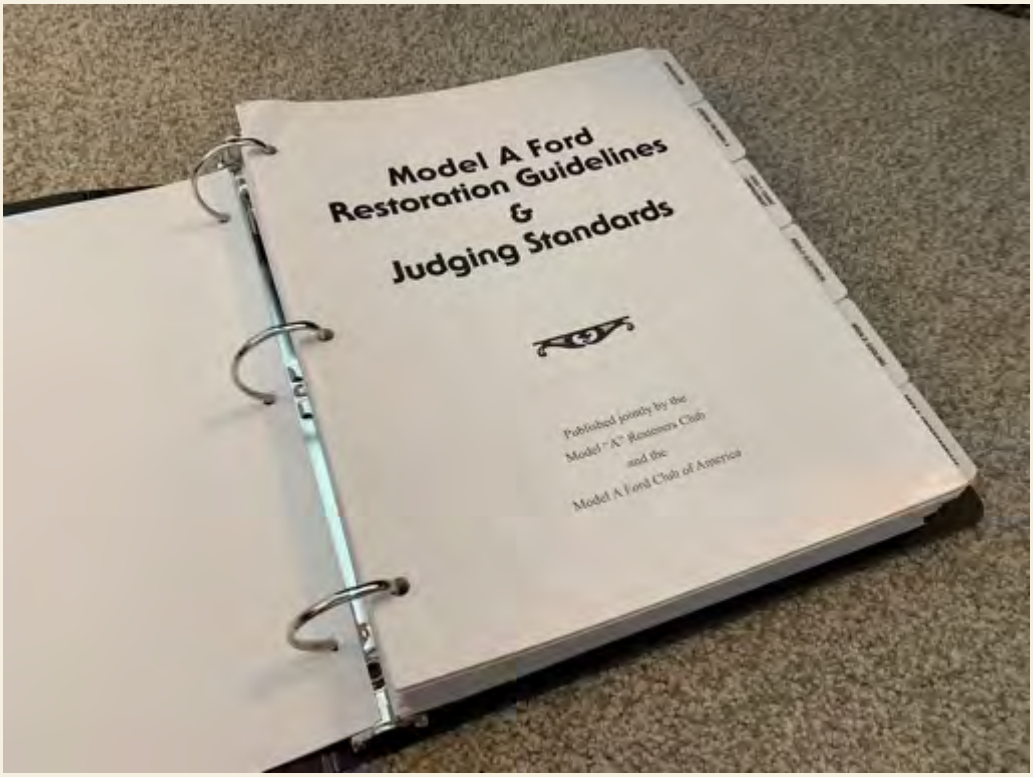
A Note on Authenticity

By President Roger Davis

We started the Note on Authenticity in the August 2023 Motometer. Last December we printed an index listing the months and topics of these Notes which seemed helpful. So, we're providing an updated index this month. This should help you see in one place what's been covered previously. We'll resume with a new topic in January. If there is something you might be interested in, please let us know and we'll gladly research it. Be authentic!

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)

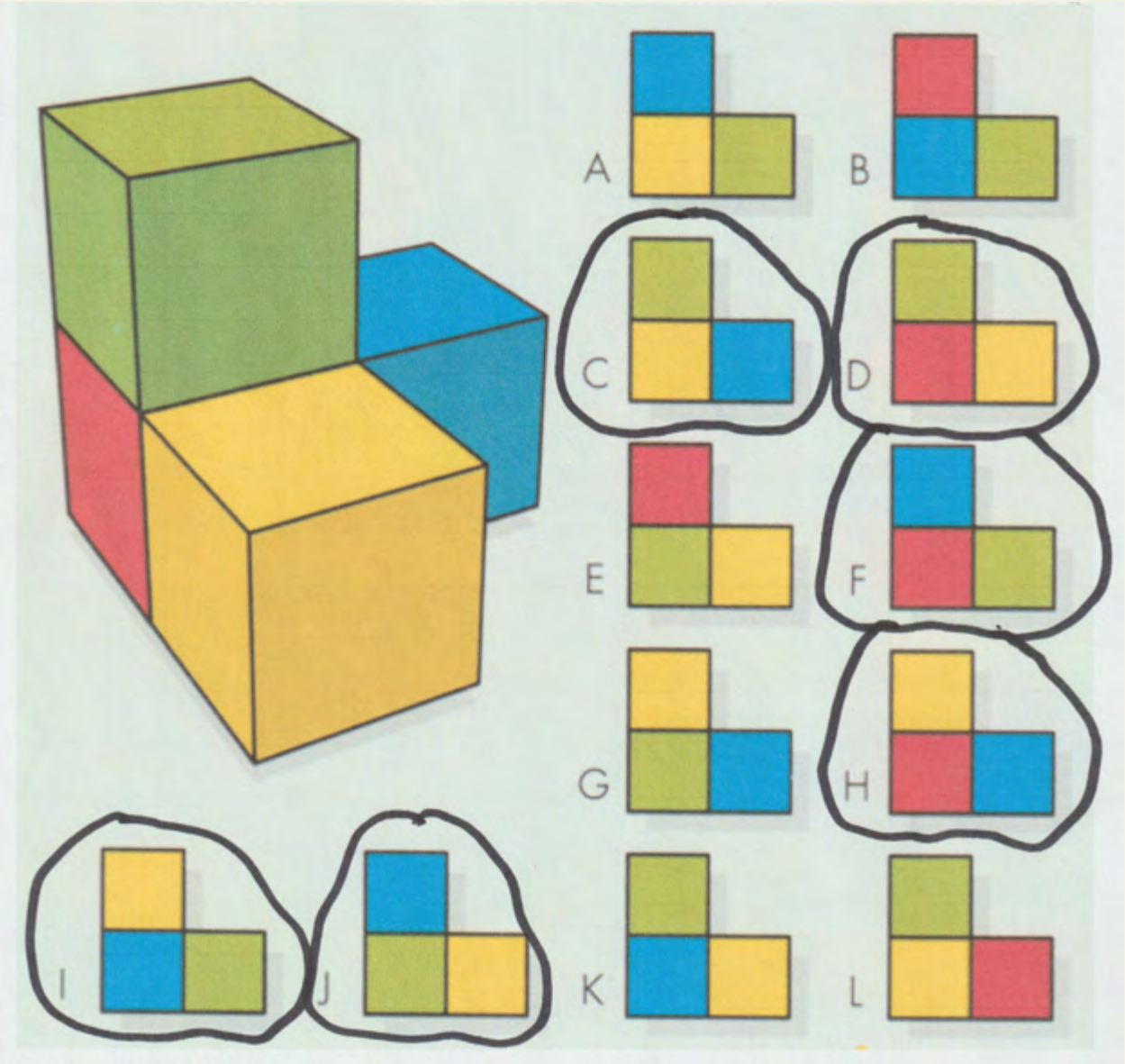
Jan 25	Shock Absorber Bases and Covers
Feb 25	Shock Absorber Arms
Mar 25	Shock Absorber Link Tubes
Apr 25	Model A Wiring
May 25	Paint and Finish
Jun 25	Carburetors
Jul 25	Distributor Body
Aug 25	Proper Installation of Cotter Pins
Sep 25	Model A Instruction Book
Oct 25	Ammeter
Nov 25	Original Fan Belts
Dec 25	Index of A Note on Authenticity (Aug 23 – Dec 25)



Solution to Have Some Fun

From page 31 of this newsletter

The correct solutions are circled below.



Youth Spotlight – Tyler Lewallen

We are fortunate to have Tyler Lewallen in our club, and appreciate his participation in our activities even though he is currently attending school up in Logan, Utah. Recently Tyler sent me a series of Texts telling me about his experiences, thus far, in college up in Logan. Here is what he sent:

I really like Utah State. I really like the overall atmosphere of the school, the events are really fun, and there are a lot of good people here.

I miss my Model **A**s quite a bit, but I get to come home on the weekends this semester, so I still get to drive them around.

My favorite class I'm currently taking is CAD and design (Computer aided drafting and design).

I've gone on a couple dates so far, there are definitely a lot of pretty girls at Utah state!

The weather hasn't been too bad so far, it's definitely a little colder than Riverton, but I'm surviving it!

Haven't really made any new friends, more like acquaintances.

I really like my roommates, one of them I've known since 9th grade. The other 2 I didn't know prior to moving in. They are both great!

I've already kissed 3 girls at this school in recent weeks. Hard to explain, it's a school event called true Aggie Night, it's an old tradition. You'll have to look it up, it's hard for me to explain.

Editor's Note: I checked into the "Aggie Night" tradition, and here is what I found.

"*The opportunity to become a True Aggie occurs at midnight on Homecoming, A-Day and nights when there is a full moon. Couples stand on the Block A, located just northwest of Old Main, kiss at the appropriate time and receive a card. The cards read: "It is hereby certified that at the stroke of midnight on the night of (date), (your name) stood atop the "A" and while a full moon shone brightly down was promptly kissed by (name of person who you kissed) and shall be known forever more as a TRUE AGGIE and shall be entitled to all the rights and privileges that accompany this most esteemed title."*

New Feature

UVMAC – "A" of the Month

I have added a new feature to the Motometer. It is called the "Utah Valley Model **A** Club – "**A**" of the Month". In each edition, I will include a photo of a Model **A** that belongs to one of our club members. The feature takes its name from the MAFCA website which has a similar feature where they include a similar photo but on a daily basis, and call it the "**A** of the Day".

This month, the **UVMAC "A" of the Month** belongs to Howard and Gemma Eckstein. It is a beautiful 1931 Standard Coupe, model 45-B. Howard has owned this car since 1965, when he was a young man. The Coupe was one of the first six Model A body styles announced by Ford in their December 2, 1927 newspaper Ad. Over 556,000 of this model were produced by Ford between 1927 and 1931. This photo was taken at the North Rim of the Grand Canyon in 2019. Nice looking car, Howard and Gemma!

Howard and Gemma Eckstein – 1931 Standard Coupe – 45-B

Calendar of Birthdays, Activities & Holidays

DECEMBER 2025

SUN	MON	TUE	WED	THU	FRI	SAT
30	1	2 Jan Atkinson	3 ←----------MAFCA NAB	4	5 Robert Barnes	6 Dale Penrod Christmas Feast ----------→
7 Pearl Harbor Remembrance Day	8 Clyde Munson	9 Diane Brimley	10	11 Tim Isaksen	12	13
14 Hanukkah	15 Sharon Lindenlaub	16	17 Wright Brothers First Flight Remembrance Day Brad Christofferson Mason McAllister	18	19 Colleen Boggess	20
21 Winter Solstice	22 Colette Thompson	23	24	25 Christmas Day	26	27
28	29	30	31 Nathan Swenson New Year's Eve	1	2	3

www.GrabCalendar.com

Upcoming 2025/2026 MAFCA Events:

National Awards Banquet – Alabama – December 3-6, 2025
National Convention – Oregon – May 31 – June 7, 2026

Letters to the Editor

Dear Editor,

I just finished reading the November issue of the Motometer. You've outdone yourself with this edition. Nice job! The link to the video of **A**'s on the Eagle Mountain tour was a nice bonus. It was great to read about the club members and their activities with their **A**'s.
Brian in Tampa

Dear Brian,
Thanks for the compliments. I'm pleased that you liked the link to the video.
Editor

Dear Editor,

Since I am not an engineer, I did not follow the explanation of Coriolis in the November Motometer. Is there a simple video that could explain it better?
Confused in California

Dear Confused,

I think these two videos will help you understand more about Coriolis Acceleration. Imagine that the rotating Earth is analogous to the rotating merry-go-round, and watch how the objects appear to curve after they are thrown.

A good example of this phenomenon is a bullet from a Sniper's rifle. When the Sniper aims his rifle, he must take into account that the bullet will appear to turn to the left of right depending on his location on the surface of the Earth. If the kids on the merry-go-round would take this into account and throw or roll their ball to where the target will be when the ball arrives, they could compensate for the Coriolis Acceleration just as the Sniper and his bullet.

https://www.youtube.com/watch?v=78Yymgk6qrM

https://www.youtube.com/watch?v=_36MiCUS1ro

I hope this helps.
Editor

UTAH VALLEY
~ Model A Club ~

Application for Club Awards

Today's Date_____

Club Member's Name_____

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

Justification/Details/Information, etc._____

_____

Model A Ford Club of America

Join on line at MAFCA.COM

Membership Benefits:

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

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

Optional Inclusion Enclosed for New Members Only:
[ ] Bank Issue of Restorer
[ ] MAFCA Lapel Pin
[ ] MAFFA Decal
[ ] 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 Payment to:
MAFCA
250 South Cypress – La Habra, CA 90631-5515

Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone _____

Chapter: _____ Email Address: _____

___ Check here if you prefer to receive your newsletter via email.

Family Membership:

_____ Annual $25.00 _____ 3 Year $70.00 _____ Life $350

Club Membership:

$_____ A club membership consists of a donation every year to support the Model A Ford Museum operations. We appreciate every gift, large or small.

I wish to make an additional tax deductible contribution of $____ Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: $_____

Please print and mail this form to: MAFFI, PO Box 28, Peoria, IL 61656-0028