



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

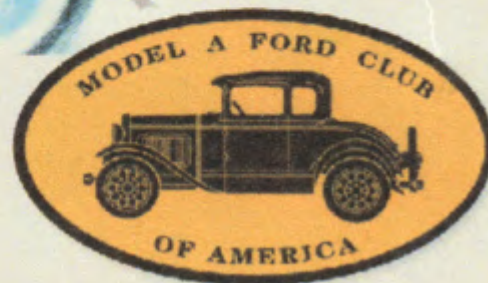
Vol. 14 No. 4

April 2026



Remember:

Club Dues are past due. – Now \$30 for 2026.
Start recording your car's mileage in your log books.
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
	John Salzi
Tech Talks	
Meeting Refreshments	Gemma Eckstein
Web Page	Greg Mack
Newsletter	Jeffrey 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



Oh, the harbingers of Spring! April is a magic time when the vegetable kingdom resurrects itself. Soon the fruit trees will be in full bloom. I got to enjoy this time of year on a trip to Japan during the height of the cherry tree watching season.

The beauty of the trees was breathtaking wherever I went. People would gather to hold a party on a blue tarp under the cherry trees, drink beer and visit while enjoying the beauty of the blossoms. At evening, elevated wood fires in hanging iron baskets would illuminate the trees on into the night. I got to experience that culturally important time of year as a guest of my hosts.





April brings these same wonders to our neck of the woods. During a short window of time, you can take a photo of your Model A in front of the colorful flowers in our area. Gemma and I took this picture last year at Nielson's Grove in south Orem. A week later, the blooms were gone.

Springtime presents many opportunities to take a

picture of your Model A in a variety of scenic locations. Gemma and I went to the 2016 MAFCA national convention in Loveland Colorado. We took the opportunity to explore Fort Collins just to see what is there. We stumbled upon a beautiful mansion in one of the neighborhoods. I obtained permission to take a picture of my car in their driveway.

No matter the body style, your car is photogenic, thanks to the design wizardry of Edsel Ford. Get your Model A out of the garage and go on a scene search with your camera in hand. You can add the hobby of photography to the pastime of Model A ownership. You'll enjoy a day of "glamor shots" of your car.



Outside Model A Organizations

Model A Ford Club of America

250 South Cypress Street
La Habra, CA 90631-5515

Dues are \$50 per calendar year, which includes six copies, of The Restorer magazine, published bimonthly. mafca.com.



Model "A" Restorers Club

6721 Merriman Road
Garden City, MI 48135

Dues are \$50 per calendar year (\$60 Canada/\$70 International), which includes six copies of Model "A" News magazine, published bi-monthly. More information at model-a-ford.org



Model A Ford Foundation Inc.

P.O. Box 28
Peotone, IL 60468-0028

Preserving Model A Fords and memorabilia through research, education, and various programs. Family membership is \$35 for one year, \$100 for three years, or \$500 for lifetime. maffi.org.



Model A Ford Youth Scholarship Fund, Inc.

Jo Johnson, President
375 High Head Road
Harpwell, ME 04079
jo.johnson@comcast.net

Sponsored by the Victoria Association, funds come from financial contributions and various fund-raising efforts from MAFCA and MARC members and chapters. All scholarship winners receive \$1,000 every year for up to four years upon submission of satisfactory grade requirements.



Model A Youth Restoration Award

Bob Moore
529 Winston Avenue
Bradbury, CA 91010
bobmoore1@aol.com

This program has been around since 1994. The award is presented every two years at either a MAFCA or MARC national convention. The grant amount awarded to each applicant is determined by the amount of money in the program's bank account, and is divided equally among all the applicants. This includes items donated by the participating Model A Ford vendors. Any MAFCA/ MARC youth restoring a Model A Ford may request an application form.



UVMAC March Club Meeting

19th March 2026 – By Robert Mack

2026 Goals

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. 25% of membership will earn 13+ Award 2. Two service projects in 2026 3. 25% membership will join an overnight trip | <ol style="list-style-type: none"> 4. Club drives 26,000 miles collectively 5. 25% of membership earn <i>Lucky Seven Award</i> 6. 75% of Model As are road worthy 7. 250 USA Celebration - 250 members in cars celebrate |
|--|--|

Members Present

Jason Beadle, Brad Christofferson, Roger Davis, Howard Eckstein, Rodney Gardner, Buster Hansen, Hatches, Andy & Janna Hudspeth, Paul Jerome, Theon Laney, Nick & Roni Luman, Greg, Nicholas & Robert Mack, Amber & Dave Morrell, Clyde Munson, Par & Patsy Palmer, Nathan Swenson, John Salzl, Bill & Colette Thompson, John & Weston Warby, Reid Carlson, Stephen Dutton, Ralph Nair and Jeff Niven joined via Zoom. (33)

Opening

1. **Called to Order:** 7:05 p.m. at the Clyde Companies building in Orem, Utah
2. **Conducting:** President Howard Eckstein
3. **Members Present:** 33 (see list above)

Business

Old

A **Garage Day**, organized by John Wilson, that kept everyone busy. John worked on the ring gear in his car. Jeff Niven, a Cell Phone Car Charger, and Rodney Gardner worked on several issues; turn signals, speedometer, and starter. It was a very productive garage day.

New

1. **Financial Report:** Treasurer (Diane Brimley) Diane fell (again) so Howard reported on our financial accounts. Checking contains \$552,89 and the CD stands at \$4,732.32. It has increased value by \$1,732.
2. **Awards:** (Theon Laney)
 - a. Three awards were presented tonight, Jeff Niven - 13+ and the Lucky 7 - Dave Morrell 1500 miles badge.
 - b. **Bent Rod Award** Theon had the honor of presenting himself with the Bent Rod Award and with Jason Beadle
 - c. **Lucky 7 Award** rules have changed. Now member with dual membership (belong to the Salty A's or Beehive A's participate in both clubs activities and count toward the Lucky 7 Award.
3. A new award is in the works that will incentivize club members to record their miles as they drive cars. It will be a traveling award just like the Bent Award. Watch for more details.
4. **Future Activities:***
 - a. Moab Tour, Bill and Collette Thompson (tour hosts), Sean Thomson (grandson) from

m



Tennessee, Sam & Tia Korologos, Roger & Geena Davis, John Warbly & Gavin (grandson), Don & Colleen from Glenwood Springs, Amber, Karen & Dave Morrell, Theon & Laurel Laney, and Becky, Greg & Robert Mack have committed to participate.

- d. April 2nd - Union Pacific Big Boy with Beehive A's. Morgan Historical Society invited the model As to pull in front of an Historic Home. The Big Boy will be in the background. Need to be there by 9:00 a.m.
- e. April 16 - Hubley Derby (during club meeting)
- f. April 25 - Sparks Petrolania Museum in Provo with the Salty A's. Meet at 11:30 a.m. on the right side of the road. Entrance Fee is \$5. Afterwards participants will drive over to the Purple Turtle in Pleasant Grove for lunch.
- g. May 9 - Lehi City Tour
- h. May 31-June 6 - Spokane National Convention
- i. June 8 - Oremfest Car Show (service project for the American Legion) flyer passed out to everyone in attendance.
- i. June 13 - Art City Days Parade
- j. June - Strawberry Reservoir Tour
- k. July 4 - Provo Freedom Festival Parade
- l. July 26 - Mona Parade
- m. August -TBA
- n. September - Nebo Loop Fall Color Tour
- o. October -TBA
- p. November TBA
- q. December - Christmas Party

*These activities are not set in concrete and may change.

Other ideas for activities included attendance at a Ruth play, in period costume and driving our Model As.

Pride and Prejudice would be apropos. Eureka Silver Jubilee in August. Beatle Juice on October 17.

4. Another **service project** surfaced this month when a request was made to give 97 year-old Mr. Winn, ride on April 30 in a Model T or Model A. A member of the Model T Club of Utah offered to do it on April 27.

5. TechTalk (Howard Eckstein) covered sludge and what it is. Sludge is a collection of old oil, water and hard small particles of dust and dirt. If there has been friction within the engine that has caused extensive friction. This will clog filters and cause oil starvation. If it is severe enough the only thing that can be done with the engine is to clean out the engine and rebuild it. Howard spent time talking about oil additives and their purposes. An interesting fact he mentioned is that when a gallon of gasoline is burned one gallon of water is produced. Many people think that the "W" in multi-weight oils such as 10 W 40 stands for weight, but it does not, it stands for winter. Howard suggests that it doesn't matter what oil you use as long as it meeting SAE standards.

Refreshments: A smorgasbord of meat, cheeses, cookies, water, vegetables and dip and more were provided by Janna and Andy Hudspeth. It was great. Any time they want to provide refreshments it is unlikely any club member will argue with them.



FORD MODEL A "THE MODERN ANTIQUE CAR"

- **AVAILABLE:**
 - 5 MILLION MODEL A's PRODUCED, OVER 200,000 STILL ON THE ROAD
 - REASONABLY PRICED
 - NUMEROUS BODY STYLES & COLORS

- **EASY TO DRIVE:**
 - ELECTRIC STARTER, 4 WHEEL BRAKES
 - 40+ HORSEPOWER, 3 FORWARD GEARS
 - CRUISE ALL DAY AT 45 - 55 MPH

- **EASY TO REPAIR:**
 - PARTS ARE READILY AVAILABLE FROM VENDORS ALL OVER THE USA!



THE FORD MODEL A, A CAR THAT IS RELIABLE & FUN.

Utah Valley Model A Club Moab Adventure Tour Report

By Roger Davis

Many thanks to Bill Thompson for organizing this beautiful Model A trip to Moab, UT, Arches National Park, Canyonlands National Park, and Deadhorse Point State Park. We enjoyed our time together, saw some beautiful scenery, and enjoyed our Model As.

It was unseasonably warm on 24 March when members of the Utah Valley Model A Club met in Spanish Fork, trailers loaded with Model As, heading for a Spring tour in Moab Utah. Roger and Geena Davis, Sam and Tia Korologos, Theon and Laurel Laney, Robert, Becky, and Greg Mack, Dave, Karen, and Amber Morrell, and John and Tavin Warby left Spanish Fork, headed for Lunch at Ray's Tavern in Green River, UT. We met Wes and Karla Lynn, Don and Colleen Olmstead from Rifle, CO, and Bill, Collette, and Sean Thompson at the Tamarisk restaurant in Green River--Ray's Tavern was closed for 2 days for a funeral.



in time to check in to the Archway Inn--very nice accommodations and plenty of trailer parking space.

Being well-nourished we visited the John Wesley Powell River History Museum there in Green River which taught us a lot about John Wesley Powell's exploration of the Green and Colorado Rivers.

We arrived in Moab, UT mid-afternoon just





We enjoyed a late afternoon visit to Arches National Park, looking over the beautiful wilderness and myriad arches there. We ended our day with a pleasant, noisy, supper and ice cream at Moab Diner.

Next morning, we took a beautiful 90-mile round trip drive along the Moab River Road, State Route 128, to the Dewey bridge. The original bridge



was constructed in 1916, providing a lifeline for supplies and communications to the town of Moab for many decades. It has now been replaced with a modern bridge.



We paid a short visit to the community of Castle Valley where we could see Fisher Towers, the tall, slender rock formation used by Chevrolet to advertise their 1964 Impala. (See link below)

<https://www.youtube.com/watch?v=I8YpCTuKLec>



We made a short stop at JJ's Mercantile for a wonderful photo op with our cars then headed



downriver to the Embers at Red Cliff Lodge for a well-deserved lunch with a beautiful view right on the Green River.





After a short rest at the hotel, we drove 35 miles on the Potash Road, a beautiful road between the Green River and 1,000-foot high cliffs. We paused at the end of the paved road to enjoy the beautiful late-afternoon colors on the cliffs and rocks. Bill told us about the massive potash mine there where they pump salt water into deep wells to dislodge the potash and then draw it to the surface where it is dyed a beautiful blue color to help with the evaporation. The potash remains in the ponds for almost a year before the potash crystals can then be harvested and provided as





fertilizer all over the world. We ended our day with an outdoor supper at Zax, a popular local pizza restaurant.

For our final day we headed out for a 60-mile round trip drive to Deadhorse Point State Park in the Canyonlands National Park area. The vistas were stunning. We could now look down about 2,000





feet to the Green River basin, seeing where we were the evening before. Those blue ponds you see in the valley between the cliffs are the settling ponds for the potash mine we passed the night before. We could look for miles towards the confluence of the Colorado and Green Rivers.



A delightful tour in our Model As with the best people in the world - and plenty of good food! Many thanks

to Bill and Collette Thompson for organizing such a wonderful trip.

If you'd like to see an aerial flyover of our routes, click on the links below. You may have to download the RideCommand app by Polaris Off-road Vehicles to view them. It's a free commercial app, free of any viruses, advertisements, pop-ups, nagware, malware, etc. You can even use it for free on your phone to track your future rides.

UVMAC Moab Trip, up SR 128, 25 Mar 2026: <https://bnc.lt/RFZm/3PN1unopT1b>

UVMAC Moab Trip, Potash Road, 25 Mar 2026: <https://bnc.lt/RFZm/qsjTCSStpT1b>

UVMAC Moab Trip to Deadhorse Point, 26 Mar 2026: <https://bnc.lt/RFZm/wP6enPepT1b>

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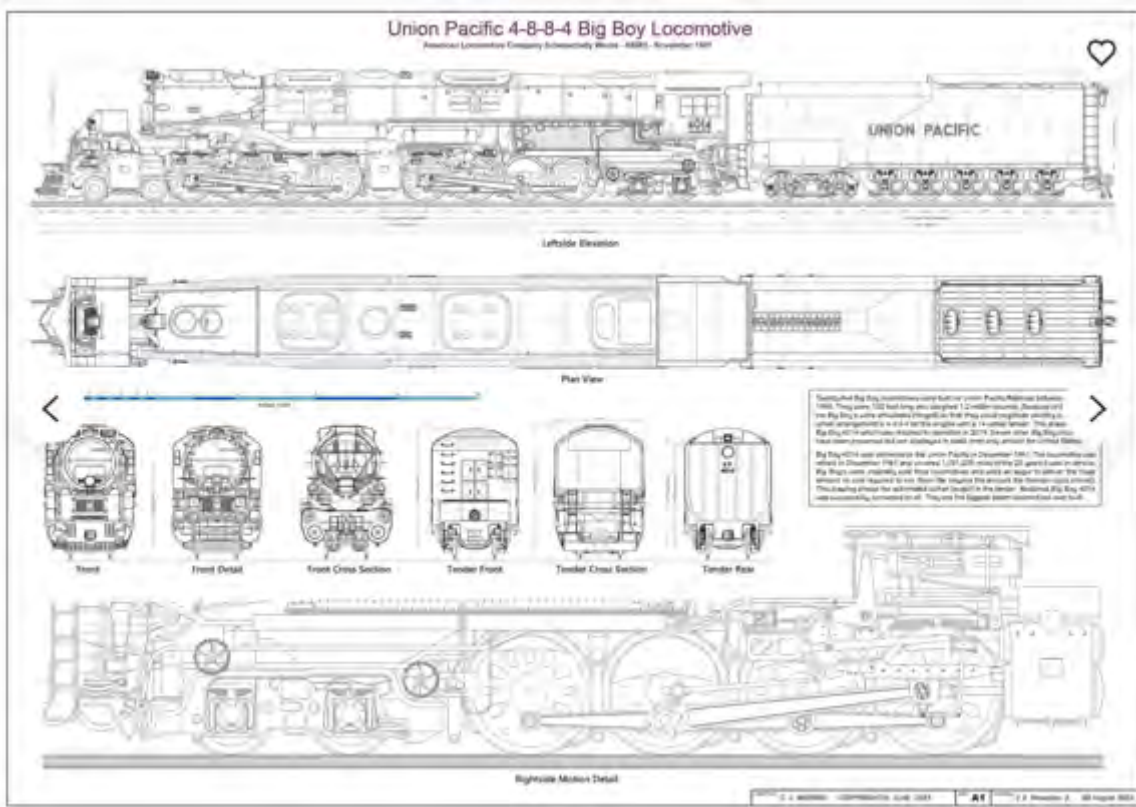
Big Boy Locomotive Facts

In preparation for the club’s activity to see the Big Boy in Morgan, Utah on April 2nd, you may want to know some of the important facts that make the Big Boy famous. The Big Boy was specifically designed to carry heavy loads over the Wasatch Mountains between Ogden, Utah, and Cheyenne, Wyoming. The steepest portion of that route was the Eastbound pass from Ogden to Evanston, Wyoming, which gained 2500 feet in 70 miles, and often required “Helper Locomotives” to get over the pass. This challenging ascent was the primary reason for developing the large 4-8-8-4 Big Boy steam locomotives. (Learn more in the link at bottom of page)



Weight of Locomotive and Tender	1.2 million pounds (600 tons)
Wheel Configuration	4-8-8-4
4014 (Big Boy) was built	1941 (25 Big Boys built in total)
Power Output	7000 hp
Tractive Effort	135,375 lbs
Weight on Traction Wheels	540,000 lbs
Boiler Steam Pressure	300 psi
Factor of Adhesion	3.99
Max Speed	70 mph
Diameter of Drive Wheels	68 inches
Piston Bore	23.75 inches
Piston Stroke	32 inches
Length of Locomotive and Tender	132+ feet
Amount of Water carried in Tender	24,000 gallons
Amount of Coal carried in Tender	32 tons
Weight of fully loaded Tender	427,500 pounds (214 tons)
Big Boy 4014 was converted from coal to oil in 2019	
Frame of Big Boy is hinged in middle to allow it to go around curves in the track	
Big Boy 4014 was restored by Union Pacific in 2019	
Big Boy 4014 is the only Big Boy still in operation	

<https://www.youtube.com/watch?v=Hszu80NJ438&t=2183s>





Hubley Car Races

There is still time to buy a car and put it together for the Hubley Car Races, to be held at the April club meeting of the Utah Valley Model A Club on April 16.

Hubley Races

Thursday April 16
Our Regular Club Meeting - 7:00 p.m.
Bring Your Hubley Car

Who Will Win These Awards?

- ▶ Fastest Car
- ▶ Most Like The Real Car
- ▶ Best Paint Job
- ▶ Most Complete
- ▶ Best of Show

UTAH VALLEY
- Model A Club -



Recipe of the Month - Grandma Pruitt's Vinegar Pie

From Taste of Home



Total Time: Prep. 40 minutes, Bake 1 hour and cooling.

Yield: 8 Servings

This historic pie recipe has been in our family for many generations and is always served at our get-togethers.---
Suzette Pruitt, Houston, Texas

Ingredients:

- 2 cups of sugar
- 3 tablespoons of all-purpose flour
- 1/4 to 1/2 teaspoons of ground nutmeg
- Pastry for double-crust pie
- 1/2 cup butter, cubed
- 2/3 cup white vinegar
- 1 quart of hot water

Directions:

- 1- Preheat oven to 450°. Wisk together sugar, flour, and nutmeg; set aside. On a lightly floured surface, roll one-third of pie dough to a 1/8-in-thick circle; cut into 2x1-in strips. Layer a deep 12-inch enamel-coated cast iron-iron skillet or ovenproof casserole with half the strips; sprinkle with half the sugar mixture. Dot with half the butter. Repeat sugar and butter layers.
- 2 – Roll the remaining 2/3 of pie dough to an 1/8-in-thick circle. Place over filling, pressing against the sides of the skillet of casserole. Cut a slit in top. Add vinegar to hot water; slowly pour vinegar mixture through the slit. Liquid may bubble up through crust; this is normal. To catch spills, line an oven rack with foil.
- 3- Bake until crust is golden brown, about 1 hour. Cover edge loosely with foil during the last 15-20 minutes if needed to prevent over browning. Remove foil. Cool on a wire rack.

Club Meeting Refreshments

For the Year 2026

March	Andy Hudspeth
April	Nicholas Mack
May	Gemma Eckstein
June	The Macks
July	The Palmers
August	John Salzl
September	Amber Morrell
October	Buster Hansen
November	Ronia Lewman
Alternate	John Weston
Alternate	Diane Brimley
Alternate	Colette Thompson
Alternate	Jeff Niven

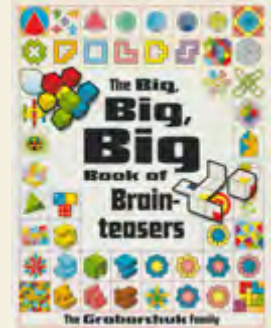


Have Some Fun

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

By The Grabarchuk Family

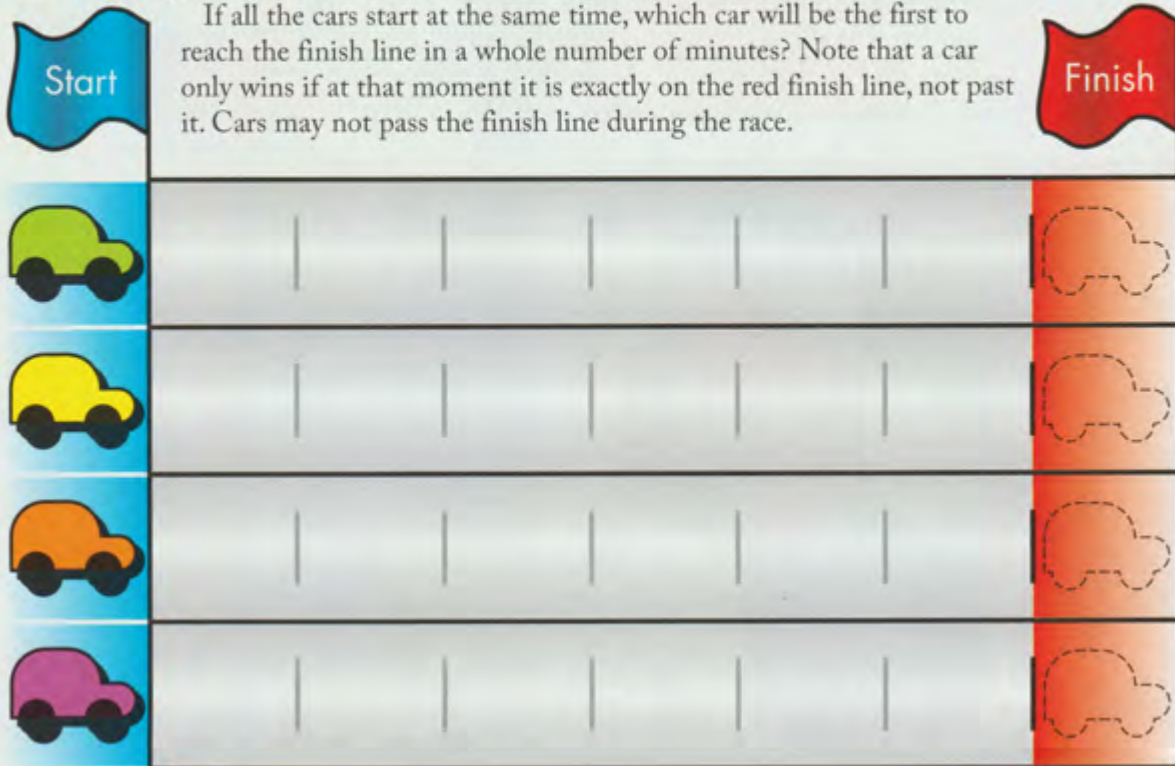
(Solution on page 45 of this Motometer)



Car Track Puzzle

Four toy cars are lined up on the blue starting line of the racetrack, which is seven car lengths long. The goal of the race is to get to the red finish line in a whole number of minutes. The green car can only move forward, traveling 1 car length per minute. The yellow car can move both forward (at a rate of 3 lengths per minute), and backward (1 length per minute). The orange car can go 3 lengths per minute (when moving forward), and 2 lengths per minute (when moving backward). And the purple car travels at a rate of 4 lengths per minute (forward) and 3 lengths per minute (backward).

If all the cars start at the same time, which car will be the first to reach the finish line in a whole number of minutes? Note that a car only wins if at that moment it is exactly on the red finish line, not past it. Cars may not pass the finish line during the race.





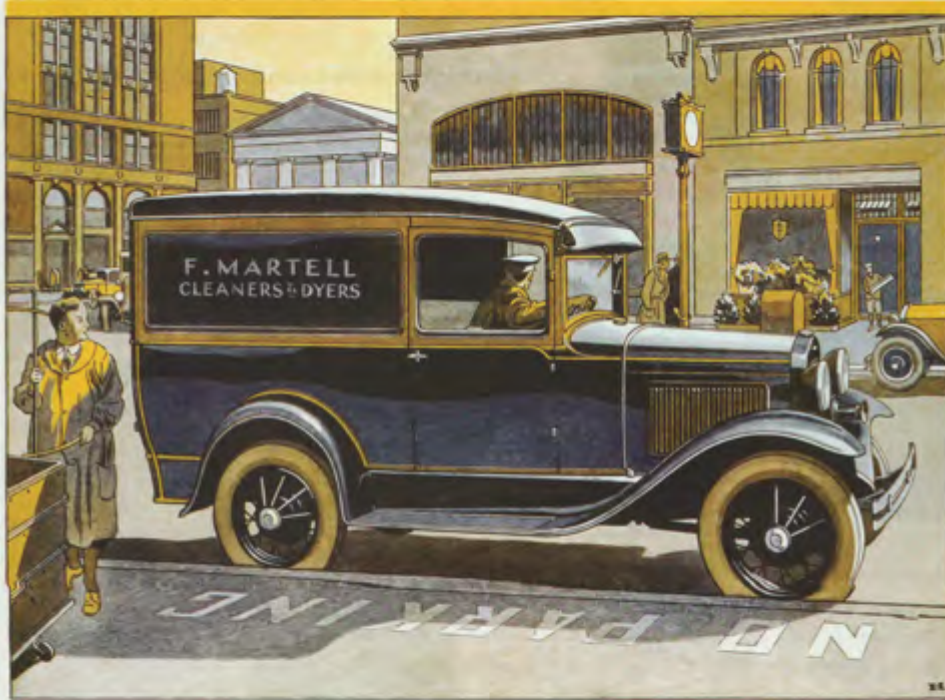
Model A – Model of the Month Drop-Floor Panel Delivery Truck

60

THE SATURDAY EVENING POST

January 24, 1937

A drop-floor panel body now brings Ford economy to new commercial fields



DAILY, throughout the country, Ford commercial units are doing new jobs. A steadily increasing range of body-types, a choice of two different chassis, and a variety of especially designed equipment, all help to adapt the Ford for service in many businesses.

It is possible to select a Ford truck, or a Ford delivery-car, which is exactly suited to almost any work required. Thus, the reliability, excellent performance, and definite economy of Ford units become directly available to a larger number of industries.

For example, a new body is offered on the light-delivery chassis. It is of the drop-floor panel type, a body of special convenience to

cleaners and dyers, florists, radio dealers and others whose deliveries require unusual height from floor to roof. It is also used by specialty-salesmen, as it permits easy loading and removal of bulky samples.

In addition to a wide selection of commercial bodies on the Model A chassis, there is a range of types on the 1½-ton truck chassis, with either 131½- or 157-inch wheelbase. With the truck, there is a choice of open or closed cabs, of single or dual rear wheels, and of high or low rear-axle gear-ratios.

Your Ford dealer can show you a commercial unit, and equipment, suited to the requirements of your particular business.

Complete Commercial Exhibits at New York, Philadelphia, Boston, Detroit, Dallas, and Los Angeles

FEATURES

of Ford Commercial Units

Four-cylinder, 30-horse-power engine. Torque-tube drive. Internal-expanding mechanical brakes, all fully enclosed. Study frames, cross-members, axles, and springs. Forty different kinds of specific steels for special purposes. Extensive use of fine steel forgings. More than 20 ball and roller bearings. Precision built. Three different wheelbases. Two different chassis. Triples shatter-proof windshields for safety. Low first cost. Low cost of operation and maintenance. Reliability and long life.





UVMAC – “A” of the Month

The Utah Valley Model A Club “A” of the Month for April belongs to Theon and Laurel Laney. It is a beautifully restored 1928 Tudor Sedan (Body Style 55-A). As has been mentioned in previous newsletters, the Tudor Sedan was one of the six Model A models introduced by Ford in their December 2, 1927 newspaper ad, with an advertised price of \$495.

The photo below was taken at the Heber Valley Historic Railroad during the club’s monthly activity there in August 2024. The interior of the car is especially impressive and worthy of a look-see the next time Theon dives it to an activity. Thank You, Theon and Laurel.



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 – January 2013

Quilted Taffeta Hand Bags

By Peggy Gill

During the Model A Era, many women used their sewing skills to make purses and clutches to go with their outfits. Patterns and ideas were often found in magazines such as *Needlecraft* and *Woman's World*. According to an article on page 49 in the February 1929 issue of *Woman's World* magazine, quilted silk taffeta purses were "among the season's smartest contributions to the costume. The chic crispness of their material and their simplicity of design recommend them for general use with street clothes, while their wide range of colors makes it possible to match the daintiest of afternoon and party frocks."

For those of you who are crafty, you might want to try your hand at making a matching purse to go with your next Model A Era outfit. This is what a trio of ladies did in the Rock-Ford A's Model A Club from Rockford, Illinois.

When Nan Stewart of the Rock-Ford A's came across the directions for these bags in the aforementioned article, she excitedly shared her find with fellow club members Chris Aupperle and Alice Whitney. The following pictures are two of the bags that Alice made. When completed, they measure about 9 inches X 10 inches. Chris painted the wooden button closure on her bag to match the fabric.

Thank you, ladies, for sharing your projects with us!



What follows below are the re-typed directions directly from the article as well as the pattern descriptions:



How Quilted Bags Are Made

The bags sketched are of faille taffeta and measure 8 1/4 X 10 inches when completed. First a layer of sheet wadding is placed on the wrong side of taffeta, then a layer of cotton flannel on the sheet wadding. The three layers of material are worked together and the design is quilted with simple running stitches through all of them. Thread is pulled tight so the material puffs

slightly. See diagram above.

When quilting is completed, [the] ends of bag are joined and handles attached. Each handle is 1 X 18 inches when completed. They are double with a layer of flannel between the padding. Next, tops of front and back of bag are attached to two heavy wire frames already padded and covered with taffeta. [The] bag fastens with a taffeta tab which is sewed to back of [the] bag and wrapped to [the] front. A large round wooden button matching the taffeta trims [the] tab. Finally the lining of any material you may have on hand is slip stitched into purse.

Geometric Flowers: Gray silk taffeta quilted in gray. These square and circular blossoms appear on both sides of bag.

Green Rose: Green silk taffeta quilted with green floss. The large floral motif surrounded by double zigzag lines is placed in the center of the bottom of the bag.



Peony: Red silk taffeta quilted with matching floss. Design of conventional flowers and broken parallel lines is the same on both sides.

Sunburst Design: Navy blue taffeta quilted with matching floss. The four concentric arcs with radiating lines are repeated on the back of bag.

Cosmos: Black silk taffeta quilted in green floss. A large flower with lines radiating from it in all directions appears on both front and back of bag.

Sunflower: Tan taffeta quilted in tan. Design is the same on front and back with the large flowers overlapping at the bottom.

Morning Glory: Rose silk taffeta quilted with rose floss. Conventional flower design is the same on both sides of bag.



Source: *Woman's World*, February 1929, p. 49.

Calendar of Birthdays, Activities and Holidays

APRIL 2026

SUN	MON	TUE	WED	THU	FRI	SAT
29	30	31	1 April Fool's Day	2 Big Boy in Morgan, Utah	3 Good Friday	4
5 Easter Sunday	6 UVMAC Board Mtg.	7 Ralph Nair	8	9	10	11
12	13 Thomas Jefferson	14	15 Federal Income Tax Day	16 UVMAC Club Mtg. & Hubley Derby	17	18 Riley Player Funeral
19 Natalie Mack	20	21 Carl Vernon	22	23	24	25 Spark's Petrolania Museum
26	27	28	29	30 Mr. Winn Service Project	1	2

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



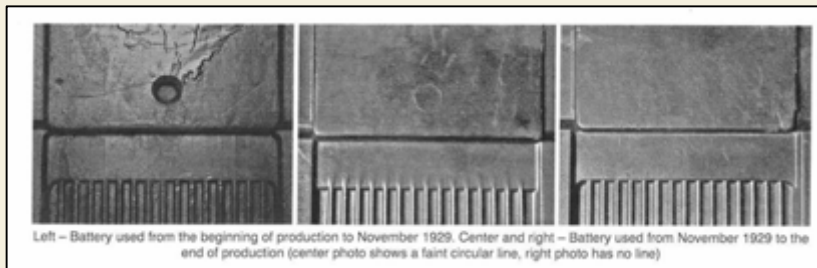
One item that is virtually impossible to find is an original Model A battery. Go figure... Today's batteries last 3 or 4 years. Finding a 90-year-old Model A battery is going to be really hard, no matter what condition. And then it won't work, but will need to be rebuilt.

The Standard says, "Model A batteries were made of hard rubber or composition material with a Ford script facing the driver's side." In March 1928 they switched the location of the terminals so that the "negative post moved to the right front and positive post to the left rear." See photo right.



There were also 3 different cases used, two from beginning of production through 1929 and then a "Heavy wall case...corrugated panels extended to the bottom of the case...Batteries marked with 'Type A' or 'Type B' are later Ford batteries." See photos below.

Here are a few photos I obtained from Model A gurus who actually have original Model A batteries. Notice that you can see in the center photo that the top of the battery has been rebuilt and resealed into an aged surrounding case. See three photos below



The Mar/Apr 92 Restorer, pages 12-15, has a really good article about authenticity of the Model A battery to include what the bottom of the battery looked like. See Photo below.





I've looked all over the country for an original battery. Once while travelling in Indiana, someone from Indiana coincidentally posted on Facebook they had two original Model A batteries for sale. I immediately contacted the seller and yup, they were already gone. Desperate, I embarked on trying to recreate a battery case on my 3D printer that could contain my modern battery. I still have a lot to do but, I'll keep trying. One thing I found was that there was another patent issued for the Richardson Company around 1931 that I added to my reproduction. See photo upper right.

I also found that they changed the date stamp from month-year to a letter-month. I'm currently having trouble getting the logo to print correctly.

A couple of weeks ago, Andy Hudspeth told me about a guy in Bountiful with an original Model A battery case for sale. It's taken quite a beating over the last 90 years. See below left. I'll see if I can find a place that rebuilds them. I'm keeping my fingers crossed.

Be authentic!



Figure 3. Bottom of a battery case showing the case supplier's logo and the battery manufacturer's identification letter and date of manufacture.

THE RESTORER - MAR/APR 1992 13





The American Gas Station

By Jeff Niven

Part 3 – The 1970’s to the Present Time

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 third 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



The price of gasoline, since the start of the 20th Century, remained below 50 Cents per gallon until what has come to be known as the “Oil Embargo” in the mid 1970’s. I remember



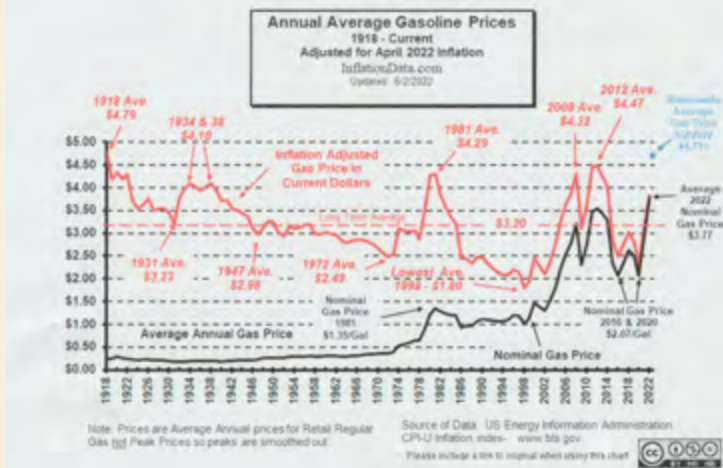
those days well, with the long waiting lines that stretched around the block and when you finally got to the pumps, there were limitations on how much gasoline you were allowed to purchase. Many stations were not even able to obtain gasoline for sale, and thefts of gasoline trucks was on the rise. The Federal Government even got into the act and instituted a nation-wide highway speed limit of 55 miles per hour. I remember driving into a small town in West





Virginia in 1974, and discovered that I was the only one with a drivable car. I had just driven from Ohio where I had been able to purchase six gallons of gas for 50 cents a gallon. Immediately, a number of unhappy people approached me with their rubber siphon hoses, offering to buy gas from me. I ended up selling 2 gallons out of my fuel tank to one of them.

There are a number of theories about the cause of the Oil Embargo, but they will not be presented in this article. It is interesting to note, however, that when you adjust the price of gasoline paid at the pump during the 1900's, for inflation, the "Long Term Average" price of gasoline in the United States is \$3.20 per gallon in current dollars, as indicated by the dashed red horizontal line on the chart shown here. There have been three major instances where the price of gasoline rose above that level since the Oil Embargo, namely 1981, 2008, and 2012, corresponding to significant events in US History such as the Great Recession of 2007/8. It is also interesting to realize that the Inflation-Adjusted Gas Price that people were paying to power their Model A cars (\$3.00 to \$3.50), was about that same price we are paying to power our Model A's today.



One of the biggest changes in the history of the US gas station happened in 1947 when Frank Ulrich opened the first modern self-serve gas station at the corner of Jilson and Atlantic in Los Angeles, California. With the slogan "Save 5 cents, serve yourself, why pay more?" Ulrich's station sold more than 500,000 gallons in its first month. Immediately, this practice was banned due to safety concerns, but was eventually permitted after the development of the automatic shut-off pump nozzles during the 1970's, which made self-service much safer. Currently, only the state of New Jersey still bans the practice of self-serve at the pumps.



The drastic increase in the price of gasoline, presented new problems. With the continued use of older gas pumps and their mechanical, clock/gear driven counters and number displays the mechanisms were now spinning at least ten times faster than that for which they were designed. In addition, once the price of gasoline exceeded \$1.00 it then required more more digits to display the price of gas in the front panel of the pumps. New pump displays had to be designed that could



handle prices over 99 cents, and electronic displays were invented in the 1970's that were not limited by flow rates of gasoline nor the rates at which money was being spent by the customer. If you watch the digit that represents one cent, on modern gas pumps, it is just a blur as numbers go flashing by. Even the 10-cent digit can get pretty difficult to read.



In 1964, a man named Herb Timms designed a system that allowed him to activate the gasoline pumps from inside his cashier's booth. This allowed a single employee to run the gas station from inside, thus eliminating the need to employees to go outside and interface with customers. This paved the way for most stations today, which can be open 24 hours a day, completely free of having an employee help with pumping gasoline. A big cost savings!

In the 1980's there were soon automated pumps with credit card readers, and loyalty programs. From a single nozzle, you could dispense multiple grades of gasoline including Regular, Mid-Range, and even "Hi-Test"! Today, many pumps even serve Diesel and Ethanol-Free gasoline, as well as three grades of gasoline from the same pump. Most pumps today, also include a small printer, from which the customer can obtain a printed receipt of their gasoline purchase.



In order to attract customers, many stations began selling groceries and fast food. Loyalty programs in the 1960's included Blue-Chip and S&H Green Stamps which could be collected and used to purchase items from a catalog. My mother used her



Blue-Chip Stamps to purchase a nice briefcase that I used on my mission. Today, many gas pumps have small video displays from which the customer can view advertisements, news, weather conditions and even sporting events.

During the late 1970's, the public became aware of the environmental pollution that was being caused by gasoline stations. There were the obvious problems with spills from pumps, cars and gasoline trucks, but there were far more subtle problems that the public never saw. These included leaks in underground gasoline storage tanks, and in California, it included the dreaded "Gasoline Vapors".

Originally, gasoline and oil were stored in large cylindrical tanks mostly underground, except in states like Florida, where high water tables could cause empty tanks to float out of the



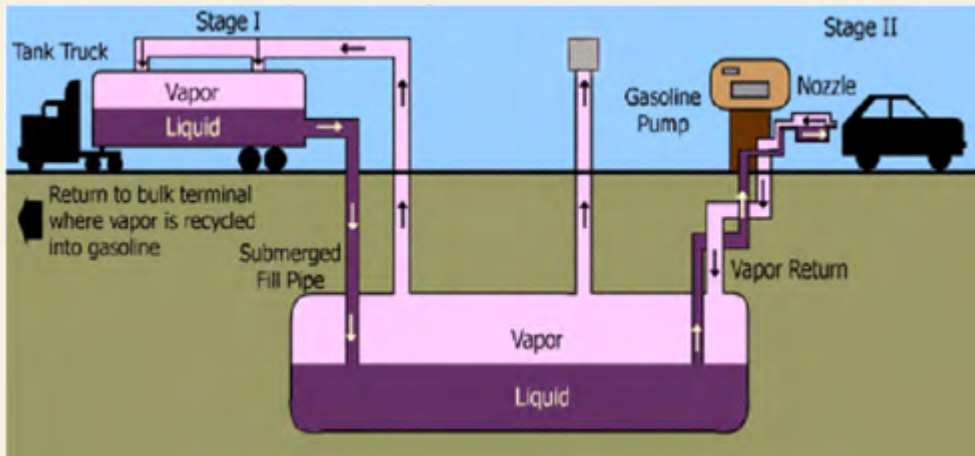
ground. These underground tanks were painted, and the outside was covered with fabric and even thick layers of tar to prevent leaks from rusting steel. Each tank was vented to the atmosphere via a small pipe, and the tanks were filled via a large pipe which was accessed by a lid in the station parking lot.



Some of these buried steel tanks were dozens of years old, and many of them were leaking gasoline into the ground. In 1983, the TV show 60 Minutes documented massive problems with ground water contamination from these leaking tanks. This required that the tanks be checked for leaks, including the ground around the entire station. If contamination was detected in the ground near the station, it required that the tanks be removed and replaced with modern fiberglass or specially protected tanks (left).

As the emphasis on contamination grew, it was also determined that the vapors from gasoline were creating air pollution. When a customer pumped gasoline into their car's gas tank, the vapors from inside the tank were forced out via the filler nozzle into the atmosphere, thus creating air pollution. The same thing happened on a larger scale when the gas truck filled the underground tanks and vapors came out into the atmosphere. Thus, it was decided that all of these vapors, all over the United States, must be captured, and returned to the refinery from whence they originated.

I had the glorious opportunity to work for a large construction company in 1975/6 that had contracted with Shell Oil to install what became known as the "Vapor Recovery System" in all of the Shell Oil stations in Los Angeles County. This involved installing special hoses and nozzles



as well as underground pipes that captured the vapors as they exited the automobile and routed them to the large underground tank where they stayed until the tank truck came and took them back to the

terminal, when he filled the underground tank with gasoline. It all sounds wonderful on paper, but I still have doubts about how effective any of it actually is.



The biggest problem, is how to capture the vapors as they leave the filler pipe of the automobile. This was to be accomplished through the use of a heavy nozzle like the one shown here (right), and a special coaxial hose that carries the vapors one way and the gasoline the other direction. Few of these nozzles are used correctly by untrained customers and few are maintained to replace aging rubber parts.



Here in Utah, a different style of vapor recovery nozzle is used, which I believe is even less effective in capturing the fuel vapors coming out of the car's filler pipe (shown below). With this



design, there is not even an attempt to seal the opening of the filler pipe. The large diameter flat rubber piece is called a splash guard and is so far away from the filler pipe as to be completely ineffective at capturing vapors. There are a number of small holes in the nozzle pipe which are intended to draw or suck in fuel vapors, but anyone using these nozzles can testify that the holes do not work as intended.

As we look at the gasoline stations of the new century, here is what we see. Nearly all gasoline stations have a dedicated convenience store with one employee who serves as a cashier for the store and occasionally for customers who pay cash for their gasoline. Most of these stores sell all kinds of food and snacks, and dairy but especially cold drinks. Most have a shelf offering limited items for pain relief, cold and flu. Another shelf is for limited auto supplies such as oil and fuel additives. Most sell ice in large bags for travelers with ice chests. Many stations these days sell small bundles of fire-wood and most have a cabinet which contains tanks of propane for use in BBQ's and heaters. Public restrooms are



essential and are often the only reason that travelers stop at a gas station. Some stations offer hot food or even a small grill service with a limited menu of sandwiches, tacos, burritos and hot dogs. Outside are a number of completely self-service gas pumps, offering at least 2-3 blends of gasoline. Some stations may offer diesel fuel as well, and Ethanol Free fuel is offered in many locations.





With the emphasis on pollution by environmental groups and the government, there are a growing number of stations that cater to electric vehicles with a number of charging machines. Possibly due to safety concerns, electric stations and gasoline pumps are kept separate from each other. Waiting times for a gas pump is usually only a few minutes, whereas the wait time for a full charge of electricity can easily take hours, depending on the type of charger that is used. This is another reason that they are at separate locations.



There are few, if any, stations that still offer automobile repair service. The reasons for this are numerous.

- Rising Labor Costs – This is the primary reason. The cost of labor associated with skilled mechanics is far greater than the cost of a single attendant or cashier. The cost of training these talented personnel must also be considered.
- Cost of Tools and Equipment – Here again, cost is the reason. Along with more complex automobile electronics such as sensors, servos and ignition systems, comes the associated costs of the special equipment, training and tools required to diagnose and repair them.
- Increased Vehicle Reliability – Oil changes used to be done every 2000 to 3000 miles, whereas most modern car manufacturers now recommend 5000 to 10,000 miles between oil changes. That fact along with modern fuel and ignition systems which require very little maintenance reduces that demand for repair services.
- Competition from Specialty Shops – Today there are numerous shops that specialize in tires, oil changes, brakes, transmissions and mufflers. These represent the majority of the work that used to be done by gas stations.
- More profitable economic models for convenience stores – The economic models for today’s gas stations, with minimal labor, low capital investment and high profit margins for food, soda-pop, and tobacco are far more profitable than for what I would essentially call a side business of repairing cars. Consider also that repair work often requires that cars sit idle in bays and parking lots waiting for parts and support.
- Self-Service killed the demand for attendants who could also perform minor maintenance tasks on cars.



Without car repairs being offered at local gas stations, small and large facilities were opened to service automobiles. These facilities offered complete repair services, from electrical,



to minor mechanical repair and even to serious engine overhaul and replacement. Some of the busiest and largest of these shops are the large new car dealerships that sell new and used cars. While they specialize in fixing the cars that they sell, they also service other brands of automobiles that people bring in.



Summary: What started off as a source of automobile gasoline sold in individual metal cans in hardware

stores and even pharmacies, has now grown into service stations that sell not only gasoline but most include a mini-market as well. Some of the larger complexes that have become destinations in themselves, where people drive for miles to buy gasoline as well as shop for food, clothing, hardware, and even dine-in restaurants.

One of the largest of these service stations in the United States is called Buc-ee's which offers gasoline from 120 completely self-service gas-pumps, as well as an indoor market and department store with restaurants supported by over 350 employees under inside a 74,000-square foot building (see photo below)! And check out this link to see that a grand place this is.

<https://www.today.com/food/worlds-largest-gas-station-bucees-tennessee-rcna91120>

If you haven't already seen the video (see link below) which presents a wonderful tour of the growth and historical significance of the American Gas Station, check it out.



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

#####

Butterfly Biosphere Tour

By Roger Davis and Howard Eckstein

Saturday, 14 March, Twelve Club Members met at the Thanksgiving Butterfly Biosphere to get to know our winged insect friends just a little bit better. It was overcast but still pleasant indoors, in a humidity-and-heat controlled environment. Howard and Gemma Eckstein, Andy and Janna Hudspeth, and Theon and Laurel Laney drove their Model As. Curt Martinson drove his Model A Wannabe (see photo right). We saw many more insects than just butterflies as they have many displays of other insects some large and some small. You should have seen the size of those African Cockroaches!!!



To our benefit, our tour coincided perfectly with National Learn About Butterfly Day. They had many volunteers available who taught us the difference between butterflies and moths. They had a viewing area where you could see the butterflies emerge from their cocoons. We got to see them release some newly emerged butterflies and got to interact with many beautiful creatures.



The butterflies seemed to be very attracted to Theon who was dapperly dressed. Likewise, Gemma Eckstein, Janna Hudspeth, and Amber Morrell easily made friends with our winged hosts. Roger Davis had on a bright yellow shirt and attracted an old, large moth on his back, who stayed there for about an hour.

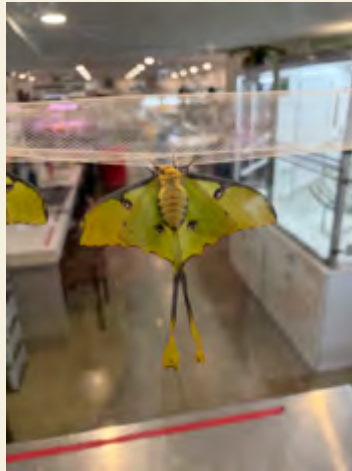


The highlight of the trip was to try to persuade the bugs to land on your finger or clothing. Part of the fun was watching other people's grandkids chase the creatures around, then freak out when one of the finally landed on their little finger. Howard was proud to say that our grown Model A adults, who have seen everything in life, showed no fear under the same circumstances.





By noon it was time to gather at our cars to drive over to Sol Agave in American Fork for lunch. We had eaten our entrée there during a past progressive luncheon and really liked the



delightful Mexican restaurant. Once again, we were not disappointed.

As always, we had a wonderful day with great friends.

Garage Day Report – Feb. 28th

By Roger Davis

Saturday, 28 Feb 26 was a pleasant, slightly overcast day in Utah Valley. We had 14 members and 5 cars join us for our garage day. Our garage days always give us great opportunities to share stories, learn things about our cars, and spend time with great friends. Oh, pizza lunch provided by John Wilson, and some tasty treats from Robert and Becky Mack and a few tasty doughnuts from the Lehi Bakery always help.

John Wilson arranged for us to use Colonel Kirkham's garage and lift in Northwest Provo. John needed some electrical work on his 31 Deluxe Roadster but then they found that his ring gear is missing some teeth so that will lead to another garage day to pull the engine and replace that damaged ring gear--then we'll be able to check on his electrical problem.

Rodney was having troubles on his 29 Roadster Pickup with his right rear turn signal. Using our voltmeter, we determined there was power at the brake light switch but none at the rear turn signal connector. We traced the wire back through the light switch body on the steering column and back to a connection from the turn signal. Sure pulled out from the crimped wire, pinched the connector again, on it to help hold it in place--IT WORKED! Then we noticed that the green wire was likewise disconnected so we similarly repaired that. We replaced the speedometer cable but found that the small speedometer key inside the back end of the transmission needs to be replaced. Another project for a future garage day. He also may need to check his battery as his 12-volt starter sometimes needs a jump to start.

Theon Laney brought his 28 Tudor in for its 5,000-mile maintenance and found his rear axle nuts



enough, the yellow wire had connector. We reinserted the and put some heat shrink tubing





loose. Among other things, he repacked the front bearings, brought a few things back into spec, and is back on the road.

Jeff Niven and Bill Thompson stayed outside in the pleasant weather and installed a cell phone charger in Jeff's 30 Tudor.

Stephen Dutton was not able to get enough heat from the small soldering iron to repair the connections on his horn in his 29 Woody so afterwards, he and John Warby headed over to John's shop to use some more powerful tools to solder things up.

As always, we stepped in to pay the Colonel a visit and to say thanks. He has a great military history going back to the Vietnam era with lots of stories to tell. This year, he shared how he gave a tape recorder and tapes to a military commander in Laos in exchange for their troops to stop shooting holes in the US fuel barrels. Who knows--he probably changed the course of the war...

Great times spent together helping each other and deepening our friendships.





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 "The Little Old Lady from Pasadena". It is a song written by Don Altfeld, Jan Berry and Roger Christian, and recorded in 1964 by American pop singers **Jan and Dean**. The lyrics are included in the video, so sing along as you tap your foot to the beat. It is a very fun song!

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.



<https://www.youtube.com/watch?v=lQDdbtv5Cgc>



Working with Model Ts

By Howard Eckstein

During high school, I was given the chance to buy a Model T truck for \$250. I didn't have the money, and my dad was unwilling to bankroll it. I never saw the truck and that whole episode ended in disappointment.

My interest in the Model T never

wavered. I checked out books from the library so I could study up on them. Everything I learned was in the absence of a real car. Many years went by until I was a young father who made house calls as a car mechanic. One day, I got a call from a man in Hollywood in the high rent district who asked if I could get his Model T to run better. I drove up to his place and looked the car over. He left me with the car so he could return to his place of employment. There I was, with nobody to ask about how to operate the car. I remembered enough from the books about how to start the engine. This I did with success. The owner was right, it ran badly. But it did run. It seemed to me that the ignition was erratic.

The Model T ignition system is rather primitive compared to the single coil and distributor system we are familiar with on the Model A. In the earlier version, each cylinder's spark plug was energized by its own coil, condenser and points. All these parts were fit into a box, with four coil boxes in a buzz box mounted under the dash or in the engine compartment, depending on the year. Energy for the coils is provided by a battery or a magneto, depending on the position of the switch. It's easier to crank start the engine on the battery, then switch to magneto once the engine is running.

On the car in Hollywood, I cleaned the points and gapped them all equally in an effort to get the car to run better. In fact, that was all that was needed. The car ran smoothly after that. Of





course, I needed to test drive it. This would be my first attempt at driving a Model T. I had no qualms about it; after all, I had read the book.

The Model T transmission is very different to the sliding gear unit we know. There are three pedals on the floor. The left pedal controls the two forward gears and neutral, the center pedal is for reverse, and the one on the right is the brake. It's a lot like driving a forklift.

I got the car going down the residential street just fine. The wind was in my hair and my heart in my throat, but we were chugging along. Then I approached a stop sign. It was then I realized that I didn't know how to stop it. I don't usually panic, but at this moment I was in a dangerous situation and at a loss of what to do at the same time. I remember reading



that if confusion clouds your memory, to stop the car, press on any two pedals at the same time and the car will stop. Of course, this will stall the engine. There I was stuck at an intersection with an old car. I had trouble getting it to start again. At last, I drove it into the owner's driveway and breathed a well-deserved sigh of relief.

That experience didn't cure me of an interest in Model Ts. A few years ago, Kelly Barker invited me to drive his 1922 roadster around in his orchard. That was the first training I had in operating a Model T.

Recently, Andrew Watson had about three Model Ts on his lot. My job was to get them running reliably for sale. In each case, I let Andrew test drive the cars. One of the cars I worked on was bought by Judd Houser to add to his collection.

Just this past week, I was asked to get a 1917 roadster pickup running. The owner said that the car had sat for 40 years in his grandmother's garage and hadn't run during that time. We worked together and got the engine to briefly run using starter fluid in lieu of gasoline. At least the owner got to hear it run for the first time. Further improvements need to be made so that the car will run on its own.

It's fun for me to work on these early Fords. I'm surprised how much of the Model T was carried over to the Model A. Yet, these cars are different as night and day. Fortunately, there are members of our club who have coached me as I have worked on the 1917 this past week. I have a lot more to learn about them.

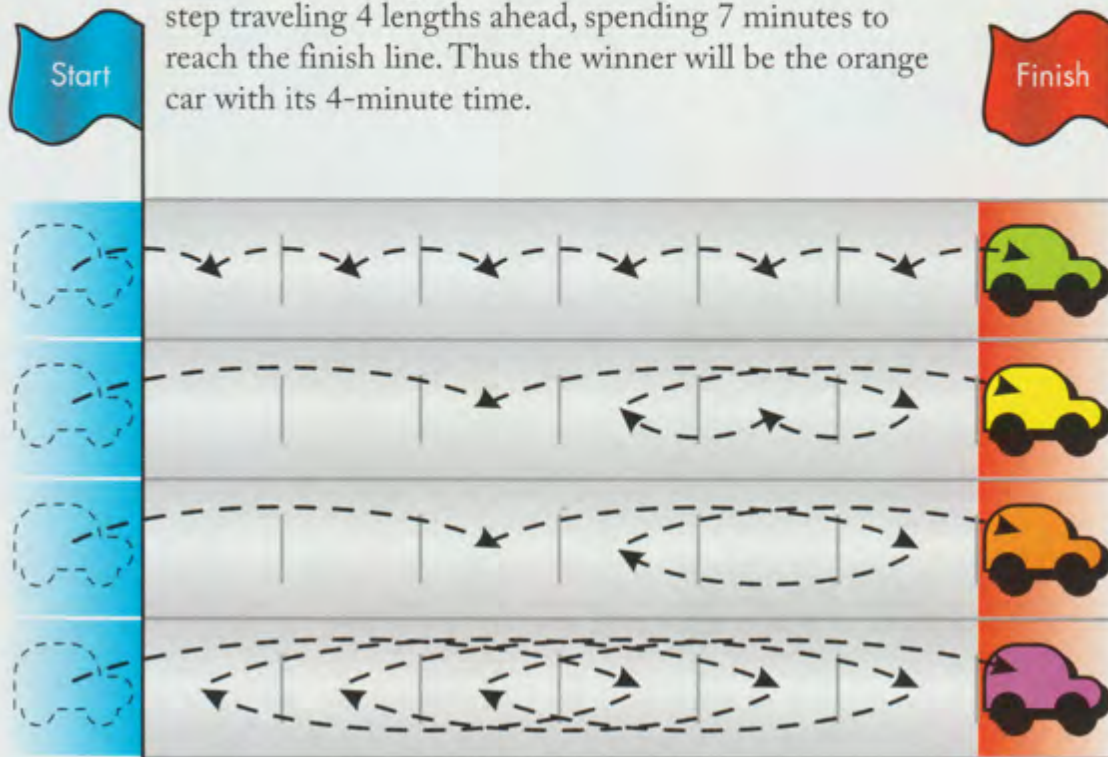
A while back, Greg Mack and I went on a tour with the Model T club in Fairview over mountain trails to see the wildflowers. We followed the Model Ts in my car. It was then I learned that although Henry Ford put America on wheels, it was at 20 miles per hour.



Solution to Have Some Fun

(From Puzzle on page 21)

To get to the finish line, the green car will travel seven car lengths forward at 1 minute each, for a total of 7 minutes. The yellow car's shortest route to the finish line is 6 car lengths forward (2 minutes), 2 lengths backward (2 minutes), and three lengths forward (1 minute), for a total of 5 minutes. The orange car follows a similar path: six lengths forward (2 minutes), two lengths backward (1 minute), and three lengths forward (1 minute), for a total of 4 minutes. The purple car must alternate stages of 4 lengths forward and 3 lengths backward 3 times, with one final step traveling 4 lengths ahead, spending 7 minutes to reach the finish line. Thus the winner will be the orange car with its 4-minute time.





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

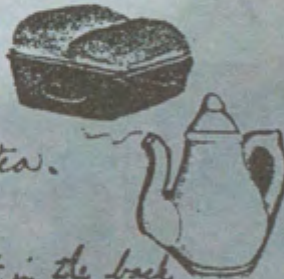




You knew what to do for bee stings
 and what to do for stings
 Mud for the stings, and tea leaf packs
 would soon clear up my eyes.

And I'd love to go swimming, down in the creek
 where the water ran slow, and the mud was thick
 And stay there and play till my teeth chattered so
 and my lips had turned blue, then you'd say "time to go!"
 And I always left with a sad little sorrow,
 But thinking "well, I'll come back tomorrow."

We'd go hunt for water cress
 And then just you and me
 Would have a little tea party
 With home made bread and tea.



I recall an old spud cellar, out in the back
 Dug in the ground, so dark and black,
 And the old well, down over the hill
 Oh yes, why I can see them still.

And that fancy old "Out House"
 Whose holes numbered three
 With a special little step
 Just right for me.



And the old Well,
down over the hill



Ranch Days Remembered



The Author, Gwen Gerber, at age five.

by Gwen Dockstader '2002'



Uncle John Pace. Here he is seen at work on his printing Press, up stairs in the old farm House. Done the first issues of the 'THISTLE MIDGET' at that location.



The be



Uncle, Wilson Pace, with the team.



The beloved old Barn, many years after my childhood days.



the team.

The Grainery. Originally a pioneer's cabin. 1916

Letters to the Editor

Editor,

I just finished your great article about the history of gas stations in the US--brought back lots of memories! Your next installment will probably reach into the evolution to self-service gas stations. In my travels around the country, I found that New Jersey has laws that require gas stations to pump gas for you to this day. I'm sure it has something to do with employment issues. It brought back some great memories when I used to travel there for business.

Great newsletter!

Roger Davis

Roger,

Thanks for the letter. You are correct about New Jersey. For many years, Oregon and New Jersey were the last two states in the US that still forbid citizens from pumping their own gas. Finally, in August 2023, Oregon relaxed their laws, a bit, to allow drivers the choice of having an attendant pump their gas, or doing it themselves, however in some Oregon counties, station owners must still designate at least half of the gas pumps be for the full-service option.

New Jersey still forbids this practice and even imposes strict fines of up to \$500 if you dare attempt to pump your own gas. It is reported that 60 to 73% of the drivers in the state prefer having their gasoline pumped for them.

Thanks again for the letter.

Editor

Dear Editor,

What I'm about to tell you had nothing to do with our trip to the Butterfly Biosphere recently, but it could possibly be true. When I was in junior high school, I was told by a credentialed professional that the butterfly's name came about by mistake. Apparently, the insect was commonly called a *flutterby*, but due to a certain eminent entomologist with sloppy penmanship, his *f* looked like a *b* and his *b* looked like an *f*, resulting in the erroneous name we know they by today.

Howard Eckstein

Dear Howard,

What you mentioned in your letter, may indeed be the truth. If you check on the internet, you will note that AI agrees with you and refers to *flutterby* as a Spoonerism for *butterfly*. Another reader, William Barrett, from London, made the additional observation that both *flutterbys* and *butterflys* begin life as *patercillars*.

Thanks for your letter.

Editor



- Model A Club -



- 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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Permitted to substitute telephone number if home membership address? Yes ___ No ___

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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