



UTAH VALLEY

Model A Club

• 2014/2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction

Vol. 14 No. 2

• 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year

February 2026

• 2013 Most Improved Newsletter



*Happy
Valentine's
Day*

Remember:

- Be sure to send your 2025 car's mileage to Robert for club goal.
- Club dues of \$25 are now due. Give to Diane Brimley.
- Start recording your car's mileage for 2026 today.
- Previous editions of the Motometer are available on club website.





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 membership application 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	Roger Davis
President	Howard Eckstein
Vice President	Andy Hudspeth
Secretary	Robert Mack
Treasurer	Diane Brimley
Activities	Roger Davis
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	John Salzi
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	2026 Howard Eckstein



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President's Message

From Howard Eckstein



Imagine buying a car today that was built in 1992. It would be a 34-year-old car. Just the car you'd buy for a new driver in the family. It would be what we call a "beater". If it gets in a crash; well, it was an old car anyway.

In 1965, my dad bought my 1931 Model A coupe for me. It was 34 years old at the time. It was a car that the general public considered a "beater". It came with a terrible all-black paint job that looked like it was applied using a mop and bucket. It had a Racine water heater that took up all the passenger's foot room. In the engine compartment, bolted to the firewall, was a canister type oil filter with hoses that went to the oil pump plug and return pipe. Knowing the low pressure at which our pumps operate, it had to have been feckless. There was and still is an aluminum plate screwed to the roof over a rotted fabric insert. There was not much in the way of upholstery. It was fitted with a Model AA truck radiator shell. On top of all that, it hadn't run for 8 years prior. This is what a beater looked like in 1965.



My experience with the car was centered around repairs to keep it on the road. The idea of a full restoration was not on my to-do list. That old Model A took me to high school daily (when it was willing) and carried me to the hijinks an intrepid young man often engaged in with my pals. The car and I have a history. I learned to drive in it. Dad taught me how to work on it. I guess he knew it would require constant fidgeting, thus keeping me home out of trouble.

Now it is sixty years older and enjoys the distinction of a "cool old car". Membership in the club has done more to inspire me to restore it again. Now, when a replacement part is needed, I try to achieve authenticity. My car will never reach the level of restored to which a Model A is currently anticipated by enthusiasts. But it has come a long way from beater to driver. It's at least presentable when touring with the club.



After 95+ years, I suppose your car has a similar story. It may have been a beater at one time. Today, it is cherished as a historic vehicle where its drivetrain, brakes, steering and paint are all up to snuff. Nowadays, your nice Model A just needs minor maintenance and an occasional wax job.

Howard

UVMAC January Club Meeting

15th January 2026

The January club meeting of the Utah Valley Model A Club was held on Thursday, the 15th of January 2026 in the Clyde Company Building in Orem, Utah. The newly elected Club President, Howard Eckstein, called the meeting to order at 7:10 pm. Howard had distributed an agenda for the meeting (shown here on the right) that he proposed to follow.

The first item after Howard's welcome was the introduction of visitors and guests. **Carol Cameron**, from Springville, Utah, was introduced first. She owns a 1929 Model A Coupe. Next to be introduced were **Garth Christensen** and his wife **Jill Christensen** from Provo, Utah. They do not currently own a Model A, but do own a number of other vintage cars from the same era.

Before we went to Roger to discuss activities, Howard told the club members the story about his accident over the holidays in which he broke his hip/upper leg. He said the doctor put in some screws and after a short stay in a nearby location for physical therapy he was home for Christmas. He said he was happy to be able to drive his Model A to the meeting tonight. Howard's son loaned him a wheel chair and now Howard says he only uses a cane for sympathy.

Next, the time was turned over to Roger Davis, our new Activities Chairman to discuss upcoming club activities. Jeff Niven was then asked to stand and present the activity for the month of January. The plan is to meet at Utah Trikes in nearby Springville and have a tour of their showroom, repair facilities, assembly area and machine shop. Utah Trikes designs and manufactures three and four wheeled recumbent pedal and electric bikes. Utah Trikes used to be located in Payson, but outgrew that location and recently moved to their new, and much larger facility, at 1625 Mountain Springs Parkway in Springville. The plan is to meet at 11:30am at Utah Trikes and begin the tour at Noon. Following the tour, the group would then drive their cars to Chubby's Café at 698 W 400 S in Springville for lunch.

Welcome and Introductions

1. Opening remarks
2. Attendee introductions
3. **Activities - Roger**
4. Christmas Party Report
5. What were the most successful activities last year? (see back of this sheet)
6. Ideas for this year's activities.
7. Details about a bicycle shop tour for January - Jeff
8. Greg to distribute postcards
9. **Goals - Robert**
10. Goals for 2025 Report
11. Proposed Goals for 2026
12. **Awards - Theon**
13. Left over awards from 2026
14. Awards for January.
15. **Technical Presentations**
16. We invite a volunteer to organize the monthly tech talk presenters
17. Tonight's Technical presentation - Jeff - Hubley Races
18. **Closing Remarks**
19. Confirm next meeting date as February 18th
20. **Open Forum - Any Questions from the membership**
21. Adjournment



Bill Thompson was next asked to present his plan for a three-day trip to Moab, where the Model A's could be transported by trailers to a location near the hotel. Details of the proposed trip are presented in detail in this edition of the Motometer. (see page 8)

Next, Roger announced that the recipient of this year's Club Service Award was Reid Carlson, who had recently gotten married, and was not at the meeting. His award will be presented at a later date.

Next, Howard asked Diane Brimley to report on the recent Christmas Luncheon that was held in December in this building. The activity was well attended with 64 in attendance and many people came to help set up and to take down the chairs, tables and decorations. A more detailed report on the luncheon was included in last month's Motometer.

Dian Brimley, who is also the club's Treasurer, next reported on the club's finances, as follows:

Checking Account - \$405.35

Savings Account - \$1609.54

Certificate of Deposit - \$3109.16

Next, Steve Dutton was asked to report on the major restoration activities on which he and John Salzl and others have been working this past month. What began as a fairly straight-forward transmission repair job, soon turned into a major project and the entire transmission was rebuilt. Next, he and John turned their attention to Steve's new Cabriolet, which had a stuck distributor shaft. Upon further inspection, the project grew to include stuck valves, oil pan removal, new alternator, new front pulley, new radiator, new water pump, and new hydraulic brakes. Steve reported that they blew a huge mouse nest out of the exhaust system and even recorded the exciting event on video for anyone who wants to see it.

Greg Mack is now in charge of monthly activity post card production and distribution. Thank you, Greg.

Robert Mack was up next to report on this year's new club goals. First, he mentioned that we are short about 6000 miles for our 2025 club mileage award, and that we needed everyone who drove their cars to report their mileage to him. He said the club has already achieved the amount required to earn the national MAFCA mileage award, but not yet the local club goal of 25,025 miles. **Note: The club board still needs to develop a list of new club goals for 2026.**

Next, several club members related stories about how lucky we are to be members of our club, where we can rely on other club members when we have car problems at home or on trips with the club. One story was told by Clyde Munson where he used ice cream, provided by another club member, while on a trip, to cure vapor-lock. Howard pointed out that this was the reason that our club has such high percentage (90%) of "Roadworthy" Model A's. For this reason, Howard reassured the club members that they should not be so worried to go with the club on long trips.





Theon Laney, our club's Award Chairman, was introduced next to present the club awards. He described the criteria for earning the 13+ Award as well as the Lucky 7 Award. Club members must track their participation and report their progress to Theon to earn these awards. Theon said there are still some Lucky7 patches still to hand out.

The next award to be presented was the Bent Rod Award, which is given to those members who have problems with their cars, for which they are responsible. Theon asked for nominations but the room was silent, except for some members who teased Steve Dutton for all the problems he inherited with his Cabriolet. Finally, someone spoke up and reminded the club members about Tyler Lewallen's recent problems in the extreme cold for not adding antifreeze to his car's cooling system (see photo left which shows ice that formed inside his radiator hose. Also note the few dead flies on the table due to the extreme cold in his work area).



Tyler is currently attending school up in Logan and was not able to attend the meeting. His Bent Rod Award will be presented to him at the next meeting.

After Theon finished with the awards, the club took a ten-minute break with refreshments provided by Howard and Gemma Eckstein. Thanks to Howard and Gemma for the delicious

Pumpkin Swirl Slice Cake from the famous BYU Creamery.

Following the break, Roger Davis took the floor and gave a Tech Talk about the club's plan to hold a Hubley Kit Derby sometime this year. It has been tentatively scheduled for April, this year. The majority of Roger's talk is included in more detail on page 19 of this Motometer.

Before closing the meeting, Vice President Andy Hudspeth announced a talk to be given by the famous Ford Expert and Author, Henry Dominguez, on January 20th at the Granite Library, 3331 S 500 E, South Salt Lake, at 6:45pm. The talk is being sponsored by the Salty A's Model A Club.



The club meeting was adjourned at 9:03 pm.

Utah Valley Model A Club

Moab Adventure Tour Itinerary

March 24-26, 2026
From Bill Thompson

Mark your calendar for Tuesday, March 24th through Thursday, March 26th for an unforgettable Model A driving experience. This trip will be for those who have trailers to cut down on travel time. We had to change the dates of the tour because of our own club meeting and the Moab Jeep Tour.

We will be staying in the Archway Inn in Moab. The price for the 2 nights is \$295.50 including taxes and a full hot breakfast. There is a large gravel parking lot for trucks and trailers. The place looks pretty new with nice looking rooms. By reserving as a club we saved \$30 a night. All the rooms are reserved in my name, so you will need to call or text me to let me know how many rooms you need. The rooms are all standard rooms with 2 queen beds. My number is 435-851-0135. If you have individual questions about the motel, their number is 435-259-2599.

The tour will probably be about 200+ miles spread out over the 3 days after you arrive in Moab. If you don't have a running Model A or a trailer, feel free to join us in your modern car.

We will be driving on the Moab River Road (Utah Highway 128) which is 44 miles each way. It starts just north of Moab following the Colorado River and we turn around at Cisco, Utah, where it intersects with I-70. There is a side trip of 10 miles round-trip to Castleton Tower (photo right) we may take if we have time and the group wants to take it.

<https://youtu.be/I8YpCTuKLec>



The scenery along the River Road is second to none featuring Fisher Towers. There are restrooms along the way for pit stops. We will have lunch at the Embers at Red Cliff Lodge on the return trip.

We will also drive to Dead Horse Point State Park which is 32 miles each way. It has stunning views from 2,000 feet above the Colorado River. The area is featured in the final scene of "Thelma and Louise" and appears in "Westworld". An entrance fee is required for vehicles since it is a state park.

I recently learned of The Potash Road (Utah Scenic Byway 279), a scenic drive along the Colorado River for 17 miles each way. This is a paved road which ends at the Intrepid Potash plant where hot water is pumped deep underground into potash rich formations. The dissolved potash rich water is then recovered and pumped into ponds where it evaporates for 300 days leaving potash crystals used for fertilizer and other things. There are great views, rock climbing walls, called Wall Street on 1000 foot vertical cliffs right next to the road, dinosaur tracks, and petroglyphs.



The original plan included Arches National Park, but it may be eliminated if there isn't enough time. There is an entrance fee for Arches National Park.

There is the John Wesley Powell River History Museum in Green River which we could see either on the way to Moab or on the trip home.

Please let me know as soon as possible if you are attending this tour so I can make sure there are enough rooms reserved.

Here are some links of interest: If the links don't work, copy and paste them into your browser.

Aarchway Inn: <https://www.aarchwayinn.com/>

Moab River Road: <https://www.discovermoab.com> > scenic-byway-u-128

Dead Horse Point State Park: <https://stateparks.utah.gov/parks/dead-horse/>

The Potash Road: <https://www.moabadventurecenter.com/potash-road>

John Wesley Powell River History Museum: <https://johnwesleypowell.com/>

Looking forward to a great trip.

Bill Thompson
bthomps1951@msn.com
435-851-0135

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CITY OF CLEVELAND POLICE DEPT
Part of fleet of 35 Fords and 3 Lincoln radio cruisers

Cleveland Police Department 1931



Youth Spotlight

Jason Beadle Is Coming Home!

It is hard to believe that Jason Beadle (1929 Tudor) has been away in Liberia Africa for 2 years! But, believe it or not, it has been that long, and he is returning home to the United States after successfully and honorably serving as a missionary for the Church of Jesus Christ of Latter-day Saints. His homecoming talk will be at 9:00am on Sunday, January 25th at the Pleasant Grove Building which is located at 905 N 500 W in Pleasant Grove, Utah.



Jason Beadle in Feb 2024





Have Some Fun

(Solution on page 31 of this Motometer)

	7			2			4	6
	6					8	9	
2			8			7	1	5
	8	4		9	7			
7	1						5	9
			1	3		4	8	
6	9	7			2			8
	5	8					6	
4	3			8			7	

Recipe of the Month

Chicken Shortcakes

This recipe came from a 1930 cookbook titled "Anyone Can Bake." I guess they assume you already could cook as they didn't included the recipe for the hot creamed chicken!

Individual Chicken Shortcakes

2 cups flour

3 Tbsp Royal Baking Powder

1/4 tsp salt

1/2 cup water

4 Tbsp shortening

1 egg

Sift together flour, baking powder and salt. Add shortening and mix in thoroughly with steel fork. Add egg and sufficient water to make soft dough. Cut with any large biscuit cutter which has been dipped in flour or half fill greased muffin rings which have been placed on baking pan and bake in hot oven at 475 F. ten to twelve minutes.



These shortcakes split and either buttered or not, as desired, filled with hot creamed chicken or mushrooms makes a delicious dish. If one tablespoon sugar is sifted with the dry ingredients, these shortcakes can also be used with any fruit desired. Makes six shortcakes.

Model A – Model of the Month

THREE-WINDOW FORDOR SEDAN



	TOTAL	1929	1930	1931
Ford Body Style		165-A 165-B	165-C 165-D	165-C 165-D
Weight (pounds)		2,462	2,500	2,462
Price (FOB Detroit)		\$650	\$625	\$590
Units Produced (U.S.)	113,201	53,941	41,133	18,127
Number of U.S. Ads				
Primary Formats	3	–	2	1
Ad Variations	10	–	8	2
Magazine Insertions	53	–	48	5

While sometimes referred to simply as the Model A Ford "Standard Sedan," this body style was called the "Three-Window Fordor Sedan" in Ford advertising. The Three-Window Fordor Sedan was, basically, the Town Sedan body style without cowl lights and the upgraded interior. Two manufacturers supplied bodies for the Model A Three-Window Fordor Sedan – Murray (165-A and 165-C) and Briggs (165-B and 165-D). There were some minor appearance differences between these two manufacturers' bodies – with the most noticeable being the side window treatments. The Briggs bodies had a square window shape, while the Murray bodies had a slightly arched window appearance.

The Model A Three-Window Fordor Sedan was first available in 1929. However, magazine ads did not appear for this body style until mid-1930. Only three primary ads were created for the Three-Window Fordor Sedan – although different versions of the two 1930 ads appeared in almost all magazines used by Ford to advertise the Model A.



UVMAC – “A” of the Month

This beautiful 1929 Roadster belongs to Brian and Sharon Lindenlaub, of American Fork, Utah. The 1929 Roadster was one of the first six models of the Model A that were introduced in the December 2, 1927 newspaper ad. There were 243,587 of this model produced between late 1927 and the end of 1929. Because Ford later introduced a De Luxe Roadster in 1930, this version is sometimes referred to as the “Standard Roadster”. When it was introduced, the 1929 Roadster was the lowest priced Model A, with an introduction price of \$385 (FOB Detroit). The sporty Rumble Seat was a \$35 production option at that time. The body parts for this model were produced by both Briggs and Budd and then shipped to the Ford plants for final assembly.



Brian and Sharon Lindenlaub’s 1929 Roadster
Body Style 40-A



Period Fashion

From Rags to a Winner (Restorer March 2014)

From Rags to a Winner

By Sharon Johnson, MAFCA Era Fashions Committee

When I started into the Fashion area of the Model A Club I had no idea what I was doing. This was back in 1972.

There was a lady that came to all the swap meets and we became friends. She asked me if I would like to come to her house in Long Beach and see some of the items she had for sale. Of course, I said yes right away. A few weeks later, I pulled up to her little house and rang the doorbell. She opened the door and I could see behind her that there were boxes upon boxes of "stuff" as she called it. I looked and looked and just couldn't find the right thing.

I was walking by a laundry basket and asked her if I could look it in. She said, "Sure but you won't find anything in there." I pulled out the most exquisite dress I had ever seen. It was cream lace with accents of pale green. I asked her how much and she said, "Oh I don't know, how about \$5.00?" As luck would have it, I found silver and pale green shoes, pale green crocheted gloves, cream silk stockings, a pale green cloche hat, a silver fox fur and green glass necklace. I think the whole outfit cost around \$75.



I won First Place and Best of Show with the outfit. It just goes to prove that you should look through everything if you ever get the chance, because you'll never know what you may find.

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Calendar of Birthdays, Activities and Holidays

FEBRUARY 2026

SUN	MON	TUE	WED	THU	FRI	SAT
1 Full Moon Deanna Jessee	2 UVMAC Bd Mtg Groundhog Day	3 Rosalyn Johns Reed Jessee	4	5	6	7
8 Super Bowl Sunday	9	10 Jennifer Paulson	11 Thomas Edison	12  Abraham Lincoln	13 Loretta Jacobs	14 Valentine's Day
15	16 President's Day	17	18 Janell Todd	19  UVMAC Club Mtg	20	21
22 George Washington 	23	24	25	26	27	28
29	30	31				

www.GrabCalendar.com

Upcoming MAFCA Events

National Convention – Oregon – May 31 thru June 7, 2026

International Model A Ford Day – September 12, 2026

Annual Model A Days at MAFFI Museum – Michigan – September 18-19, 2026



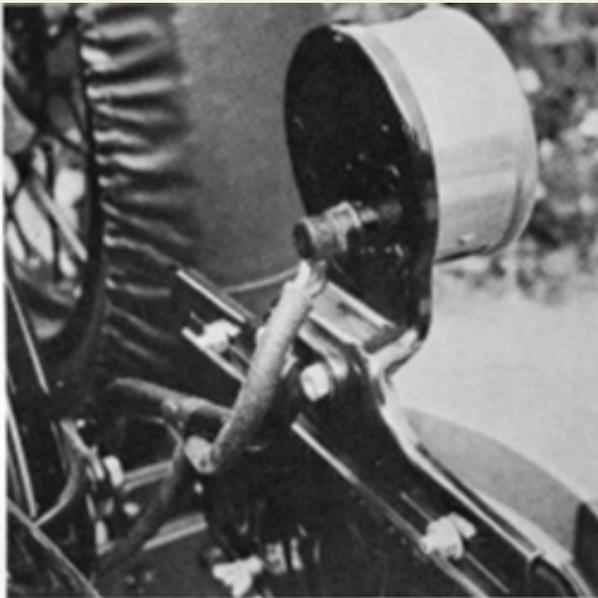
A Note on Authenticity

By Roger Davis



Here's a question for you: Did the Model A come with one rear lamp (taillight) or two? The answer is one for most of production years but two in late 1931. Area 18-Lamps of the Judging Standards states, "All vehicles were shipped with a single rear lamp on the driver's side." So, for most cars to be authentic, your car will have only a rear lamp on the driver's side. But the Standard continues: "In late 1931, a second rear lamp on the passenger side could be ordered using standard parts (left side) and a crossover wiring adapted from a Drop Floor Panel Delivery extension harness." Many owners have added a tail light on the right rear fender for safety reasons and this is probably a wise choice unless you are seeking pure authenticity.

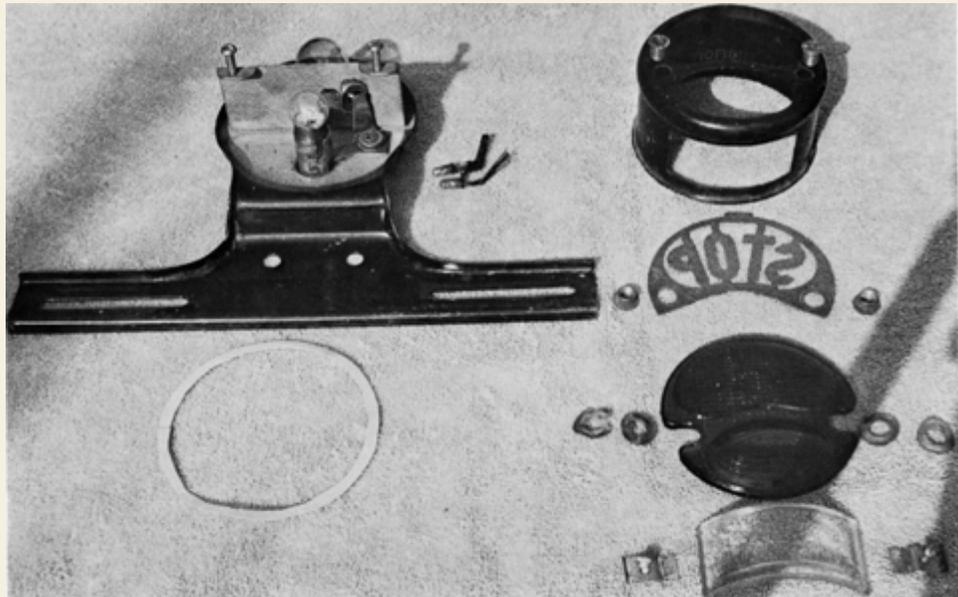
There were two different styles of tail lights used on Model As: the "drum" style and the "teacup" style. These are easy to distinguish, as the drum style looks like a tuna fish can, flat with perpendicular edges. As shown in the figure below/left. The drum style was used from beginning of production to February 1929. The teacup style looks like a teacup in that the edges are rounded like a teacup. These were used from March 1929 to end of production. This is what you find on most Model As. See figure below/right.





It is common to see a rear lamp with the word "STOP" in the glass of taillights on Model As. It ends up this was only used in the drum type taillights from production start to February 1929 (it may have been used on commercial vehicles through March 1930). It was actually a cadmium plated metal stencil mounted on the inside of the lens. The figure below shows the metal STOP stencil in a disassembled early drum style taillight. The figure below/left shows the metal STOP stencil mounted inside the Drum taillight. So, replacement taillight lenses like figure below/right with the STOP in the glass are not authentic. They do look a bit cheesy when you see how the originals really were.

The drum style lights had all red lenses. The Standards tells us that the lenses in the teacup style taillights were "red in both the stop and taillight area" from March 1929 to September 1929. From July 1929 to end of production "the lens was amber for the stop and red for the taillight." Remember that the Model A had no turn signals so the taillights were used solely for visibility and when braking. Be authentic!



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Standards tells us that the lenses in the teacup style taillights were "red in both the stop and taillight area" from March 1929 to September 1929. From July 1929 to end of production "the lens was amber for the stop and red for the taillight." Remember that the Model A had no turn signals so the taillights were used solely for visibility and when braking. Be authentic!



How to Get Ready for the Hubley Derby

Assembling Your Hubley

By Roger Davis

Last month in the January Motometer, we provided the origin, history, and overview of the Hubley scale models and the Hubley Derby that is being planned for this year. This month we'll give you a few pointers on how to assemble your Hubley Model.

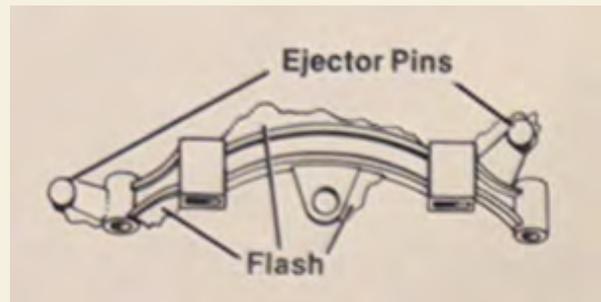
If your Hubley doesn't have instructions included or they are damaged, you can get the Hubley instructions for all of the Model A styles on the MAFCA website. (The password is "1930Deluxe").

<https://mafca.com/members-dashboard/resources/?eeFolder=hubley-models&eeListID=1&ee=1&ppwp=1>

Here are some guidelines included in my Hubley kit:

1. **Important:** Read all instructions before beginning to assemble your kit. This shows you a step by step method to assemble the parts, where to apply the decals, which parts require gluing and tips for painting. Cross off each part as you use it and make sure all screw holes are open and free of flash (the excess metal that seeped out between the edges of the molds).

2. **Clean-up of Raw Castings:** Carefully remove all metal flash and ejector pin pads. See photo right. Keep all the little pieces you remove, just in case you remove something you didn't mean to. Here are some photos of flash I had to remove from the hood pieces, body, and the frame.

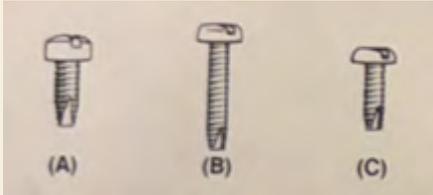




Recommended tools:
Standard or small pair of
needle nose pliers,
dykes, flat and round
smooth cut file. I found
these Diamond Needle
Files very useful for
under \$10 at Harbor
Freight.



3. **Screws:** For correct fit, use the properly labelled
screw for each assembly. For ease of assembly, rub



screw threads
against a bar of
soap prior to
installation. We
recommend using
a small bladed

magnetic screwdriver. They are quite small.

ASSEMBLY TIPS

PAINTING

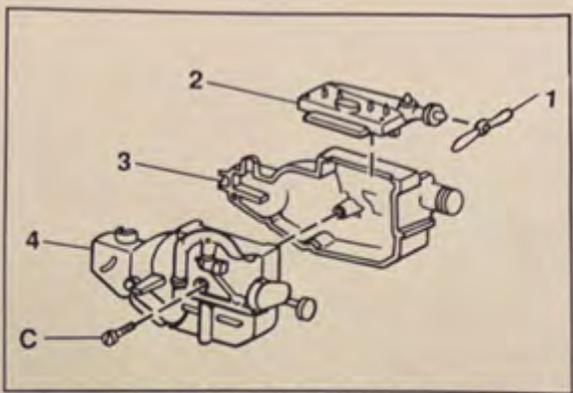
1. Use fine steel wool to create a smooth surface.
2. Do not paint until all surfaces are dust free.
3. Choose the paint color of your choice.
4. Apply one coat of lead-free lacquer or enamel paint.
5. Allow to dry then rub lightly with fine steel wool.
6. Apply second coat of paint.
7. For two toning use masking tape. You might try the yellow automotive masking tape available at Jones Paint & Glass

PLASTIC PARTS

1. Do not paint plastic parts with lacquer paint. Lacquer will cause wrinkling and cracking of the surface.
2. Before gluing plated plastic parts, scrape off the plating on the area where the glue will be applied. This will provide for proper adhesion. Select a glue suitable for both plastic and metal.

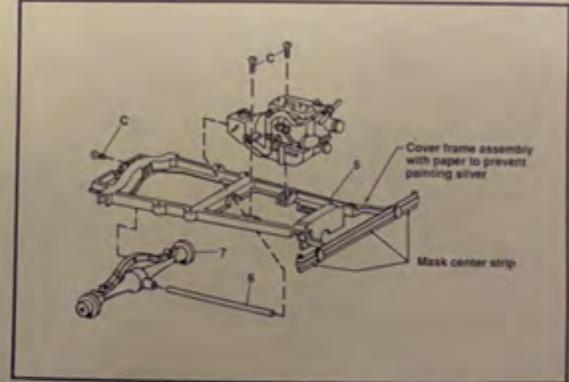
On the next page are instructions for each assembly, in case they were not included in your kit.

Happy Hubley



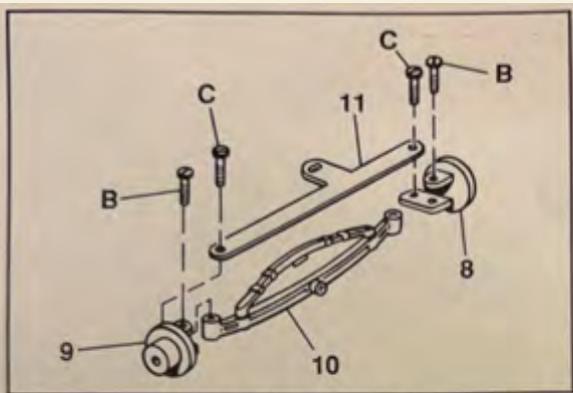
ENGINE ASSEMBLY

Press FAN (1) onto ENGINE HEAD (2). Attach LEFT ENGINE HALF (3) to RIGHT ENGINE HALF (4) with SCREW (C). Insert engine head with fan into the slot on top of engine before tightening Screw C.



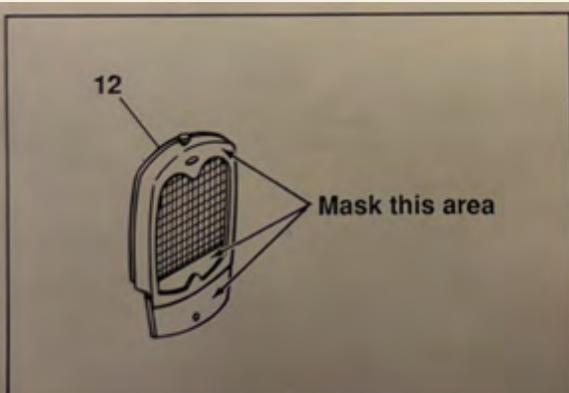
FIRST STAGE FRAME ASSEMBLY

Place engine on FRAME (5) and assemble with SCREWS (C). Insert DRIVE SHAFT (6) into engine and REAR AXLE (7). Position rear axle into frame and secure with SCREW (C). Paint Tip: Paint this assembly black. To add detail to bumper, mask off areas as marked and paint silver.



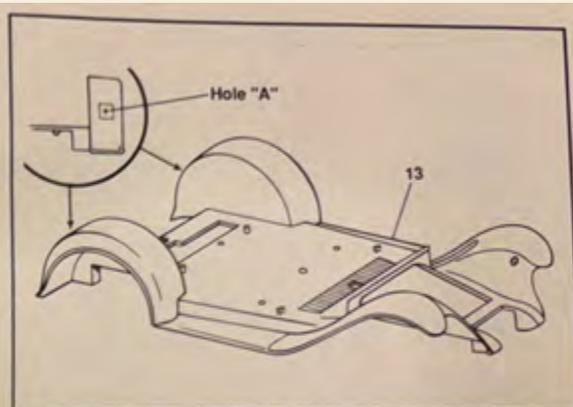
FRONT AXLE ASSEMBLY

Attach LEFT WHEEL DRUM (8) and RIGHT WHEEL DRUM (9) to FRONT AXLE (10) with SCREWS (B). Assemble TIE ROD (11) to both wheel drums with SCREWS (C). Paint Tip: Paint this assembly black.



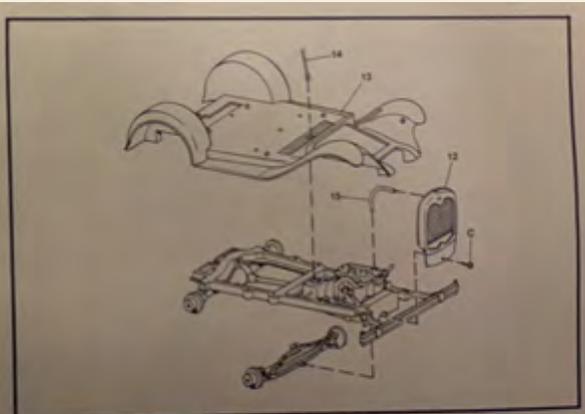
RADIATOR

Paint Tip: Paint RADIATOR (12) black. Using masking tape, cover the area around the grille. Paint grille silver.



FENDER

Paint Tip: Prior to painting FENDER (13), drill hole 'A' with a 3/32 diameter drill bit in both fenders. Paint fender black or the same color as the body.



FENDER-FRAME ASSEMBLY

Position FENDER (13) on frame. Hold in place with a rubberband around the axle area. Glue GEAR SHIFT (14) to motor. Attach front axle assembly and RADIATOR (12) to frame with SCREW (C). Install RADIATOR HOSE (15) to engine and radiator.

The American Gas Station

By Jeff Niven

Part 1 – The Beginning to 1910's

Introduction: Recently, my wife and I traveled to North Carolina to visit with our youngest son and his family. While there, we were driving down the coastline to visit Kitty Hawk and we stopped to take a photo of me standing in front of this abandoned gas station. As I looked around the building, the rusty pumps, and peeked in the windows, it got me thinking about the history of this old station and the history of gasoline stations in general. This article is the first in a series of articles about the History of the American Gas Station. At the end of the article is a link to a wonderful video that covers this topic with many dozens of photographs that illustrate this incredible part of American History as it relates to the development of the automobile. Editor



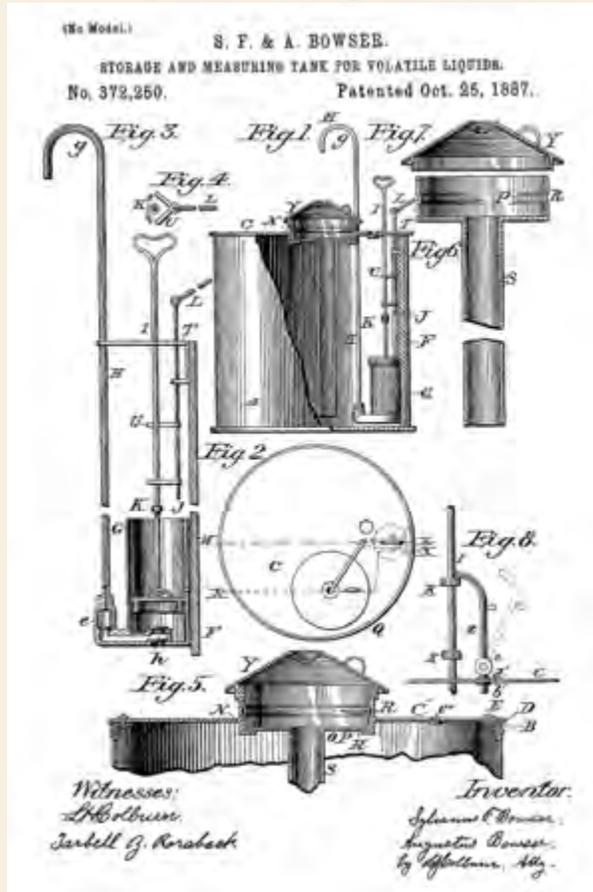
Prior to the Automobile, there were places all around the United States that dispensed fuel, such as Kerosene or Heating Oil for stoves, lamps and other household appliances and equipment. You would simply go to a local pharmacy or hardware store to purchase the fuel. With the invention of the Otto Cycle in Germany in the late 1800's, followed by the automobile, which ran on gasoline (a more refined byproduct of Kerosene production), you would go to the same locations to buy gasoline for your car. The



gasoline was sold in metal cans like those shown above. The person would simply take the can of gasoline to their car and use a large funnel to pour the fuel into the car's fuel tank. The process was messy, awkward, and dangerous, as gasoline is far more volatile than the Kerosene that most people were used to, and thus, gasoline fires were common. >



In 1905, an American named Sylvanus Bowser (right), who had previously invented a



special pump to pump Kerosene from one container to another, refined his design to enable people to safely pump gasoline from a large container directly into their cars. This new pump was even capable of “self-measuring” the amount of fuel that was transferred, with a single “stroke” of the handle equal to one gallon of gasoline. This new pump was called the “Self-Measuring Gasoline Storage Pump” and became the standard that was to be used throughout the world. In parts of Australia today, gasoline pumps are still referred to as “petrol bowser”. Here (left) is a picture from Bowser’s original patent for

Kerosene. These new “Bowser Pumps” incorporated a long rubber hose and a 50 gallon storage tank which could be set on the street in front of early car dealerships so that customers could purchase gasoline for their cars, as part of their maintenance agreements. Here is one being used.>





With these new pumps available for purchase, it wasn't long before dedicated gas stations began to pop up around the United States. The first one was opened in 1905 in St. Louis. In order to compete with one another, these gas stations began to offer more than just gasoline to their customers. The first truly Full Service Station opened up in 1913 in Pittsburgh. It was operated by the Gulf Refining Company, and offered not only gasoline, but also car repair service, tires, tubes, shelter from the weather, and paid attendants to pump your gas. It was also the first station to offer maps of the United States to its customers. If you look carefully on the lower right corner of the photo below, you may be able to read a sign that says that the station "Is equipped with the Bowser system of gasoline and oil storage insuring pure filtered gasoline accurately measured."



With the number of automobiles in the United States steadily increasing, due in greater part to the efforts of Henry Ford and his Model T, so did the number of gas stations. And as the number of gas stations increased, it enabled people to travel farther, knowing that they could find available gasoline at their destination for the return trip. AND, this increase in mileage being driven created a greater need for improved roads as well as higher reliability of their cars (which are subjects for future articles.) (continued on the next page) ->



It is difficult to talk about the history of gas stations without mentioning more about the development of the gasoline pumps. We have already mentioned the invention of the Bowser Pump, which paved the way for improvements in this essential part of the gasoline station.

One of the most famous gasoline pumps of the time, and even today, was the Gilbarco Gas Pump, which was manufactured by the Gilbert and Barker Manufacturing Company. This company was founded in 1870 by Charles Gilbert and John Barker in Springfield, Massachusetts. Just like Bowser, they also made the claim that they were the first to introduce a self-measuring gas pump, however they claim that this happened in 1911, unlike Bowser who claimed he did it in 1905. Gilbarco is still in business today, making gasoline pumps as well as a number of other products, however their name today, is Gilbarco Veeder-Root, after being acquired by numerous companies over the subsequent years since 1870.

While Bowser and Gilbarco claim to be the first to design a pump for gasoline in 1905 and 1911 respectively, a Norwegian inventor named John Tokheim patented the first dispenser for gasoline in 1901 (right). *Note: I am not sure what pump he used since they apparently weren't invented yet. It appears to be an issue with semantics?* But needless to say, his patent was granted (right) and the Tokheim Company has flourished since then, being acquired by OPW Global (part of Dover Corporation NYSE: DOV) in 2016 to form one of the largest fuel retail equipment providers in the world. (continued on next page) >





One of the issues with the sale of gasoline, at this time, was the accuracy of the amount of gas that the attendant was putting into the gas tank of a person's car. It is less of an issue even today, with regular certified calibration and government oversight, but at the time of the Model T Ford, it was difficult for many of the customers to believe they were getting all the gasoline they were paying for. A simple "Trust me," was not sufficient, then, nor is it today. For this reason, an effort was made to provide evidence that the correct amount of gas was being dispensed.

Perhaps the simplest method was the use of a 10-gallon clear glass tank on the top of the dispenser, like the one shown here. Using the long yellow lever at the bottom of the dispenser, the attendant would pump the desired amount of gasoline from an underground tank up into the clear glass tank at the top, which was "accurately" marked in gallons from 1 to 10. Then the attendant would simply rely on gravity to transfer the gasoline from the glass tank into the car. In this manner, the customer could see with their own eyes that they were getting all the gasoline they had paid for. *Note: The price of gasoline on this dispenser is shown as 10 cents per gallon with 6 cents per gallon in taxes for a total of 16 cents per gallon. When I learned to drive in the late 1960's, the price of gasoline was about 25 cents per gallon. (more on that in our next issue of the Motometer in Part 2 of the history of The American Gas Station.)*



In the meantime, here is a wonderful link to a video about the Evolution of the Gas Station. Click on the Link, and it should take you to the video.

<https://www.youtube.com/watch?v=qy-EfSxPsmI>





Tour of Utah Trikes

By President Howard Eckstein



It was a cold January morning with a hint of snow dusting the pavement. Six intrepid Model A drivers drove their vehicles (all of them closed cars, by the way) to Utah Trikes in Springville, Utah. Sixteen club members were hosted by the company's leaders for an hour and a half.



The trikes and quads produced here are heavy-duty machines that are designed to take off-road punishment. The one feature that sets their product line apart is the recumbent design. This is where the driver sits in a chair instead upon a narrow seat and the pedals are placed in the front of the bike rather than under the rider.



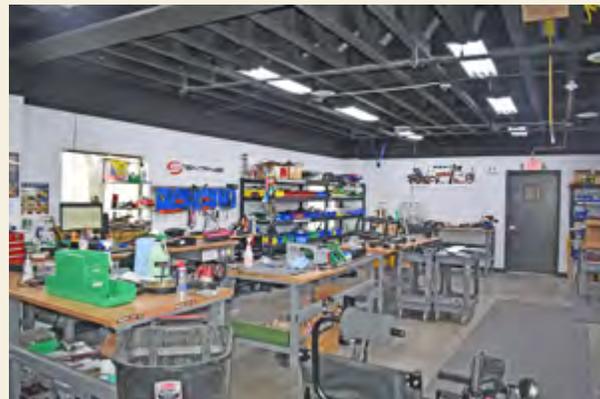
I asked what the advantages would be of a recumbent design. The first is the comfort of a chair-like seat at an angle that takes pressure off the bottom of the spine and hips. Having the pedals in the front is a better ergonomic position for the rider. The tricycle

design results in greater stability, particularly for individuals who may have some physical limitations.

Utah Trikes has developed custom models that address specific types of special needs, giving mobility to those who couldn't otherwise ride a bicycle. Consider a stroke survivor who still needs and wants exercise. They made a trike that was operated by one hand where pedals would not be useable. They have designed vehicles that accommodate physical therapy needs and worked with the Veteran's Administration to develop them.



Our tour took us through the showroom area where trikes were lined up (right), ready for sale and delivery. From there, we were taken to the production area (below) These trikes and quads are all hand-assembled from many parts. Even the wheels are laced with spokes which are tensioned and trued in their factory. It takes a specialist about an hour and a half to lace one wheel. Spoke patterns vary depending on the intended use.



The frames are fabricated from extruded aluminum and welded on a jig table (right). Some of the frame parts must be bent to accommodate steering geometry. We were told that there is a short time of about 18 hours from the extruding process to the bending operation to avoid cracking the aluminum. The molecules of aluminum join together more tightly during the curing process after extrusion. Bending prior to this fully cured state is possible without fracturing the metal.





Every successful company needs to turn out new products. Prototypes are hand-made and assembled for evaluation before going into production. We saw a four-wheel drive electric quad in the evaluation stage (right). It is intended for serious off-roading. It can be altered to meet the needs of a person with disabilities who still has a love for the outdoors and off-road adventures.



The finish applied to the frames is powder coating. This process requires media blasting, application of the coating, and heating for 30 minutes at 400 degrees F. All the equipment needed for powder coating is in-house. I saw color sample frames hanging from the ceiling (below).



After touring the factory, we were invited to try riding the trikes and quads. Without hesitation, Laurel Laney asked to be the first (right). Chandler, the shop manager, adjusted the pedal apparatus to conform to her leg length. Notice the giant tires and cargo rack on the back. This is one serious buggy. Steering is performed by the two tillers over the front wheels.



Other members of our group took turns on some of the machines. Greg Mack got on an electric trike and was seen zipping through the parking lot hell bent for leather (below).



One of my favorite pictures is Becky and Greg Mack having a good time together (below center). This was the first time I've ridden a recumbent trike. I liked it a lot. Other club members took turns and really enjoyed themselves.



On-Site Photo Studio



Electric Assist

Editor's Note: Due to a medical appointment, I am sad to say, that I was unable to attend this wonderful activity. The club wishes to offer a huge, Thank You, to our two hosts Courtney Wilder and Chandler Wilder, at Utah Trikes, for taking their day off to conduct our club on this excellent tour of their facilities. Also, a big Thank You to our new club President, Howard Eckstein, for taking photos and submitting a report of the day's activity, in my absence.

####



Solution to Have Some Fun

(From page 11 of this Motometer)

8	7	5	9	2	1	3	4	6
3	6	1	7	5	4	8	9	2
2	4	9	8	6	3	7	1	5
5	8	4	6	9	7	1	2	3
7	1	3	2	4	8	6	5	9
9	2	6	1	3	5	4	8	7
6	9	7	4	1	2	5	3	8
1	5	8	3	7	9	2	6	4
4	3	2	5	8	6	9	7	1



Gwen's Thistle Memories

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



Gwen Dockstader

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



Sadie Pace
My Dear
Grandma

Dear Grandma, (Ranch Days Remembered) I.

Do you remember, my dear, dear one
Of the times that past, the days, the fun
Back on the ranch, oh it comes to view,
The old houses, the tracks, the knolls there too.

Oh the memories are hidden deep
But often into my mind they creep
And still to my eyes they bring a tear
As I look back, many a year.

We'd walk up the track on a summer day
Hats on our heads, to the garden we'd go
To fetch the vegetables, to weed or to hoe.
And remember the spring, with the water so cool
That grandpa had dug, it came up in a pool
And there on a twig was the old tin cup
That water the best, that I ever did sup. 

And you dear Grandma, were always so near
And to me no other quite as dear.
Old mother milk weeds, down by the road
And the cattails we'd gather, and take home a load.
A hollyhock doll, a chicken of squash
You made the best toys I had, by gosh.

Remember we'd go over across the tracks
 And watch the men at milking time
 Then pick up chips to carry back
 To start the fire for supper time.

And I'd watch Gramp separate the milk
 And watch you turn the churn
 And when these memories come flooding back,
 My heart begins to yearn.

My beautiful, beautiful playhouse
 Over in the grove
 With real windows, John made so fine
 It even had a stove.



And now, you'd climb the knoll with me
 Oh what a dream come true
 To gather lots of wild flowers
 And how I worshiped you.

Remember the Indian paint brushes
 The buttercups and all,
 The sego lilies, and daisies, and roses, I recall
 Oh I loved to gather them, and walk with you + sing
 And as I sit, here, tonight, I remember everything



- Model A Club -



Scene so like the 'Haying' days at the Ranch
"Riding on top of the Hay load
was the top of the world for me." G.D.



Feb. 1932 On the Ranch
Daddy, Mama, Grandma Pace, Billie + Ineve Parker
- and Grandpa -



Grandma, Sadie Pace + Gwen Gerber



Grandma + Grandpa



I can still recall when they snapped this photo of
Grandpa Lawrence Pace and I by the old 'Milk House'.



1930 AA Paddy Wagon

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 that is featured this month is "Get 'em in a Rumble Seat". Here are two versions of the song sung by different groups. If the link does not work, then simply copy 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=AgEsHsjQdEU>

<https://www.youtube.com/watch?v=NbJPpxpLUww>



Just get 'em in a rumble
 In a little rumble
 Get 'em in a rumble seat
 Girlies always tumble
 Like the bees they bumble
 Sittin' in a rumble seat
 Now, they just cuddle up, and oh, boy! How you feel!
 You sure can love 'em when you're not behind the wheel!
 There's a great attraction
 Lots of satisfaction
 Sittin' in a rumble seat
 It's a great invention
 And for close attention
 Positively can't be beat!
 You can love your sweetie in the parlor at night
 But if you want your lovin' and you want it done right
 Just get 'em in a rumble
 In a little rumble
 Get 'em in a rumble seat!



During WWII, it was not uncommon to find women working in gas stations while most of the men were away fighting in the war.



Letters to the Editor

Dear Editor,

Great Issue again! I know this takes a lot of work and you are appreciated. Thank You!
Syd Crockett

Dear Syd,

Thank you for your note and the compliment. It means a lot to me and our contributors.
Editor

Dear Editor,

I am very impressed with the newsletter you and your club put out each month. It is always so informative. You do an excellent job! Can I ask what software you use to do the newsletter?
Dennis Thompson
MAFCA Director

Dear Dennis,

Thank you so much for the compliment. Your recognition of our work means a lot to me and our club contributors. We're glad you enjoy it. I use MS Word in the creation of the newsletter and then convert it to PDF for distribution to the members.
Editor

Dear Editor,

Thank you for the Motometer. I think it is better than the Restorer. Best wishes for the new year.
Alan Justesen

Dear Alan,

Wow, that is a great compliment, since the Restorer is one of the models for our club's newsletter. We certainly appreciate your note and the compliment.
Editor

Dear Editor,

Thanks for the great work on the Motometer. You do an amazing job!!!
Roger Davis

Dear Editor,

With the high quality of the Motometer one would think it was a multi-person publication. What this shows, it how good you are as editor.
Robert Mack



- Model A Club -

Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

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

Justification/Details/Information, etc. _____



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Join on line at MAFCA.COM

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

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- Make checks payable to Model A Ford Club of America

Optional Initiation Package

- For New Members Only
- 1 - Best issue of The Restorer
- 1 - MAFCA Lapel Pin
- 1 - MAFCA Decal
- 1 Name Badge
- Only \$11 extra

New Membership

Name _____

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Address _____

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State _____ Zip _____

Country _____ Telephone _____

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

Return this Form and Payment to
MAFCA

250 South Cypress - La Habra, CA 90831-5515



Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone _____

Chapter: _____ Email Address: _____

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

Family Membership:

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

Club Membership:

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

I wish to make an additional tax deductible contribution of: \$_____

Please apply additional contributions: Displays or Endowment

Fund. Total Contribution Enclosed: \$_____

Please print and mail this form to: MAFFI, PO Box 28, Peotone, IL 60468-0028