



UTAH VALLEY

- Model A Club -

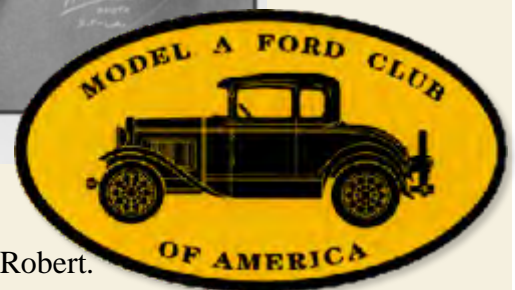
- 2014/2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction
- 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year
- 2013 Most Improved Newsletter

Vol. 14 No. 3

March 2026



Henry Ford



Remember:

Club dues of \$25 are now due – Give to Diane.
 Start recording your car’s 2026 mileage today. Submit 2025 miles to Robert.
 Previous editions of the Motometer are available on the club’s 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.

2026 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



When I got my Model A, I was too young to drive it. On top of that, I didn't know anything about how to work on it. I knew nothing about automotive theory or practice. If you plan to drive your old car, maintenance and repair are not elective. I learned that from the beginning. Fortunately for me, my dad was an aircraft mechanic during the war, so he understood the principles that make a car work. Under his mentorship, I learned how to apply those principles to my Model A.

Sixty years have passed since those early days. In the meantime, I've learned enough to help others. Skills have been learned along the way, too. Working on my car and others' is a source of fulfillment for me. It's fun to see a problem solved and a fellow Model A owner happy with the results.

We live in a time when more Model As are coming up on the market. Owners from my generation and older are passing away, and families don't know what to do with Grandpa's antique car. Some members of our club have acquired cars under these circumstances either by purchase or inheritance. They often come into the Model A hobby without a background in how to maintain and repair it. This is where the club comes in. Here there are people who can assist, videos are on YouTube, publications abound, and many specialists exist nationwide; all of these provide needed help. Another resource in the club is spare parts that members are happy to part with--if they help a fellow Model A enthusiast. Also available are replacement parts that are obtainable from the catalog houses.

As a result, our new members are becoming more experienced with keeping their cars running well. This is evidenced in over 90% of our club's fleet being roadworthy. You're in the right club. With us you drive your car to activities, club meetings and around town. You keep it in top condition. It is sometimes more reliable than your modern car. I recently had to leave my van in the shop, resulting in the need for me to drive my Model A for a week. That old car never failed me.



UVMAC February Club Meeting

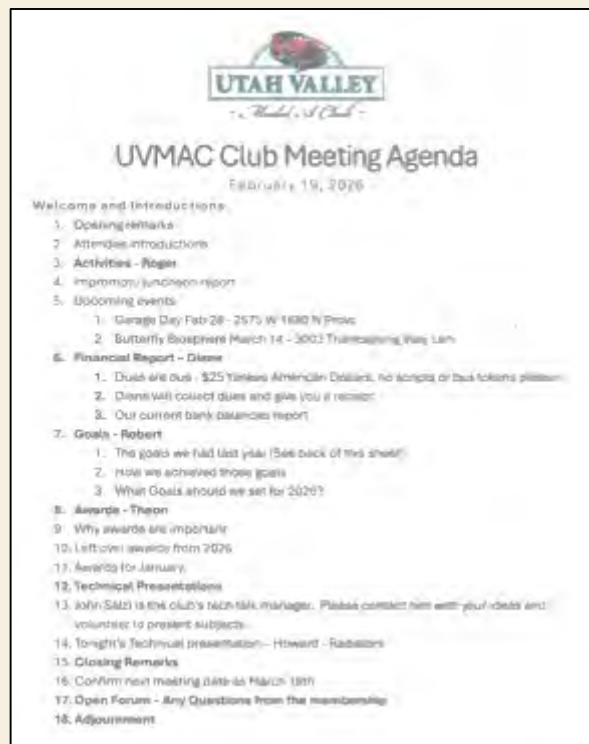
19th February 2026

The February monthly club meeting of the Utah Valley Model A Club (UVMAC) was held on Thursday, the 19th of February 2026 in the Clyde Company building in Orem, Utah. Newly elected President, Howard Eckstein, called the meeting to order at 7:07 pm. Prior to the meeting, Howard had distributed an agenda for the meeting (shown here on the right).

The first order of business was the introduction of the large number of guests, visitors and new members that were in attendance. Howard read their names and had them stand to be recognized, as follows:

- David Ludlow
- Ray Elfors (attended with Roger Davis)
- Weston Warby (new member)
- Luis Quiroz (attended with Theon Laney)
- Paul Riming (new member)
- Chuck Hale (visiting with his son)
- Rylanb Hale (son of Chuck)
- Nick Lewman (visiting with wife)
- Ronia Lewman (wife of Nick)
- Carl Vernon (current member – brought son)
- Kenny Vernon (son of Carl)
- Henry Swenson (came with father)
- Dennis Thompson (MAFCA Bd – Treasurer)

Howard expressed his gratitude to have all of these new members and visitors.



Next on the agenda, Roger Davis (Club Activities) began his presentation of the proposed club activities for the year, 2026. Two of the activities (Utah Trike Tour in January, and the Impromptu Lunch at Brick Oven on February 12th) have already been held and attendance was good.

The official club activity for February will be the Garage Day on the 28th. Post Cards were previously distributed by Greg Mack announcing the activity. Since it will be held late this month, it will be reported in the next issue of the Motometer. A copy of the Post Card is shown here and more information is included in this edition along with a list of the proposed projects.





The official club activity for March (14th) will be a visit to the Butterfly Biosphere at Thanksgiving Point, followed by lunch. A copy of the Post Card is shown here and more details are included later in this newsletter.



Another club activity for March, will be the Moab Adventure Tour to be held from March 24-26. Bill Thompson has organized this three-day overnight trip which may require some attendees to transport their cars by trailer down to southeast Utah. The scenery on this trip promises to be spectacular as you can see from this photo of the PotAsh Road portion of the tour. Hotel reservations are required for this activity so be sure to contact Bill for information.

For the month of April, the club is planning to hold a “Hubley Derby” where members can race their Hubley model cars with each other on a track, similar to the Pinewood Derby races we may remember from Cub Scout days. Buster Hansen has made a nice track and Roger Davis is providing help with the preparation of your cars in this newsletter and at club meetings.



Roger proposed a club trip to Ogden in April to see the BigBoy Steam Locomotive, but there were no takers to to organize the trip. A few members who had attempted to see this locomotive previously, mentioned the difficulty of fighting large crowds for parking as well as to get a view of it.

Rather than drive to Ogden, another activity was proposed to visit the Sparks Petroliana Museum in Provo on April 25. This activity will fit in nicely with the Motometer’s series of articles on the history of the American Gas Station (Part 2 of that series is featured in this edition of the Motometer).





In the month of May (May 9th), Brad Christofferson will take the club on a tour of the city of Lehi, Utah. The city of Lehi was incorporated on 5 February 1852, and is one of the first cities in Utah Valley.



The MAFCA 2026 National Convention is planned for May 31 through June 7 in Pendleton, Oregon, and a number of members are planning to attend that event. Driving to Pendleton in a modern car should take about 9 hours, and if you decide to drive your Model A, and avoid highways, the trip should take about 15 hours each way.

Once we get into the Summer months, there are plenty of parades and car shows to choose from, but the only official parade will be the Provo 4th of July Freedom Festival Parade.

The Oremfest Car Show is a service opportunity and benefits the local chapter of the American Legion Post 72, in which our club member Rodney Gardner is a member. That show will be held on the 8th of June.

We might want to attend the Mona City 24th of July Parade in which the club participated last year.

For the month of September, Roger proposed that the club activity be a trip on the Nebo Loop Road followed by lunch in Mona, Utah.

Club Vice-President Andy Hudspeth proposed that the club consider adding one or two theater presentations at the new Hales Center Theater in Pleasant Grove for the months of October and/or November. He passed around a sign-up sheet during the meeting for those who might be interested in attending.

The December activity for the club will be the annual Christmas Party. Details of that activity will be forth coming.

Next on the agenda was the financial report from Treasurer, Diane Brimley. We have \$302.88 in our checking account, \$1601.60 in our savings account, and \$3120.44 in our CD.





Nicholas Mack next mentioned a possible service project, on April 30th, to help a 97 year old person, with a Model A or Model T. Since the 30th is a Thursday, a suggestion was made to consider moving the project to the 25th, which is a Saturday. Nicholas will get back to us.

Next on the agenda, was Robert Mack with a discussion about the new club goals for 2026. The first goal discussed was the club's overall mileage goal. The club fell far short of its mileage goal of 25,025 miles for last year, so there was considerable debate about what the goal should be for the new year. The discussion



focused on future mileage contributions from all of the new members that were joining the club, as well as some considerable unreported miles for last year. Andy suggested that the club members be kept informed of the status of the progress during the year, in hopes of improving the final total. Robert reminded the club members that due to the extreme difficulty he has had of obtaining the totals once at the end of the year, due to lack of responses to his pleas for input, that trying to obtain mid-year totals would be near impossible.

It was finally agreed that the total for the year 2026 would be set at 26,000 miles. When Robert was asked about what were some of the largest number of miles some of the members had reported in 2025, Robert read off a list of a half dozen members who reported driving their cars over 1500 miles during the year and a couple of members even reported driving over 2000 miles in 2025. The rationale for the previous and new goals, was that if the club membership with roadworthy cars each drove their cars 500 miles during the year, we could easily achieve a club goal of 26,000 miles.



The difficulty with any of the mileage goals that were considered appears not to be with driving the cars, but instead with the tracking and reporting of actual mileage to Robert at the end of the year.



Note: If the club members are serious about these mileage goals, including their personal car mileage awards, they need to do a better job of tracking and especially of reporting their car's mileage in 2026.

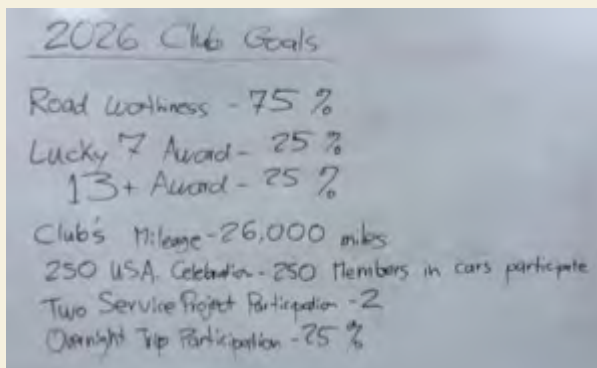


For this reason, all club members are provided with a free copy of the "UVMAC Mileage and Maintenance Log", when they join the club. Additional copies are available for \$3 each from Robert Mack.

Here is a photo of three new members receiving their log book at this month's meeting.



Robert continued with the 2026 goal discussion, and the new goals were recorded on the white board as shown below.



Next on the meeting agenda was Theon Laney for presentation of this month's awards. The first presentation was handing out club Mileage and Maintenance Log Books to new club members, as shown in the photo above.



The first award that was presented was a 13+ Award to Jeff Niven, the editor of the club's monthly newsletter. The 13+ Award is presented to those club members who have driven their car, at least once per month, for at twelve straight months, including to one club activity (monthly club meetings not included). The period for counting the twelve months can begin at any time during the year. If a club member cannot drive their own car, they may be a passenger in another person's Model A to qualify. Theon has small cards available for tracking your progress towards your 13+ Award.

The next award to be presented was the coveted Bent Rod Award, but the second straight month, there were no nominations for this award. The Bent Rod Award is presented to two members each month who have experienced car problems for which they were totally responsible, due to neglect or failure to



remember to perform a maintenance task. Two examples include, failure to put gasoline in your car's gas tank or forgetting to put anti-freeze in their cooling system. Another example might be failure to check the level of oil in your car's engine resulting in a costly engine overhaul or replacement.

The fact that there were no nominations for the Bent Rod Award could mean that nobody had problems with their cars, or that there were problems but they were caused by someone else, other than the owner.

The next award was to Dave Morrell for driving his car 1500 miles. Since Dave could not be at the meeting, his daughter Amber, accepted the award for him.

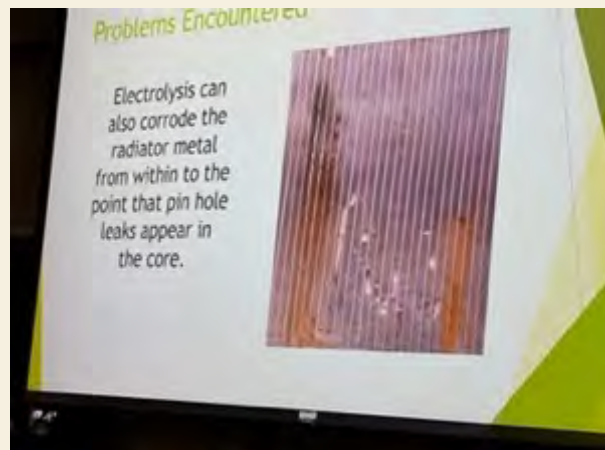
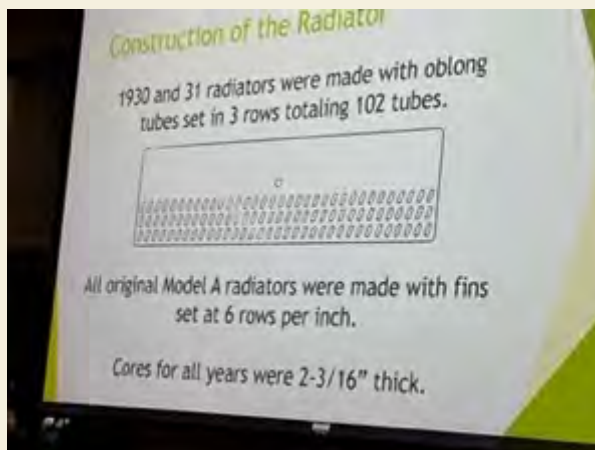
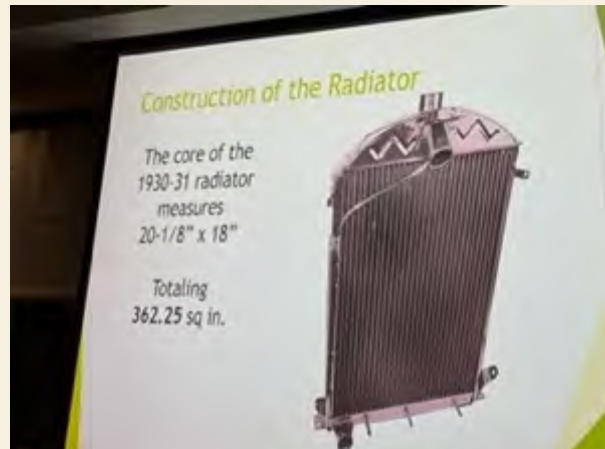
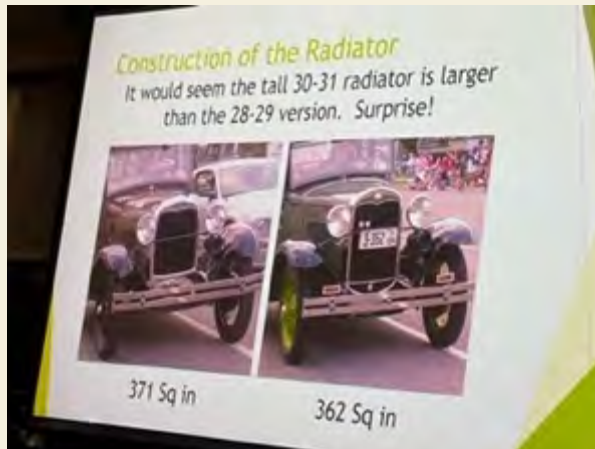


Following the presentation of the awards, Clyde Munson announced that he had some old patches from previous years that were available for purchase including some patches celebrating previous International Model A Ford Day, like the ones shown here. They are \$3 each. See Clyde if you are interested.



At this time, it was time for a short break, but there were no refreshments, as they had not been assigned for this year. Gemma Eckstein took around a sign-up sheet for people to bring refreshments at future meetings this year, while we took a 10-minute break.

After the break it was time for this month's Tech Talk. Howard Eckstein gave an excellent presentation about the Model A Ford's radiator and coolant, followed by a Question and Answer period. Here are some of the Vu-Graphs from his presentation.






Problems Encountered

The greatest flow and turbulence of the incoming coolant is in the center of the radiator.


Those areas tend to stay clear.



Coolants

When our cars were built, denatured alcohol was used as an antifreeze during wintertime.

It boiled out easily and had to be topped off often.



Coolants

Ethelene glycol based coolants were developed in 1926 and came into widespread use by the military during WWII.

We are all familiar with this green coolant.



Coolants

DEM ANTIFREEZE/COOLANT
THE RIGHT MATCH FOR YOUR ENGINE

There are three basic groups of antifreeze chemistry on the market, each with a specific application.




FIND YOUR MATCH **EasyMatch** 

Coolants

Group 1 is the green juice that we are familiar with. It has silicates and phosphate corrosion inhibitors.

It has the shortest lifespan before degrading. It should be changed every 2 years or 30,000 miles.



Coolants

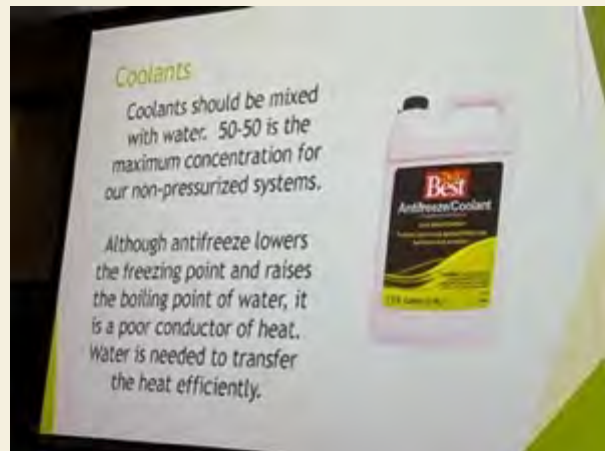
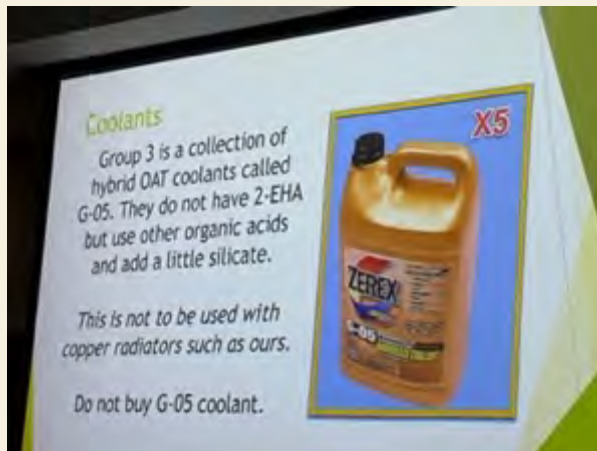
Group 2 are Coolants based on Organic Acid Technology (OAT).

They contain 2-EHA which is an acid that replaces silicates and phosphate. It has a longer lifespan before degrading.

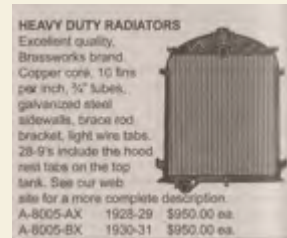




- Model A Club -



If you are unable to repair a damaged radiator and need to purchase a new radiator, they are available from multiple sources, but they are quite expensive and can easily cost over \$1000 including shipment. Here (right) is an example from one source.



During the meeting, Theon Laney passed out a sheet (shown at right) which lists the 2026 club activities which qualify for another club award. It is the Lucky 7 Award. If you drive your Model A Ford to seven of the activities on this sheet you qualify for the award, which is a patch like the one shown here.



The club meeting was adjourned at 9:23pm.

Lucky 7 - 2026

Utah Trikes Bike Factory Tour
Impromptu Lunch Brick Oven
Garage Day
Thanksgiving Point Butterfly House/Lunch at Sol Agave
Moab Tour
Big Boy #4014 Ogden
Sparks Petrolmania Museum Tour
Lehi City History Tour
Art City Days Parade/ Car Show Springfield
Oremfest Car Show
Day Trip/Spanish Fork to Strawberry Marina Grill w/ John Mendenhall, water commissioner
Freedom Festival 4 th of July Parade
Mapleton Parade
Mona Parade/ Lunch with Lynn's
Spanish Fork Parade
Lindon Car Show/ Parade
American Fork Parade/ Car Show
Eureka Parade
Lehi Parade
Saeriquin Parade/ Car Show
Pacific States Cant Iron Pipe Tour
Nobo Loop Color Tour lunch in Mona
Multi Day Trip
Hale Center Theater matinee
Christmas Party Lunch and old Movie @ Springfield Art City Cinema

Utah Valley Model A Club
Moab Adventure Tour
Itinerary Update – Potash Road
March 24-26, 2026



Bill Thompson and Robert Mack recently provided a short video of the Potash Road, one of the day trips the club will be taking during the Moab Adventure Tour in March. The views of this narrow road at the base of the sheer wall of rock next to the water are striking. Roger said the view will “Knock your sox off!” Hopefully their short video is available using the link below:

<https://www.facebook.com/reel/1190026623243751>

Contact Bill Thompson at 435-835-8691 to make your reservations.

Youth Spotlight

May Is Model A Youth Month

The Model A Youth Restoration Award (MAYRA) provides financial support to youth whose interest in the Model A hobby is demonstrated by their efforts in restoring a Model A. The reason for offering the award is to solidly cement the idea of the Model A hobby in the minds of our youth at an impressionable age with the intent and hope that this will be a lasting association that will help support Model A restoration and the hobby in general into future generations.

Youth in our own club, including Tyler Lewallen, have been awarded thousands of dollars over the past few years, through the Model A Youth Restoration Award.

The 2026 application period is now open until May 31st. The applicants must be between the ages of 14 and 21. You can simply apply on-line by going to this website:



<http://modelayouthrestorationaward.org/>

Tyler Lewallen is 18, lives in Riverton, Utah, and is restoring a 1930 Fordor. Tyler is a repeat MAYRA recipient. He purchased a frame, wheels, and other random parts at the Turlock Swap Meet. He found the body in a warehouse where it had sat for 45 years. Tyler says, "I learned that I am very good at figuring things out and solving problems with critical thinking."



Because this was the second Model A he had restored, he gained a deeper understanding of the car's fine details, which helped him become familiar with it both inside and out. Tyler is a member of the Utah Valley Model A Club.



Lewallen

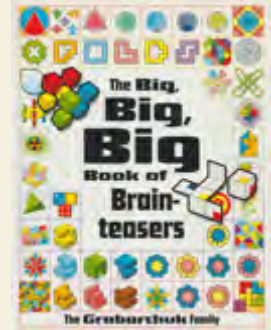
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Have Some Fun

Taken from The Big, Big, Big Book of Brain Teasers

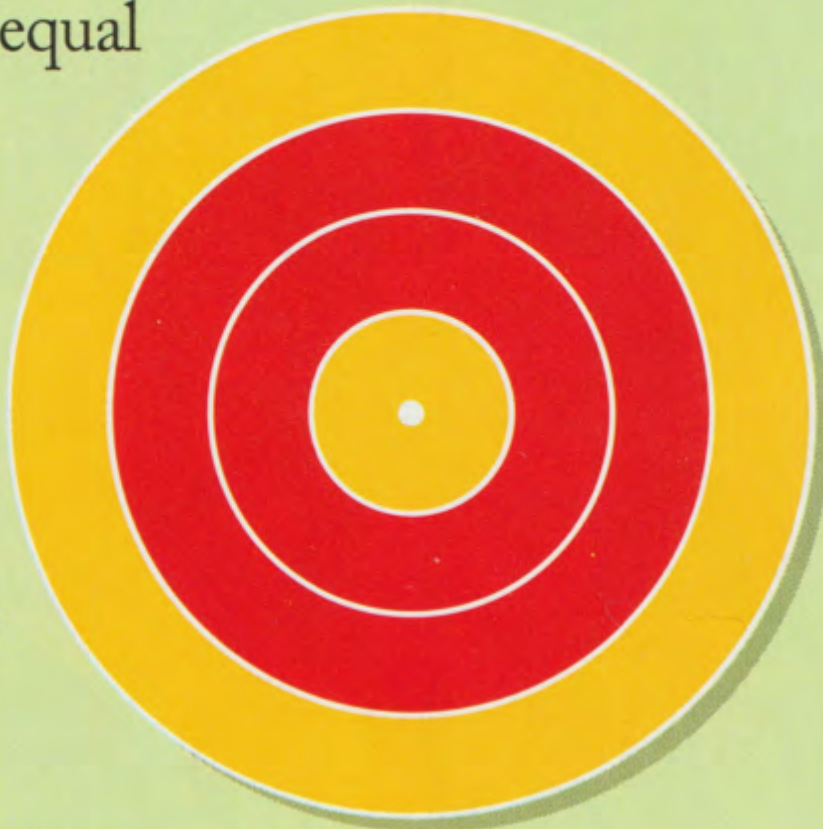
By The Grabarchuk Family

(Solution on page 39 of this Motometer)



Simple Target Ratio

The target consists of four tracks of equal width. What is the ratio between the total red and total yellow areas of the target? (Ignore the white lines.)



Recipe of the Month

Brown or Maple Sugar Biscuits

This recipe is from a 1930 edition of "Anyone Can Bake", a nice little hardcover cook book.

Brown or Maple Sugar Biscuits

2 cups flour

1/2 Tsp Salt

4 Teaspoons Royal Baking Powder

4 Tbsp shortening

1 1/2 cup milk

Brown or maple sugar

Sift dry ingredients into bowl. Mix in shortening and milk to make a soft dough.

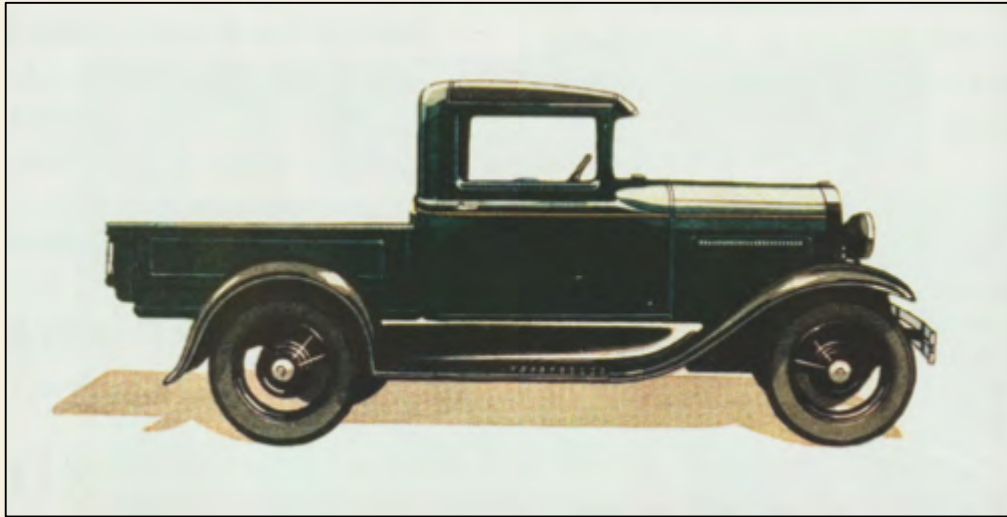
Pat or roll out to one-half inch thick; cut with small biscuit cutter. Spread with softened butter and thickly with brown or grated maple sugar and a little cinnamon, if desired. Bake in greased pan in moderate oven at 400 deg F for fifteen minutes.

Makes sixteen biscuits



Model A – Model of the Month

Ford Pick-up Truck



The Pick-up light-delivery car, one of the more than forty standard Ford commercial types, was widely used by retail merchants, jobbers, distributors, and others because of its sturdy and durable construction, performance, reliability, and proven economy. It was used for quick deliveries of many kinds of merchandise, as a service-car, and for all kinds of rough work with medium size loads.

The Pick-up was available between 1927 and 1931 as shown below:

Year Available	1927	1928	1929	1930	1931
Ford Body Style (open)	76-A	76-A	76-A	76-B	76-B
(closed)	82-A	82-A	82-A	82-B	82-B
Price (FOB Detroit)	\$445	---	---	---	\$455
Units Produced (US)	286	63,229	156,433	159,341	103,561

TOTAL UNITS PRODUCED / TOTAL MODEL A'S – 482,850 / 4,325,725 (11.16%/100)

UVMAC – “A” of the Month

The “A” of the month, for March, is this beautifully restored 1929 Roadster, owned by Andy and Jana Hudspeth from South Jordan, Utah. Andy and Jana are active members of two Model A clubs, the Salty A’s as well as our own Utah Valley Model A Club. Andy is currently the Vice President of our local Utah Valley club and we feel very fortunate that he is willing to share his time with us as well as the Salty A’s, up in Salt Lake. Thank you, Andy and Jana!

The Roadster was one of the first six Model A Ford body styles that were initially introduced in the December 2, 1927 ad that appeared in over 2000 newspapers. When it was first introduced, it was the least expensive of the Model A styles, at \$385, and by the end of 1929, nearly 250,000 Roadsters had been produced.

In the photo below, Andy and Jana were preparing to transport the Mayor of Murray, Utah in the Murray City Parade. A beautiful car Andy and Jana. Thanks for sharing it with us.



Andy and Jana Hudspeth’s 1929 Roadster
Body Style 40-A

Sign Up Today for the Annual Oremfest Car Show

June 8, 2026 – 6 to 8 pm – Scera Park



June 8, 2026 | Scera Park | 6-8pm

Register for the Oremfest Car Show

The Oremfest Car Show is a benefit event on behalf of the American Legion Orem Post 72, which supports veterans in our community. They provide flag retirement, grave dedicatory services, Memorial and Veterans Day ceremonies, and much more.

The donation for participating in the car show is \$15 per vehicle. This donation includes:

- Priority parking hours
- 1 space per paid entry in the priority parking area
- Car Show Participant swag
- Entry into the Car Show contest
- Free hot dog dinner

All proceeds from this event will go to support American Legion Post 72.
Online registration will be open until June 7, 2026.

Day of registration will be available for cash and credit card payments. No checks please.

We thank you in advance for your generous support of the American Legion and the Oremfest Car Show!

Please contact events@orem.gov with any questions.

Period Fashion

From MAFCA – May 2024

SCARVES
FLIRTY AND DEBONAIRE
 By Lois Przywitowski
 Model A Ford Club of Colorado

"Maybe the phases of the moon change the styles in women's apparel. Maybe the women's caprice does it. Whatever the reason behind the fact, every few weeks sees a swinging to and fro of details if not silhouette. And it's the details, after all, that make a woman well-dressed when she pays attention to them." Anne Rittenhouse. McCall's, February, 1928.

Ah, the devil is in the details! For a flattering finishing touch, a scarf or muffler can add a level of sophistication and flair to your ensemble. Scarves, classified as Coordinated Apparel in the *MAFCA Fashion Guidelines*, 2015 Edition, are appropriate for both day and evening wear.

For women, scarves "were usually of multicolored georgette, chiffon or silk crepe. Triangular scarves were worn knotted in the front or to one side, with the point draped over a shoulder, and were considered very sporty. Larger triangular shawls were usually fringed, and were a bit less casual for wear in the cool of the evening. Long rectangular scarves were worn draped over the shoulders and down the front..." *MAFCA Fashion Guidelines*

In the July 1931 issue of *McCall's* magazine May Piper Spear offers the following:

"While there is no question about the indulgent disposition of fashions, there are, however, certain trends that run through the mode like a theme through a story... It is the collar that swings to one side... in spiral flounces... in the surplice bodice... in the scarf that knots on one shoulder and falls free on the other. Everywhere is the effort to keep from one side what the other is doing." May Piper Spear, McCall's, July 1931

As you can see from the following magazine excerpts, scarves were extremely versatile and varied in design. Look for era image scarves at antique malls, consignment stores, or thrift shops; or check out your own closet for possibilities.

As shown in this design, draping a plaid scarf under the dress collar and over the "coatee" adds a touch of whimsy to this stunning ensemble. *McCall's*, May 1931





The polka dot scarf of this ensemble compliments the hip length jacket, picking up the small polka dot pattern of the blouse. *McCall's*, February 1928



Scarves were sometimes made of the same fabric as the blouse, as shown in this Parisian design from *Creations de Paris*, Summer 1930.



For a very novel look, this scarf is incorporated into the neckline of the dress, tying on the shoulder. The matching trim of the hat completes the look. *Pictorial Review*, June 1929



This chic hat and scarf set is made of knotted wool, setting off the stitched bands of the dress. *McCall's* October & November 1931



A large checked scarf is used to enhance and soften the simplicity of the dress. *Pictorial Review*, June 1929

The scarf of this tailored summer dress picks up the color of the belt, making this dress a smart choice for the summer season. *Creations de Paris*, Summer 1930





For men, "scarves or mufflers were made of washable silk crepe, rayon, or wool. Sizes varied. Some found were 17"x 53," 13"x 48," and 33" squares, some with fringe. Evening scarves came in square or long and narrow styles. Some came in white brocade, some plain or patterned white silk. Monograms were popular on scarves." MAFCA Fashion Guidelines

The 1930 Christmas edition of *The Observer, Gifts for Gentlemen*, offered a wide selection of mufflers and reefers, however none of their offerings were labeled as scarves. In researching the term "reefer" the *Meriam Webster* dictionary's second definition is "a close-fitting usually double-breasted jacket or coat of thick cloth." This is definitely a new term for me. The prices ranged from \$3.50 to \$10. In today's money, \$3.50 equals \$62.42 and \$10 equals \$178.34. Clearly not an inexpensive gift.



The muffer on the left was imported and offered in an "unusual warp print design with self fringe and a wide border of rich satin." \$10



To the right is a slightly less expensive imported silk muffer featuring an "all over brocaded swirl figure on satin ground. Wide satin border; self fringe." \$7.50



"A rich paisley design is employed in the silk pique crepe muffer with self satin jacquard figures overall." \$5



"Bright and attractive colorings in solid color self jacquard, tubular crepe reefer with heavy fringe." \$3.50

"Solid color cashmere reefers imported from Scotland; give warmth without weight. Worn Ascoted." \$5.00



Sources:
McCall's, February 1928, May 1931, October and November 1931
Pictorial Review, June 1929
Creations de Paris, Summer 1930
The Observer, Gifts for Gentlemen, Christmas 1930

#####



Period Hollywood—1920's to 1940's

Source – Wikipedia

(Click on the actor's name to read more about them)

1920s

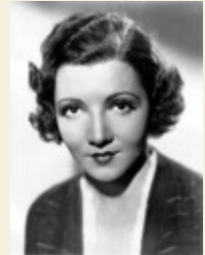
[Rudolph Valentino](#) – actor, famous from 1921–until his death in 1926

[Buster Keaton](#) – actor, famous from 1920–early 1930s

[Claudette Colbert](#) – actress, famous from the late 1920s–late 1940s

[Norma Shearer](#) – actress, famous from the mid-1920s–1942, when she retired

[Greta Garbo](#) – actress, famous from the late 1920s–1941, when she retired



1930s

[Jean Harlow](#) – actress

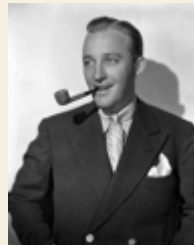
[Bing Crosby](#) – actor, singer

[Al Jolson](#) – actor, singer

[Ruby Keeler](#) – actress, singer, dancer

[Joan Blondell](#) – actress

[Melvyn Douglas](#) – actor



[Fred MacMurray](#) – actor, famous from the late 1930s–late 1960s

[Cary Grant](#) – actor, famous from the late 1930s–1966, when retired

[Clark Gable](#) – actor, famous from the early 1930s–his death in 1960

[John Wayne](#) – actor, famous from 1939–his death in 1979

[Spencer Tracy](#) – actor, famous from the 1930s–his death in 1967

[Frank Capra](#) – producer, famous from the early 1930s–late 1950s

[Edward G. Robinson](#) –

[James Cagney](#) –

[William Holden](#)



1940s

[Gene Tierney](#) – actress, famous from early 1940s–mid-1950s

[Natalie Wood](#) – actress, famous from late 1940s–her death in 1981

[Humphrey Bogart](#) – actor, famous from 1941–his death in 1957

[Lauren Bacall](#) – actress, famous from 1944–1960s

[William Holden](#) – actor, famous from 1939–mid-1970s

[Elizabeth Taylor](#) – actress, famous from late 1940s–early 1970s

[Lana Turner](#) – actress, famous from early 1940s–late 1960s

[Vincent Price](#) – actor, famous from early 1940s–late 1950s

[Cyd Charisse](#) – actress, famous from late 1940s–early 1960s

[Gregory Peck](#) – actor, famous from mid-1940s–early 1970s

[Cornel Wilde](#) – actor, famous from early 1940s–late 1950s

[Lucille Ball](#) – actress, famous from mid-1940s–early 1970s

[Errol Flynn](#) – actor, famous late 1930s-1940s





Calendar of Birthdays, Activities and Holidays

MARCH 2026

SUN	MON	TUE	WED	THU	FRI	SAT
1	2 Joe Jeppesen Blake Clifton UVMAC Club Board Mtg	3	4	5	6	7
8 Daylight Savings Time Begins	9	10	11	12 Sam Korologos	13	14 Butterfly Biodome Club Activity
15 Tyler Lewallen	16	17 St. Patrick's Day	18	19 UVMAC Club Meeting	20 March Equinox	21
22	23 John Warby	24 Syd Crockett <-----Moab Adventure Tour----->	25	26	27	28
29 Palm Sunday	30	31 Nicholas Mack	1	2	3	4

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

Announcing March Club Activity



Butterfly Biosphere

Saturday March 14th
10:00 a.m.
3003 Thanksgiving Way Lehi

For more information see:
<https://thanksgivingpoint.org/attractions-tickets/butterfly-biosphere/>

Lunch afterwards at Sol Agave in American Fork



Here are a couple of photos of the Butterfly Biosphere at Thanksgiving Point, Utah.



#####

A Note on Authenticity

By Roger Davis



This note doesn't address something specific from the Judging Standards, but it is something that you might like to do to make your engine look a bit better. Many of our spark plugs become rusty and just don't look nice after a few years or a few thousand miles (see photos right).



I tried painting them with some Rustoleum semi-gloss spray paint but that didn't look authentic at all. I tried rubbing them lightly with a wire brush but that didn't really restore them to that authentic "Raven" finish. I've even used Superzilla which makes them look a bit better but only lasts for a few hours.

That true Raven finish is actually an oxidation process similar to Bluing used on firearms. Mark Maron and Joe Fox authored very good articles in the Model A News (Jul-Aug 2023 and Nov-Dec 2022 respectively) about how to restore your spark plugs to that nice Raven finish. Here's my shot at it.



You can order a Black Oxide kit from a company named Caswell which includes 4 oz of Black Oxide Gel and 4 oz of Caswell Penetrating Sealer (see photo left).



Step 1 is to remove all the rust from the spark plug. I used a wire brush in my drill and some emery cloth to get into the tight corners (see photo right). Looks pretty good but because it has no plating on it, it will eventually rust, even in our dry environment. To remove any oily residue, I wiped them off meticulously with Prep All (see photo lower-left).



Then the Oxide instructions say to pass a water break test. This consists of dipping a prepared metal in water. If the water diffuses smoothly then the surface is clean and pristine, ready for plating. If it beads up, then the plating process will have imperfections in it (see photo right). Do a quick Google search on





water break test for more details. Because spark plugs have many surfaces at many angles, I'm not sure this test works well but I did it—can't say it showed me anything.

The articles tell how to disassemble the traditional 3X spark plug. I guess you can get all plugs apart but I couldn't figure out how to get mine apart. Beyond that, the Oxide instructions say you can use a "brush, swab, or sponge" to apply it. If you use a small artist's brush instead of dipping them, you can keep the oxide where you want it—the oxide doesn't appear to affect the porcelain. I just wrapped them in masking tape for a little protection on the porcelain top and the electrode on the bottom.

The gel was thick, and applied with thick spots and thin spots so the finish wasn't consistent when brushed on during my first experiment on an old plug. It is water soluble and it doesn't take very much so I just mixed 1 tsp of the gel with 1 tsp of distilled water. You can leave it on the part for 30 seconds to 5 minutes—longer will make it darker. I tried 30 secs and it was pretty light so I went with 2 minutes and that made them very nice color. You then rinse it with distilled water and dry it. It had a chalky finish so I wiped it off very, very cleanly with a soft towel (see photo right).



Then you apply the Sealer. I diluted it the same as the gel, 1 tsp of the sealer and 1 tsp of distilled water. I turned them upside down in my vise and rotated them several times to smooth out the sealer. Give it about 10 minutes to dry then blow it off/dry gently with your air compressor. Apply a second coat the same way.

Here are before and after for my Mail Truck plugs (see photo below). I also included a before and after from a practice plug so you can see what your plugs can look like.

Now, sit back and admire your restored plugs with that beautiful Raven finish. I understand



you can do this to restore the Raven finish to nuts, bolts, etc but I haven't tried that yet. (Also, I still have about 3.9 oz of Oxide and Sealant I'm willing to share so you don't need to buy it yourself. Be authentic.

How to Get Ready for the Hubley Derby

Assembling Your Hubley (con't)

By Roger Davis

This month's Hubley Hints

1. What can you use to make windows? Often the windows are bent, yellowed, or gone. The Hubley Facebook group gave me this one. Go buy some fruit in the clear plastic packages at the grocery store. Eat the fruit (or throw it away). Use the package for your windows. I've seen that some of the plans include patterns for the windows. Look at all those clear, flat surfaces



at the grocery store. Eat the fruit (or throw it away). Use the package for your windows. I've seen that some of the plans include patterns for the windows. Look at all those clear, flat surfaces



The following tips come from the MAFCA web site ([Hubley Tips – Model A Ford Club of America](#)).

2. Wheels and Screws, From Bob Ward

It is very important to make sure the inside surface of the wheel hubs are smooth so they turn freely against the brake drums. The outside of the brake drums are sanded smooth to remove any casting seams so the wheels will spin freely. Dry lubricants such as powdered graphite will help to make the wheels spin freely. This is important because some cars will run as if the brakes are dragging if that step is neglected.

When assembling the front end, insert the screws which hold the tie rod on from the bottom rather than from the top. This will allow the front wheels to be locked in a straight ahead position without having to remove the body. It may take some adjustment to get the wheels pointing straight. This is an option because some fast cars also have the tie rod ends loose so the wheels can turn left and right and follow the rails down the track. Whether the front wheels are locked straight ahead or able to turn easily is up to the individual racer.

3. Tapping Hubley Screws, From Rick Black

One of the things the Hubley instructions mentions is to “tap” the screw holes in the model before assembly. Since the screw holes are so small (#2-56) and I didn't have the appropriate tap, I used one of the “B” screws (the longer of the two) in a vice grip to “tap” the holes. And I rub the screw on a dry bar of soap first to “lubricate” the





screw as I work it into the holes in the chassis and fender assembly. This setup works much better than trying to use a screwdriver. Give it a try.

4. Hubley Screws, From Rick Black

I recently purchased two partially completed Hubley models and discovered some of the screws were damaged and some were missing. From the good ones I found, I took the measurements (see chart below.) Inspecting the original assembly instructions, I was able to count how many of each were required in each kit. Each of the 7 kits contain three types of screws. They are all labeled A, B, and C.

Hubley/Gabriel/Scale Model Ford - Screws Required				
	A	B	C	
Body Styles	#4-40 x 1/4"	#2-56 x 3/8"	#2-56 x 1/4"	
Station Wagon	4	5	12	
Town Sedan	4	5	12	
Phaeton	4	5	10	
Roadster	4	7	9	
Pickup	4	4	11	
Victoria	4	5	9	
Coupe	4	5	10	
As detailed in the assembly instructions for each model				
				Revised 04/04/19

Screws labeled "A" are for the wheels to axles. They are #4-40 x 1/4".

There are 4 in each kit.

Screws labeled "B" and "C" are for body and chassis.

The "B" screws are #2-56 x 3/8" and are the long ones.

The "C" screws are #2-56 x 1/4" and are the shorter of the two.

The number of "B" and "C" vary by kit. There are always more of "C".

Editor's Note: All of the three types of screws required for assembly of the Hubley Kits are readily available from multiple sources at a minimal cost. Contact me for information about sources.

Happy Hubley!

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The American Gas Station

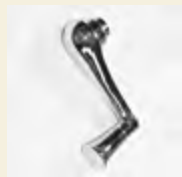
By Jeff Niven

Part 2 – The 1920’s to the 1960’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 second 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



Starting around the 1920’s, the big oil companies began selling gas at their own stations or privately owned stations that sold their brand of gas. Thus “Branding” became a big part of the gasoline business, with companies including Sinclair, Chevron and Gulf. The branding was often displayed on the gas pumps, the buildings as well as the uniforms that the attendants wore, when they “serviced” the owners’ cars. These attendants provided many services in addition to pumping gasoline into the owners’ cars. Full service stations included checking oil, filling tires, and washing windshields. Here is my recollection, as a child, of a typical visit to one of these full service gas stations.



I remember as a young boy riding in our family car as my mother pulled into the station, running over the small rubber hose that rang a bell (“Clang, clang”) inside the building. Upon hearing the bell, at least one attendant in a clean white uniform would approach our car to inquire, through the driver’s side window, about the type of gas my mom wanted as well as the amount. The attendant would first use a lever on the side of the gas pump to “clear” the display on the pump, from the

Sunoco, Texaco, and Shell,



previous customer. This lever also turned on the electric pump inside the dispenser. Then he would place the pump nozzle into our car's filler tube and start transferring the fuel to the car.

While this was going on, another attendant would "pop" the hood and check the oil level in the car. If it happened to be low, he would bring the dipstick over to my mom's window to show her that the car needed oil. While some customers would gladly have them add a quart of new oil, my mother had been instructed, by my father, to thank the attendant but decline to have them add oil at this time, as she knew that he would do it himself. While the gas was being pumped into the car, an attendant would use a small bottle of cleaning fluid to spray the windshield and wipe it clean with one of those red cloths, that are still available at auto parts stores today. If this guy was really ambitious, he might even



clean other windows as well. While the hood was open, the attendant could take a look at the condition of fan belts, and might suggest the purchase and instation of a new one. They would often check the water level in the radiator and the condition of tires and even tire air pressure.



When the gas pump had pumped in the correct amount of gasoline, the attendant would return to the pump, and make sure that the tank was as full as it could be, if my mom had asked him for a "fill up". If she had requested a specific amount of gas, it was necessary to slowly add that last few ounces of fuel until the exact amount (gallons or dollars) showed on the display.



When all the services had been provided, the attendant

would approach my mother to request payment. If she paid with cash, paper money change came from his pocket or a metal cashbox mounted on a pole near the pumps, and the coins were dispensed from one of those belt change dispensers like this one shown here. When oil company credit cards became popular, the card was run through a credit card machine and my mom would sign her name and then receive a paper receipt of the transaction.



There was no need for the customer to get out of their car. The entire process was almost like a "check up" of the car and might take more than 10 to 15 minutes. If the customer was in a hurry, they might request "just gas".



It wasn't long before additional services were offered such as maps, engine repairs (simple and complex), tire and tube replacement, lottery tickets, cigarettes, candy, gum, and some stations even had cabins in back for long drives. During this time, most gas stations offered two main services, gasoline, and mechanical car repair. As a result of the desire to reduce the cost of labor (often the highest cost of operation) the gas stations evolved such that the gasoline sales and the mechanical repair work became separate services, so that today, we rarely find a gas station that offers repair work.

A good friend of mine, Steve, bought a Chevron Gas station in Orem during the 1970's along I-15. At the time, it was the largest Chevron station in the state of Utah. When he first bought it, he offered full service, but his main emphasis was mechanical car repair, which he personally enjoyed the most. He bought his gasoline from Chevron Oil, and the oil company sold him his gasoline at a price that was dictated by them. They were constantly pressuring him to increase the amount of gas he sold, which forced him to lower to the price that he charged for the gas to increase sales volume. It soon got to the point that he was selling the gas for less than he paid Chevron for it and still they insisted that he increase the volume of gasoline he bought from the oil company. Finally, Steve had had enough of their pressure and he sold the station back to Chevron, and opened up his own repair shop in Provo. It is still in operation today. He no longer sold gasoline but was able to focus on the repair of cars, with an emphasis on the electrical systems, which were becoming more and more complex. We will focus more on the evolution of gas stations during the 1970's and beyond in our next installment in this series.



By 1929, there were more than 143,000 gas stations across the United States, and most of them were owned by oil companies. By 1933, there were more than 170,000 and by the 1940's there were more than 230,000 of them across the nation. After WWII, the huge increase in the number of automobiles led to even more stations, often with four different oil companies on the four corners of the intersections of some city streets. During the 1950's and 1960's with the expanding Interstate Highway System, that number increased further with the addition of restrooms, and food. Some stations joined with fast food chains to offer their brand's menus and gas stations were becoming rest stops where travelers could take a break and enjoy a hot meal.

All the time this was happening, the designs of the gas pumps and the buildings were evolving. Weather protection was one of the first considerations to be added, which led to canopy



roofs and the associated architecture. During the 1950's low profile pumps were introduced with improved visibility and aesthetics.





Gas prices have increased over time, as shown in this graph, but during the 1950's and 1960's gasoline was still available for 25¢ per gallon. When I left on my mission in 1972, gas was 28¢ per gallon and if you paid 32¢ per gallon, you got a car wash included with your gas purchase. In our next installment, we will explore what happened during the 1970's where the price of gasoline increased to more than \$1 per gallon within a matter of a few short years. We will also



examine how the price of gasoline has changed with respect to inflation from the time of the Model A to the present day. You will be surprised!

During WWII, many of the men in the United States were called into service to fight in the war. As a result, it was not uncommon to see women working at gas stations, both as attendants as well as mechanics. They were referred to as "Gas Girls" and paved the way for self-service stations that appeared in 1947. More on that in our next installment.

Here is a link to a video that was included in last month's Motometer which includes dozens of photographs of gas stations as they evolved in the United States. Be sure to check out Part 3 of this series of articles in next month's Motometer.

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



Report on the February 28th Garage Day

The club is planning to hold a Garage Day on the 28th of February. Due to time constraints, the report on the activity will not be included in this edition of the newsletter but will be included in next month's Motometer. The plan for the activity was to do some repairs on John's 31 Deluxe Roadster, complete 5,000-mile maintenance on Theon Laney's 28 Tudor, install a speedometer cable on Rodney Gardner's 29 Roadster Pickup, install a cell phone charger on Jeff Niven's 30 Tudor, and have a hands-on demo on restoring the correct Raven finish on spark plugs—so remember to bring your spark plugs.

GARAGE DAY



Need help with a
project on your car?

Saturday February 28
10:00 - Lunch provided

2575 West 1680 North
Provo

Enter from Geneva Rd.
A little south of the Orem Temple



Report on Impromptu Lunch Brick Oven – 12 February

On Thursday, 12 Feb 2026, the Utah Valley Model A Club had an impromptu luncheon at the landmark Brick Oven Pizza in Provo, UT. Most of us had memories of eating at Brick Oven during our high school and college years. Back then it was called Heaps A Pizza and they had red and white checkered plastic tablecloths we could write on. We had 7 Club members (John Warby, John Salzl, John Wilson, Theon Laney, Clyde Munson, and Roger and Geena Davis) and 3 cars as the weather was a bit rainy--the first real storm we've had this winter.

We enjoyed talking about our cars, our families, our upcoming Hubley Derby, and our upcoming Garage Day that John Wilson is coordinating for 28 Feb.



#####



Solution to Have Some Fun

(From Puzzle on page 16)

Simple Target Ratio

Assume the width of each of the four tracks is 1. The area of a track equals the area of the respective circle (πr^2) minus the area of the tracks within it. The smallest track has a radius of 1, and contains no other tracks. Thus, its area is π square units. The next bigger track has a radius of 2, and contains the smallest track. Thus, its area is $\pi 2^2 - \pi = 3\pi$ square units. The next bigger track has a radius of 3, and contains two tracks within. Thus, its area is $\pi 3^2 - (\pi + 3\pi) = 5\pi$ square units. The largest track has a radius of 4, and contains all the other tracks. Its area is $\pi 4^2 - (\pi + 3\pi + 5\pi) = 7\pi$ square units. Adding the areas of the yellow tracks and the red tracks, we find that they both total 8π square units. Thus, the ratio between the two colors is 1:1.



1930 Cabriolet (68-B) Top Down



Gwen's Thistle Memories

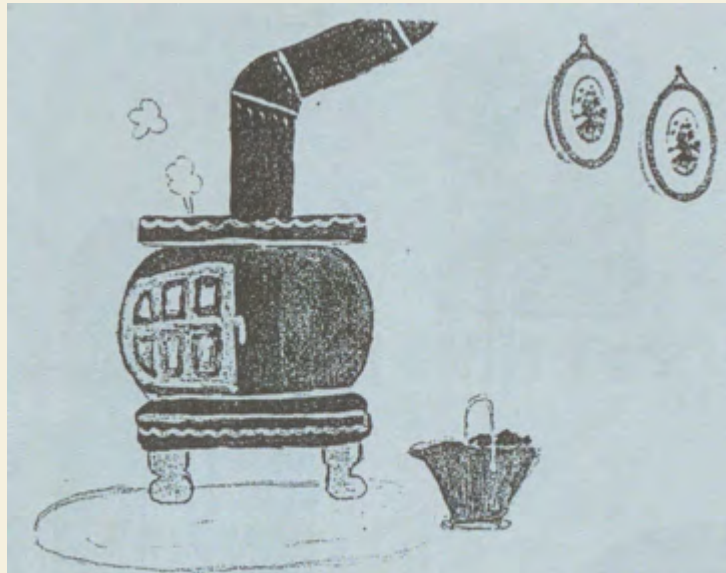
From the Scrapbook of the late Gwen Gerber Dockstader
1932-2022



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



*The winter nights by old jumbo
I would ^{watch} the firelight gleam,
And grandpa would sit by the coal oil lamp
And read to you and dream*

*And I'd cut out pictures from magazines
and sit there by the hour
Then paste them up behind the stove
With paste made out of flour.*

*And I recall the organ
That stood in that one room
And the old wind up phonograph
That played a scratchy tune.*



Gwen's Thistle Memories (con't)

I remember when you got old brownie
 And the horse kicked out his eye
 And I remember his brother blacky
 Crawled under the milk house to die.

And I broke your old doll, Sally.
 And it hurt you through and through
 For you had had it many years
 But.... It broke my heart too.

And "back up Dick," Or get up Chub,"
 Sometimes I'd lead the horse
 But it was only a few minutes,
 Cause I'd get tired of course.

And I remember going to the fields
 To watch the men load hay
 And Grandpa would have to keep yelling
 "Gwen, get out of the way."

But it was worth it
 As I look back you see
 Riding on top of the hay load
 Was the top of the world for me.

And I remember the sad times too
 When uncle John would go away
 And you would sit and watch the road
 And cry, and hope and pray.

And I would feel so bad for you
 And try to bring you cheer.
 And I'd say, don't worry Grandma
 Cause I am always near.

And you'd say, "Oh you're a comfort"
 And joy to me would bring
 Just knowing that you loved me
 Would cause my heart to sing

Yes you used to get the "Blues" a lot
 and I would pray for you
 Cause when those dreary blues you got
 Well I seemed to get them too.

But happy times were never few
 In all my memories of you
 And I think back to the 4th of July's
 And all of them were sunny skies.



Gwen's Thistle Memories (con't)



The Old Ranch House

Sometimes I wander back in my mind through the rooms of this beloved old home of my Grandparents. I see the large gilt framed pictures of solemn faced ancestors.

I see the old organ, wind up phonograph, the carpets Grandma would sweep with a broom dipped in a basin of water, to keep the dust down. Even the smell of it. The hanging, gas brass chandelier lamps, no longer used in my time (Coal oil lamps had taken their place.) The coal stoves, the stained glass windows, the brass bed. The wash stand in the Kitchen with a wavy old mirror above it. The smell of soapy water and hair oil, when my Uncles would have a date.

Grandma's cedar chest and China closet, and her treasured dishes. The canary in it's cage, she'd cover over each evening, and so many things to numerous to mention here. But each room was a wonderment to me, and filled with fascinating objects I adored.

How I loved that home, and the people and creatures, that shared that time and space with me. I was blessed!



Gwen's Thistle Memories (con't)



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 “On an Automobile Honeymoon” from 1905, sung by Harry Tally. The music was composed by Jean Schwartz and the lyrics written by William Jerome. If the link does not work, then simply copy and-paste the link into your browser. 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=vk36ZR6lf7E>



Verse 1

In an automobile with sweet Mollie O'Neil
Every Sunday I fly through the park;
And the birds on the wing seem to know as they sing
That we're out for a merry old lark.
Up the river side drive we just eat them alive,
Reaching Claremont in time for a meal—
Not a jollier pair in the crowd dining there
Than yours truly and Mollie O'Neil.

Verse 2

Down to gay Brighton Beach now and then with my peach
I go scorching along hand in hand;
With your sweet baby mine, boys, it's simply divine,
It's the grandest old game in the land.
Other fellows may float with their girls in a boat,
And some may think the trolley is fine,
But to wise little me they are all twenty-three—
It's the old bubble wagon for mine.

Chorus

You just ought to see me and Mollie
Ride out in our automobile;
You just ought to see all the glances
And sly little kisses we steal.
You just ought to come to our wedding—
It's bound to take place pretty soon;
In a nice new machine I will go with my queen
On an automobile honeymoon.



Letters to the Editor

Jeff,

I wanted to extend a thank you for thinking of us to do this tour. We genuinely had a great time with the entire club, and Howard was an absolute hoot. Please come by anytime for a private tour. Chandler and I would be happy to walk you through the shop. The guys took a bunch of photos and if you would like to share them here that would be great! Chandler and I were too busy to even think to take any photos!

I hope you're healing well.

Courtney

Utah Trikes

Courtney,

It was my pleasure, and I will certainly take you up on your offer for a personal tour after my treatment has concluded.

Jeff Niven

Dear Editor,

I love your Car Song articles each month. I am not sure where you are finding them, but I have one of my own that you may want to use. It was written in 1929 (perfect for Model A's) by Oscar Ford and has a catchy tune with fiddles. It is called "Henry Ford's Model A". Feel free to use it. I have attached a link and the lyrics.

Faithful Reader

Dear Faithful Reader,

Thank you for reading the Motometer and for your kind words about the Car Song articles. I have attached your suggestion as well as the link and the lyrics to this song about the Model A, for our readers' enjoyment.

Thanks again,

Editor

<https://www.youtube.com/watch?v=HL1VdW9YmrE>

Jeff,

Another great newsletter! I really enjoyed Gwen's beautiful poetry— it brings back many sweet memories of growing up in this area. As a previous gas pump collector, I also enjoyed the stories about gas pumps and gas stations. Keep up the great work!

Roger

All you folks a' listen to what I say
About a new Ford called a Model A
Ol' John Henry knew his biz
When he said I'm a' gonna make a lady outta' Liz

A fella' bought one just the other day
He went to try it out on the new highway
When he got to 60, well he lost his nerve
and forgot to shut it off when he went around a curve

He passed two Packards and a Cadillac too
With the speed meter sitting on 72
Folks along the road could hear the fella' shout
"The darn thing's in second and I can't get it out!"

If your girls don't love you, let me tell you what you do
Buy a new Ford that's big enough for two
When you take one to ride, she will greet you with a smile
and she'll want to stop and kiss you every time you go a mile

Now if you go to Heaven, I will give you all a tip
Drive an old Ford, 'cause its bound to make the trip
But if you go to Torment, drive a Model A
'Cause it'll out-run the Devil, and you're bound to get away



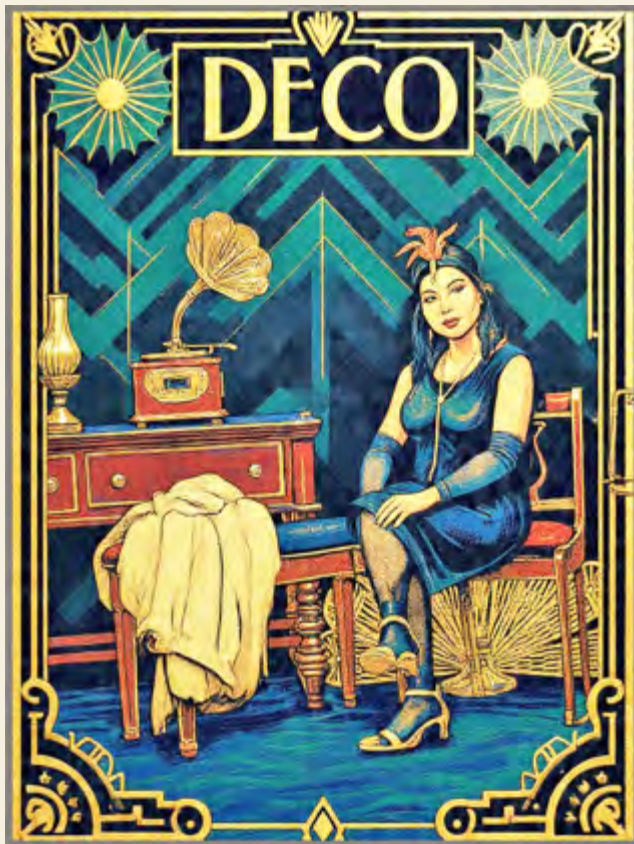
Out and About

From Howard Eckstein

Editor,

Here's an Out and About photo for you. Gemma attended a Gatsby party last night. She sat for a picture in the photo booth. I was able to manipulate the image using AI technology in the Art Deco style. Maybe you'll find it interesting.

-Howard





- 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 - \$80
 International Membership - \$70
 Make checks payable to Model A Ford Club of America

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

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Permitted in submitting requests for new membership? 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