



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. 6

June 2026



Remember...

Club Dues are past **due** – **Now \$30 for 2026**

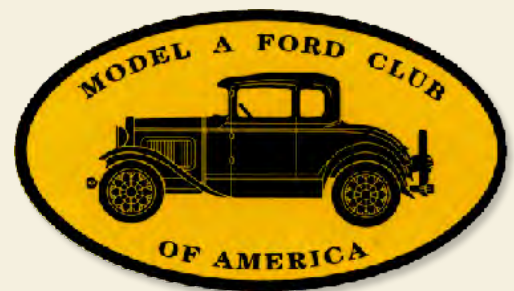
Start recording your car's mileage in your log book.

Previous editions of the Motometer are available on the club's website.

Be sure to sign up for Parades and Car Shows.

Use **CAUTION** if using lubricant when applying torque to bolts.

See page 49 of this newsletter for explanation.





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
	TBD
	Greg Mack
	Jeff Niven
	Clyde Munson
Tech Talks	
Meeting Refreshments	
Web Page	
Newsletter	
Restorer Chapter News	

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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Here is a photo of the club's Christmas party held December 2025, in the Orem Clyde Building.



President's Message

From Howard Eckstein



In 1964, I joined the after-school science club at my junior high school. At that time in my life, I thought I wanted to become a doctor. I read books in the school library about medical stuff, and it appealed to me.

One day, our science teacher who ran the club, managed to get a movie from UCLA medical school of a real open-heart surgery. This operation was new at the time and to have procured this film must have been a real coup on his part.

The movie was taken from above so that everything could be seen. I don't remember if the film was shot in black and white or color, but watching it, I turned three shades of green. I decided then and there that a surgeon's life was not for me. I could become a car mechanic instead. Cars "bleed" oil and grease, which suits me better than blood.



During my college days, I majored in Automotive technology as part of my bachelor's degree in industrial education. That foundation, along with my experiences working on my Model A, taught me enough to start a mobile auto repair business in Glendale California. Now that I'm retired, I get to work on Model As more often.

Over the past year or so, I've experienced a severe loss of stamina which takes some of the fun out of working on cars. I found out the reason why. I need to be that guy on the table I saw in the movie in the science club many years ago.

Open-heart surgery doesn't scare me. The medical profession has that figured out; it's like changing a carburetor. My concern is the recovery process and the time required for it.

The members of the club have been very kind to wish me well and to keep me in their thoughts and prayers. I'm humbled to know that I'm surrounded by so many good friends in the club. I am full of gratitude. There are other club members who have benefited from the same



unselfishness. They have come through their trials with positive results because of them. Upon reflection, those prayers do get answered favorably.

For a little while, I'll be "persona non finda" while I regain my strength. Our vice president, Andy, will keep the club's wheels rolling in my absence. To him I extend my gratitude, along with the officers and department chairs who manage their responsibilities with aplomb.

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 May Club Meeting

21 May 2026

The May club meeting of the Utah Valley Model A Club was called to order by Vice President, Andy Hudspeth at 7:15pm on Thursday, May 21st, 2026 in the Clyde Building in Orem, Utah. Andy was filling in for President, Howard Eckstein, who is in the hospital recovering from heart surgery. Roger Davis reported briefly on Howard's medical condition and explained that he is still in room 526 of the Utah Valley Hospital.



The first order of business was the introduction of visitors and guests.

Roger Fillerup introduced himself and wants to join the club. He currently has a 1928 Model A Coupe, but explained that this is his 3rd Model A, as he has previously owned two other Model A's. Apparently, Roger has a long history with a 1970 Model A Club called the Timpanogos Model A Club, of which he was a member as well as the editor of their club newsletter, which was also called the "Motometer".

Jeff, from Lehi, was in attendance and said he was just curious about the club.

And the final guest was Clyde Munson's daughter, Bridget who has recently completed school.

Next, Andy reported that there are numerous parades in the next few months, for which members could sign-up at this meeting. A list of planned activities for the remainder of 2026 was attached to the meeting agenda (see below). Details were discussed later in the meeting.

Roger Davis, briefly discussed several of the most recent activities in which club members participated. Roger first mentioned the celebration of the life of Riley Planer who passed away recently. Jeff Niven as well as Bill and Collette Thompson attended a wonderful BBQ for the celebration which was held in Fountain Green, Utah, on 18 April 2026. Details of the BBQ were reported in the May Motometer.

Next, Roger mentioned the Hubley Model A Races, which were held during last month's club meeting, and which were also reported in the May Motometer. He said that 46 members were in attendance, and two Model A's were driven to the meeting. The club members were surprised that 20 Hubley models were entered in the race. Clyde Munson suggested that next time we should "Have Rules!" alluding to the fact that Jeff Niven installed tiny ball bearings in his model's wheels, which enabled him to win the Fastest Car Award (but also the Biggest Cheater Trophy"). See one of the races by "Double Clicking" on the picture to the right.

Club members also recently participated in an activity to the Sparks Petrolania Museum in Provo, Utah, on April 25,



Model A clubs and was also reported in the May Motometer, along with plenty of photos.

Next, Roger presented the chart (right) which shows most of the events that are currently planned or available to club members to participate in during the remainder of 2026. As of the time of this meeting, one major activity was still to be held in May; the MAFCA National Convention, to be held at the end of May, and into June, in Pendleton, Oregon.

Quite a number of parades and car shows are planned for the month of June, as you can see on the chart, but the official club activity for the month of June will be the Day Trip to Strawberry Marina Grill with John Mendenhall, Water Commissioner, on June 20th.



which was organized by the Salty A's. This event was very well attended by all the local

24-26 Mar	Moab Tour	Roger & Bill	
2 Apr Mid-day	Big Boy #4014 Morgan	Beehive As	
16 Apr, 7 pm	Hubley Derby	Club	
25 Apr	Sparks Petrolania Museum Tour	Salty As	
9 May	Lehi City History Tour	Brad	
31 May- 6 Jun	National Convention, Pendleton, OR	MAFCA	
6 Jun 7pm	Vineyard Parade	Rodney	
8 Jun, 6-8pm	Oremfest Car Show (Service to Legion)	Rodney	
11 Jun 5-8pm	Legacy House Car Show	John	
13 Jun 10am	Springville Art City Days Parade	Theon	
13 Jun 7-9pm	Oremfest Parade (Rodney) -	Rodney	
20 Jun 9am	Day Trip SF to Strawberry Marina Grill w/ John Mendenhall, Water Commissioner	Roger	
June 27 9am	Taylorville Parade	Salty A's	
4 Jul (Sat)	Provo Parade	Howard	
25 Jul, 9-4	Mona Parade/Lunch w/ The Lynn's	Wes & Karla Lynn	
25 Jul 8am	Spanish Fork Car Show	Amber/Dave	
25 Jul 9am	American Fork Steel Days Parade	Diane	
1 Aug 9am	Midvale Parade	Salty A's	
8 Aug	Lindon Car Show	Buster	
15 Aug	Eureka Tintle Parade	Andy	
?	Pacific States Cast Iron Pipe Tour	Jeff	
?	SLC Airport Control Tower Tour	Jeff	
Sept ?	Nebo Loop Color Tour/Lunch in Mona	Wes/Karla Lynn	
17 Oct 9:00am	The Ruth Hale Theater-Beetlejuice & Lunch afterwards	Andy	
Oct ?	Multi-Day Trip	Robert	
Nov	TBD		
Dec	Christmas Party Lunch and Old Movie @ Springville Art City Cinema	Theon	
TBD	Club Car Show & Picnic	Andy	
TBD	Rio Tinto Mine Tour	Andy	
TBD	Helper City Tour	Andy	
TBD	Dinosaur Museum/Vernal Tour		
TBD	South Utah County Road Cruise		
TBD	Fillmore History Day Trip		
TBD	Skull Valley Tour	Theon	
TBD	West Mountain Tour and Manifold Cookoff	Theon	
TBD	Wendover AFB VIP Tour (6 hrs, lunch, \$60/person)	Theon	
TBD	Little Ladder/Hal Wing Collection Tour	Theon	

Bill Thompson reminded the club members of the upcoming 24th Annual Ed “Big Daddy” Roth Rat Fink Reunion and Car Show, which is scheduled for June 4, 5, 6 (Thu, Fri, Sat) in Manti, Utah. See Bill for details.

Next, club member Karl Pope took the microphone and announced that he is selling some of his cars, including a 1928 Model A Roadster and a 1926 Model T Touring Car.

Due to a special guest speaker, our club meeting for the month of June will start at 6:30pm. The speaker will be Henry Dominguez, who is a world class Ford Historian and Author. Henry will have some of his books available for purchase. (See postcard on page 12 of this newsletter).



Diane Brimley, club Treasurer, gave the financial report.

At this time, Vice President, Andy Hudspeth displayed a beautiful new Award and Trophy to be presented each month to the club member who was driven their Model A the most miles for that month. It is shown in the photo below on the left. The handle on the bottom opens a drawer which contains a small journal for the recipient of the award to document their mileage and some of the details of their rides. The Trophy looks wonderful, Andy!! Thank You.

For this month, the recipient of the new award was Clyde Munson who recently drove his car from Ely, Nevada to American Fork.



The best way to keep track of your car's mileage is with the member's individual mileage and maintenance logbook (shown here right). However, the club will also be providing small business cards for tracking your car's mileage.

The next part of the meeting was turned over to the club's Award Chairman, Theon Laney to present this month's awards. The first award that was discussed was the Lucky 7 Award which is awarded to club members who drive their car to 7 of the events listed on the approved tracking sheet. (A copy of that sheet is included in this month's newsletter.)

Lucky 7 2026 Tracking Sheet

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 Petrolania Museum Tour
Lehi City History Tour
Art City Days Parade/ Car Show Springville
Oremfest Car Show
Day Trip Spanish Fork to Strawberry Marina Grill w/ John Mendenhall, water commissioner
Freedom Festival 4th 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
Santiquin Parade/ Car Show
Pacific States Cast Iron Pipe Tour
Nebo Loop Color Tour lunch in Mona
Multi Day Trip
Hale Center Theater matinee
Christmas Party Lunch and old Movie @ Springville Art City Cinema



The 13+ Award is presented to club members who drive their own car, or ride in someone else's Model A for 12 consecutive months, including to an official club activity (not including the monthly club meetings). The 12 consecutive months may start at any time.

Since there were no other awards to be presented at this time, Theon began accepting nominations for the coveted Bent Rod Award, which is given to a club member who has a problem with their Model A, for which they are responsible. The following nominations were received from the club members:

Andy Hudspeth – Andy was driving his 1931 Victoria to Saratoga Springs, when the engine stopped and could not be restarted. Sam Korologos received a call for help and rushed to the rescue. They believe the problem is related to the carburetor.

John Warby – John was carefully installing a new sealant around his windshield and put a little bit too much twisting force on the glass. The windshield broke with the crack located right in front of the driver's seat.

Clyde Munson – Clyde went to Ely to get his new Sedan. He knew there was crud in the gas tank but went ahead with the trip, anyway. Along the way, the Spark Advance linkage arm came loose from its connection and the engine began to falter. The engine finally quit while driving on Pioneer Crossing, and the final problem turned out to be Anti-Freeze shorting out the distributor.

Howard Eckstein – After careful installation and wiring, Howard's new Pacemaker stopped working. Clyde questioned if there was a wiring error or some problem related to Howard's Model A. (This nomination was removed from consideration for obvious reasons).

The club members in the room voted for their choice of the most deserving Model A owner, and the Bent Rod Award for this month was presented to John Warby for his broken windshield.

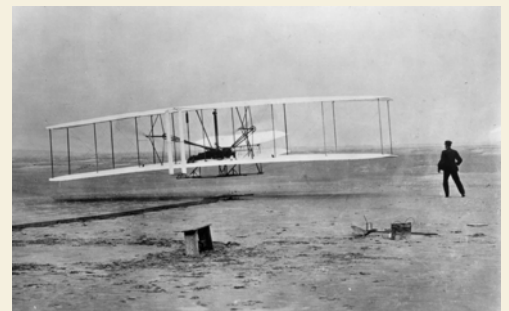
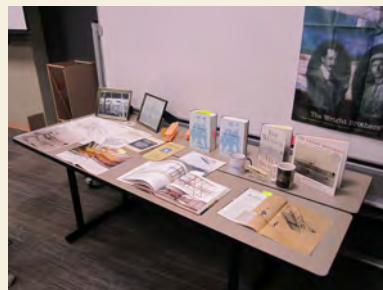
Editor's Note: I just checked on the internet and new replacement windshield glass, alone, without shipping, will cost about \$200. Window frame and other parts will cost more if they are damaged trying to get the old glass out. Due to special handling requirements, the shipping will be nearly \$50. My heart goes out to you, John.

Roger stood up and warmly offered consolations to the 2nd and 3rd place nominees.

At 8:15, the members took a short refreshment break with the refreshments being provided by Roger and Geena Davis. Thank you both!

After the break, Jeff Niven gave an informative Tech Talk on the subject of the invention of the airplane by Wilbur and Orville Wright.

Following Jeff's presentation, Andy adjourned the meeting at 9:25pm.



Upcoming June Club Activity

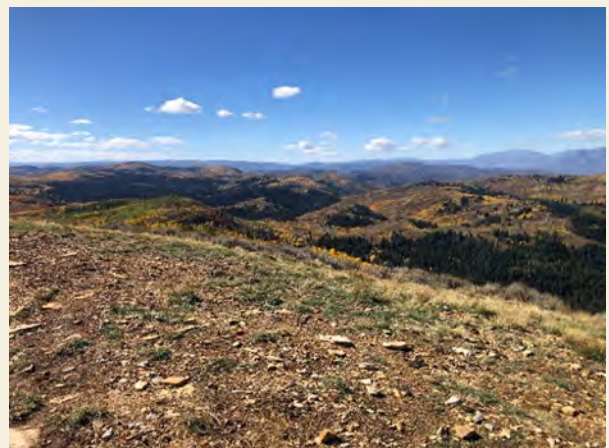
By Roger Davis

On Saturday, 20 Jun 2026, we invite you to join us for a picturesque and informative day trip up Spanish Fork Canyon on the new paved road from the top of the Strawberry Ridge to the Strawberry Marina Grill on the western side of the Strawberry Reservoir—one of Utah's largest (17,200 acres) and most celebrated fisheries.

Our guide will be John Mendenhall, former Water Commissioner for the Strawberry Water Users Commission. John will give us the history of Strawberry Reservoir from its creation to its current usage for flood control, as storage for both culinary and agricultural water, as a boater's paradise, and as a blue-ribbon fishery.

We'll enjoy beautiful vistas from the top of the Strawberry Ridge, looking for miles towards Spanish Fork on the west, Mount Timpanogos to the north, Price to the east, and Fairview to the south.

Bring your car ready for a peaceful mountain ride, some snacks, drinking water, and a jacket/coat as the weather will likely be cool. Don't worry, we'll be on paved roads the entire trip. We'll return home going from Strawberry down Daniel's Canyon through Heber and Provo Canyon.



Can't Wait for June!

Day Trip to Strawberry Reservoir



Spanish Fork to
Strawberry Marina Grill
Guided by
John Mendenhall
Water Commissioner

June 20th - 9:00 a.m.
Meet at
The Little Acorn
2600 East Canyon Rd
Spanish Fork

Jennifer Pratt
@UtahHikingBeauty


UTAH VALLEY
- Model A Club -

Special Guest Speaker
Henry Dominguez

World Class
Ford Historian
and
Author



Coming to our club meeting on June 18th
His books will be for sale, too


UTAH VALLEY
- Model A Club -



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.

Recipe of the Month

Eggs In A Basket

By Lena Abraham – Delish Test Kitchen at Delish.com

This dish goes by many names: egg in a hole, toad in a hole, egg in a basket... even "one-eyed Jack", as my family calls it. (Don't ask why, we don't know. 😊) No matter the name, this dish will always be one of our favorites — one that is somehow greater than the sum of its minimal parts. Don't forget to toast the bread round, it's crucial for sopping up the last bits of yolk.

Ingredients:

- 1 Tablespoon Butter
- 1 Slice of Bread
- 1 Large Egg
- Kosher Salt
- Freshly ground black pepper

Directions:

- In a medium skillet over medium heat, melt butter.
- Use a large glass or a paring knife to cut a hole in the middle of your bread about 2 inches in diameter. When butter has melted, place bread and the bread “round” that was removed from the slice, into the skillet.
- Carefully crack egg into the hole in the toast. Cook, undisturbed, for 2 to 3 minutes, depending on how runny you like your yolk. Flip and let cook 20 to 30 seconds longer, then transfer to plate and season with salt and pepper.



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

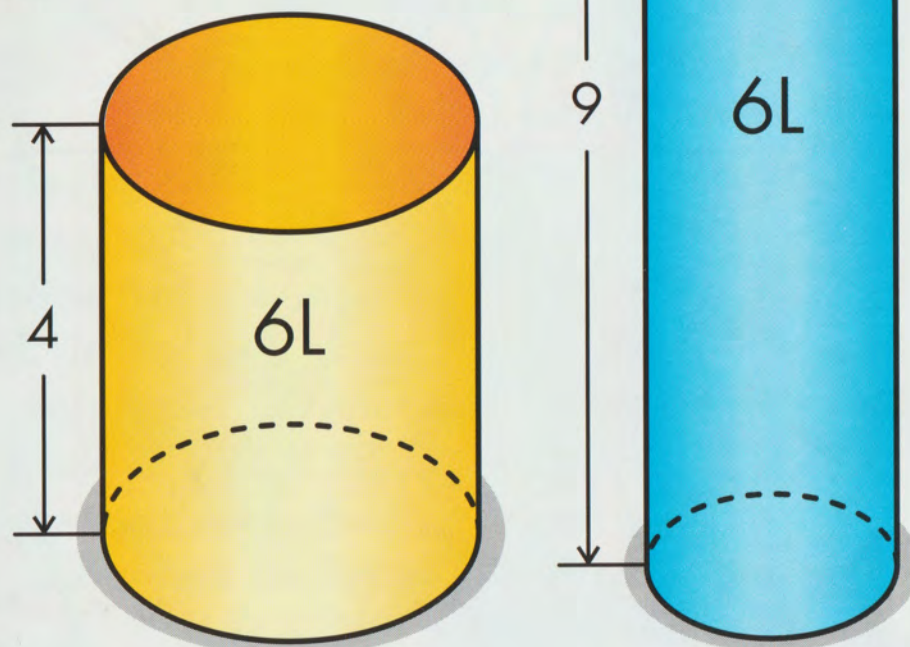
Taken from The Big, Big, Big Book of Brain Teasers

By The Grabarchuk Family

(Solution is on page 34 of this newsletter)

The two cylindrical jars shown below are made of very thin glass. The jars have the same capacity (6 liters), but different heights—4 and 9 units, respectively.

Now, given a sufficient supply of water, can you measure exactly 4 liters of water with the help of these jars?



Model A – Model of the Month

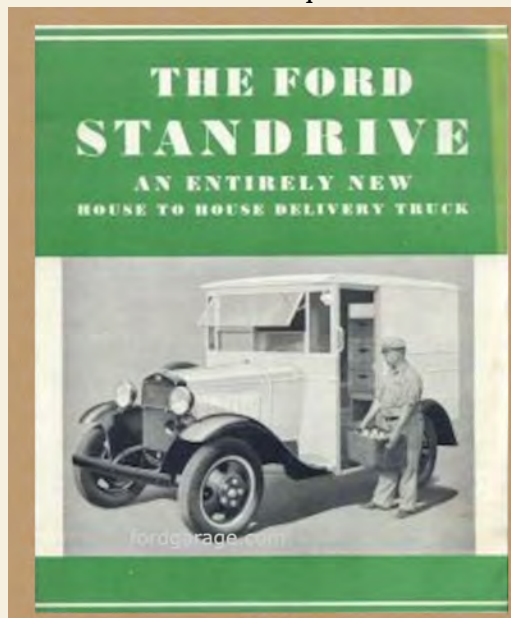
1931 Standrive Delivery – Model 315-A

The 1931 Ford Model AA Standrive Delivery (Model 315-A), often referred to as the “Milk Truck”, was a very specialized vehicle that was designed for quick house-to-house deliveries, particularly for delivering milk. What made it so special was that it was designed so that the driver could stand while they were driving, as you can see in this photo (right). This enabled the driver to quickly exit the vehicle and then quickly return to the driving position after making the delivery.



This would have made it an excellent vehicle for use by delivery companies today, including UPS, USPS, Amazon, Fed Ex and DHL.

The unique differences in the design of the vehicle included:



- 1) Special two-position seat that allowed the drivers to either stand or sit while driving.
- 2) Deep dished steering wheel that allowed room for standing without having the driver's hands hitting the windshield.
- 3) A large split windshield.
- 4) Combined clutch and brake pedal. (I am not sure how that worked)
- 5) A long gearshift lever to reach the driver's hand.
- 6) A longer throttle lever since a foot throttle was rarely needed or used.
- 7) A dropped frame from the standard AA frame design, allowing a short step up from the ground to the driving platform.



The body of the vehicle was produced by Baker-Rauland Co., a prominent American coach builder based in Cleveland, Ohio. The body featured a hard Maple frame covered by sheet metal sides, a canvas roof, and sliding side entry and exit doors. Large hinged doors at the rear of the vehicle allowed easy access to load of up to 42 standard cases of milk, in the 112-inch long chassis.

Only 459 units of this vehicle were produced and very few of them have survived, making it a very rare Model AA vehicle. Three known Standrive Delivery vehicles that have survived are located in the Elliot Museum (in Stuart, Florida), the Henry Ford Museum, and private collections like the Jcrist Museum (in Manchester, Pennsylvania).

When the Ford AA Standrive Delivery vehicle was produced in late 1931 it sold for \$1050 for the complete truck, or \$650 for the modified AA chassis (lowered and shortened).



UVMAC – “A” of the Month

This month, the Utah Valley Model A Club’s “A” of the Month is the beautiful red 1930 Sport Coupe (Model 50-B) owned by Diane Brimley. We’ve all seen it with its shiny red paint and chrome covered spokes. The photo here on the right was taken at a previous year’s car show at the Jamestown Retirement Home in Provo, Utah.

I asked Diane to explain to me the history of her car and how she acquired it, and she was eager to tell me. Here is her story.

“It all started with my Dad, Russell Stickler,” writes Diane. “Cars, were his hobby. On many weekends, the Horseless Carriage Club would bring their



cars to our house. They would line them up on the side of the house. (Does that sound familiar?) People would come from all around to see the cars.”



“One day, Dad brought home parts of a car. Well, it kind of looked like a car. Off to work he went. Sometimes, I would go out and help him. I could help him by handing him tools. I was about 14-15 at that time. Sure enough, he turned that pile of junk into a really cute car. I really liked it”

“During, my Junior year in High School, I convinced my Dad to let me drive it to school. There was only one other Model A at the school, but that one wasn't as cute as mine. I drove it for 4 years, during High School and 2 years of College. The College was only 2 blocks from my home. I walked there most of the time. But the car became my go everywhere car!!! Yes, everyone in



town knew who I was and where I was!!! When I drove her, she was dark green and black.” (above)



“Sometime later, I don’t remember exactly when, Dad changed the color (left). It remained that color until my Dad passed away. This is the way it looked when he died. Upon his passing, all of us kids took one of his cars and we sold one. My sister Charlotte took the Model A. I got a 1933 Austin.



"My sister, Charlotte, and her husband, Howard, took the Model A and had it professionally rebuilt. After the mechanic looked it over, he turned to my sister and said. "What year do you want to make it? It has three years of parts on it."

Charlotte said, "Oh, just make it a 1930."

Charlotte and Howard owned it for about five years, then Charlotte said to me, "I know you want the car."

I told her "Yes". So, Brim, myself, Russ Brimley, his wife Bonnie, and at that time 3 little boys went to California and picked up the Model A. (2 Photos below were taken in California)



"One day, Brim was at the gas station getting gas for the car. Clyde Munson saw him and told him they had just started a Model A club. Brim came home so excited! I believe we were the 4th car in the club. The greatest thing we did!!! We found a new family!!! Like I said, I also took the 1933 Austin. Out of Dad's cars, these are the only two cars left."

"The photo on the right shows Margaret and my son Russell, with the Austin at a car show, oh so many years ago. Russell has the Austin today."

"This is the story of my baby, and how she came home to me."

Diane Brimley.



Report on Lehi City Tour

On Saturday, May 9, 2026, at 10am, members of the Utah Valley Model A Club gathered at the West Pavilion of the Lehi Bandwagon Park for a wonderful tour of the city of Lehi. The tour was arranged and conducted by club member Brad Christofferson. Brad, with the help of Howard Eckstein, prepared a wonderful booklet which presented the highlights of the tour with photos as well as a map of the route that was followed. Portions of that booklet are copied below.



Itinerary:

- 10:00 am Meet at the **West Pavilion of the Lehi Bandwagon Park** (900 N. 300 W.)
 - Lehi Bakery donuts, milk, chocolate milk, juice, fruit
 - Give a brief history of Lehi and its founding
 - Talk about the Lehi Silver Band and the Bandwagon
- 10:45 am – Drive to the site of the **Southern Utah Railroad/Union Pacific Railroad Depot** (225 E. State St.)
 - Give a brief history of the depot – walk around the exterior.
- 11:15 am – Drive past the **Lehi Roller Mills** and to the site of the **Lehi Sugar Factory**
- 12:15 pm – Drive to the **New City Civic Center**
 - Walk across the street and talk about the **Lehi City Fort** – see the monument
 - Talk about the statues of David Evans and Orrin Porter Rockwell
 - Talk about the **Memorial Building** and other important structures in the area.
 - Talk about the history of **Hutchings Museum** and visit the museum (inside the Memorial Building)
- 1:30 pm – Drive to **Chuck-a-Rama** for lunch
- 2:30 pm Adjourn

Lehi City History

Founding of Lehi (1850–1854)

Lehi is the northernmost city in Utah Valley. In autumn 1850, pioneers settled near Sulphur Springs, attracted by water, pasture, and travel routes at Indian Ford despite occasional flooding. They tried farming and irrigation while adapting to land previously used by Indigenous peoples.

By 1851, families relocated to higher ground near Dry Creek to avoid floods and strengthen community bonds. Evansville, named after Bishop David Evans, was planned under his leadership and functioned as both a religious and civic center. The bishop managed labor, disputes, land, irrigation, roads, and town planning. As the village expanded, residents sought official boundaries and governance.

In early 1852, the Utah legislature approved incorporation. On 5 February 1852, the town was named Lehi after the patriarch from the Book of Mormon.

Farming relied on irrigation. Cabins and dugouts soon gave way to sturdier buildings. Early Lehi focused on boosting local production to lessen reliance on distant supplies.

In 1853, during the Walker War, Brigham Young advised Latter-day Saints in Utah Valley to consolidate for defense. Lehi residents moved about sixty cabins into a downtown enclosure, forming a fort for protection and community needs.

In 1854, the community enclosed the town with an adobe wall. The fort wall route runs from roughly 100 North to 300 South and from Center Street to about 400 West.

To obtain a building lot, families contributed labor—typically building four rods of wall—or paid an equivalent.

As Lehi expanded, the wall became obsolete and was dismantled by 1905. The current street layout and block sizes still reflect the 1854 survey, with monuments marking the former corners of the fort.





Key community milestones (1855–1900)

After the fort-wall era, the Overland Route, Pony Express Trail, and Transcontinental Telegraph crossed the Jordan River at Indian Ford. The arrival of the Utah Expeditionary Force at Camp Floyd in 1858 increased demand for local goods. Indian Ford gained importance with a ferry operated by Orrin Porter Rockwell, who lived in Lehi from 1858 to 1862.

The Utah Southern Railroad reached Lehi after Brigham Young drove a symbolic spike on 1 May 1871. Tracklaying started in June and reached Traverse Mountain by February 1872. The first train arrived in Lehi on 28 September 1872.

The YMMIA Silver Band formed in March 1887 in Lehi City Hall and later became the Lehi Silver Band. In 1891, it purchased a bandwagon.

Sugar production was Lehi's major economic success in the late 1800s. The LDS Church's Utah Sugar Company was set up near Mulliner's Millpond, producing its first sugar on 15 October 1891 and quickly shipping it to Salt Lake City. By 1900, the plant could process about 1,000 tons of beets daily.

From 1900 to the present

The Lehi Mill & Elevator Company began producing flour on 2 April 1906. The Lehi Sugar



Factory remained closed in 1925 due to beet shortages from pests and disease. Most buildings

were dismantled in 1939, with only the warehouse and smokestack remaining as industrial landmarks.

The Lehi Memorial Building, opened on May 31, 1926.

The Lehi Pioneer Monument was originally dedicated in 1908, then relocated in 2000.

The Bandwagon was moved to a new park and pavilion in 1975, making its final appearance at the 1976 Days of '47 parade. In 1997, the band was reorganized and a new bandwagon was constructed.

The original railroad depot was listed on the National Register and restored in 2000.



The Memorial Building was restored in 1996 and reopened as the home of the John Hutchings Museum of Natural History.



Ongoing Growth

The widening of I-15 improved access and encouraged residential and commercial development. The city's population, which stood at about 8,000 in 1990, increased to over 80,000 by 2024.

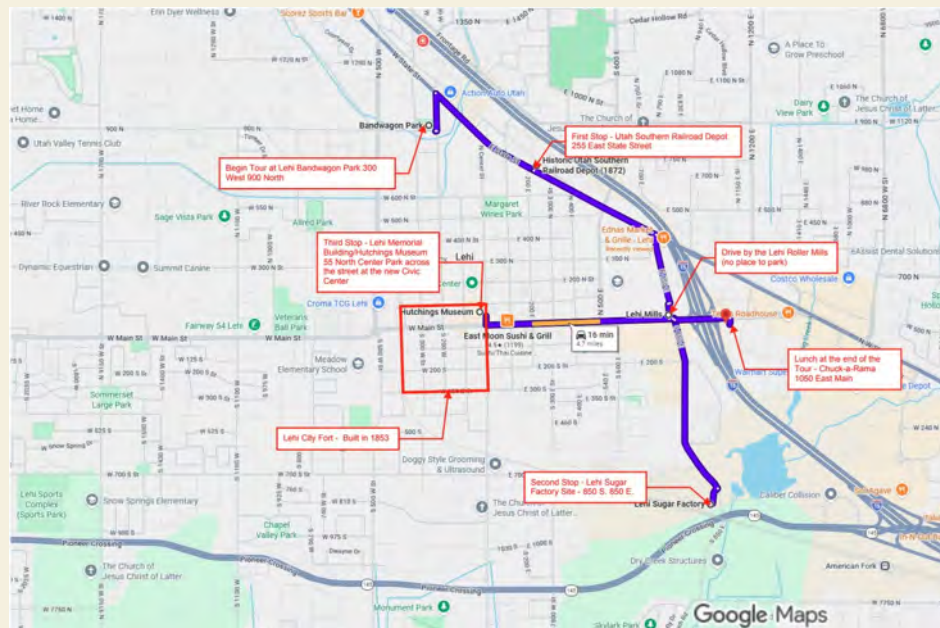


The city became a focal point for Utah's "Silicon Slopes"—a technology corridor stretching along the Wasatch Front.



Here is a map of the sites that the club visited on their tour.

The club members enjoyed a wonderful time on the tour, and concluded the event with lunch at the Chuck-a-Rama on 1050 East Main Street.



Here are some photos that were taken at the event. Thanks to Brad, Howard, Greg and all those who participated and helped make this a very successful club activity.





UTAH VALLEY

Motometer

- Model A Club -

27



#####

Sign Up Today for the Annual Oremfest Car Show

June 8, 2026 – 6 to 8 pm –Scera Par



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 – July 2017

Bringing Back the Bustle

By Mary Carlson

All of you know the saying "What's old is new again". To prove the point, let's take a brief look at the bustle as it appeared in the 1880's, the Edwardian period, and the Model A era.

During the 1880's, a bustle was a necessary item to create the fashionable silhouette. To attain the desired womanly figure, the bustle was worn to create the illusion of a small waist and ample hips. To achieve this look, a bustle extended at a right angle to the body. Some bustles were more extreme than others.



In the illustration to the left, they are making fun of the size of this rather large bustle.



The silhouette of the period [1887] looked like this. These decorative but restrictive fashions had their place in history; however it seems unlikely that the liberated women of the Model A era would have adopted garments such as these.



The bustle shown to the right is from about 1884. It would be used to create the look seen below.



As time went on the bustle faded away, to be replaced by a crinoline, and / or petticoats. In the Edwardian period, a revised version of the bustle, which could be made of wire, fabric or even horsehair appeared. The silhouette featured a gentle downward slope from the back of the

waist. Think of the very graceful and famous "S" curve that was prevalent in the early 1900's.



A bustle pad such as the one to the right would be required to create the look shown here.





In addition to the bustle pad, a woman would have worn a shift, corset, bust improver, camisole, bloomers, a number of petticoats, and stockings with supporters.



Times changed again, and the dresses became much simpler, straighter and loose in style – think of the early 1920's. Undergarments were less constrictive and fewer in number.

Along comes late 1931, and the bustle returns! However, this time, it is not an item worn under the garment but is part of the dress design, as demonstrated in the following patterns featured in the December 1931 issue of Delineator magazine.

Pattern # 4219 is described this way: "The Bustle Bow – This charming dull, dark blue lace frock turns its back to show a huge bow of wine-red taffeta – reminiscent of the bustle on grandma's ball gown."

The next dress [below and to the left] is pattern # 4199 and is detailed as: "A New Twist – Ivory white and emerald green satin are twisted into shoulder straps and girdle for this evening gown. The back peplum is one of the things fashion is using to give the effect of a bustle to the newest evening gown."



The third dress is pattern # 4204, described as: "Strap Back Décolletage. Much goes on behind the backs of new gowns. This one, simple and molded in front, has the strap décolletage that is so smart, and a chou at the waistline that shows the influence of the bustle." [It appears that the 'chou' is a rosette with ribbons]

These gowns are styled so that the special features are at the back of the dress and will be admired by everyone, especially when you are in the arms of your dance partner.

Always remember this – If your hips look bigger, then your waist will look smaller.



References:

V&A Gallery of Fashions Edited by Claire Wilcox and Jenny Lister
December 1931 Delineator
Photos from private collection of Mary Carlson
Images from the internet

#####

Lucky 7 Award

2026 Personal Tracking Sheet

	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 Petrolania Museum Tour
	Lehi City History Tour
	Art City Days Parade/ Car Show Springville
	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
	Santiquin Parade/ Car Show
	Pacific States Cast Iron Pipe Tour
	Nebo Loop Color Tour lunch in Mona
	Multi Day Trip
	Hale Center Theater matinee
	Christmas Party Lunch and old Movie @ Springville Art City Cinema

Solution to Have Some Fun

(From Page 16)

Step 1 – Place the Blue jar into the Orange jar.

Step 2 – Fill the Orange jar to its top with water. Since the displacement of the Blue jar into the Orange jar is $\frac{4}{9}$ of 6 L the amount of water in the Orange jar is $\frac{5}{9} \times 6$ or $3\frac{1}{3}$ L.

Step 3 – Remove the Blue jar from the Orange jar leaving the $3\frac{1}{3}$ L of water in the Orange jar.

Step 4 – Pour the $3\frac{1}{3}$ L of water from the Orange jar into the Blue jar.

Step 5 – Place the Blue jar with the water inside, into the empty Orange jar, and fill the Orange jar with water.

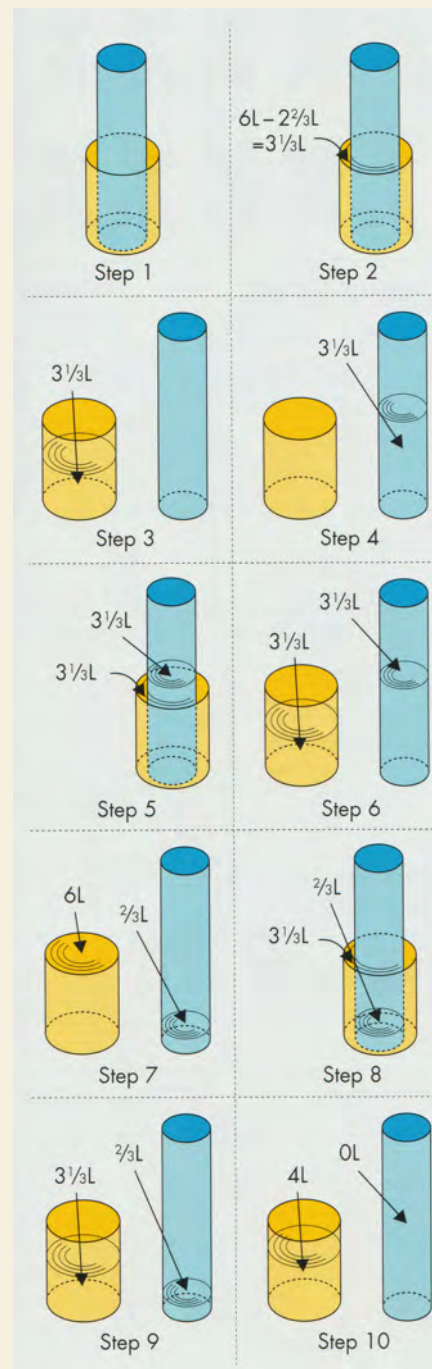
Step 6 – Remove the Blue jar from the inside the Orange jar, leaving $3\frac{1}{3}$ L of water inside (as in step 3 above). Both of the jars should now contain $3\frac{1}{3}$ L of water each.

Step 7 – Carefully pour some water from the Blue jar into the Orange jar until the Orange jar is completely full. It should require $2\frac{2}{3}$ L of water to do this. The Orange jar should now contain 6 L of water and the Blue jar should still have $\frac{2}{3}$ L of water left over.

Step 8 – Empty the water from the Orange jar and place the blue jar into the empty Orange jar. As done in step 5, fill the Orange jar with water. The orange jar should now contain $3\frac{1}{3}$ L of water as before.

Step 9 – Remove the Blue jar from inside the Orange jar leaving the $3\frac{1}{3}$ water inside and $\frac{2}{3}$ L of water still inside the Blue jar.

Step 10 – Pour the $\frac{2}{3}$ L of water from the Blue jar into the Orange jar, which will now contain 4 L.



Calendar of Birthdays, Activities and Holidays

JUNE 2026

SUN	MON	TUE	WED	THU	FRI	SAT
31	1 UVMAC Board Meeting	2 Laurel Laney	3	4	5 < -----Rat Fink Reunion----- >	6 Vineyard Parade
7	8 Jeff Niven Oremfest Car Show	9	10 Chelsea Jerome	11 Legacy House Car Show	12	13 Oremfest Parade Art City Days Parade
14 Flag Day	15	16	17	18 UVMAC Club Meeting	19 Barbara Niven	20 Day Trip SF to Strawberry Marina Grill
21 Reid Carlson Darren Paulson Father's Day	22	23	24 Pioneer Day	25 John Wilson	26 Amber Morrell	27 Bill Thompson Taylorsville Parade
28	29	30	1	2	3	4

www.GrabCalendar.com

Upcoming MAFCA Events

World Wide International Model A Ford Day – September 19, 2026

MAFCA National Awards Banquet – December 11-12, 2026

MAFCA National Tour – June 13-18, 20126

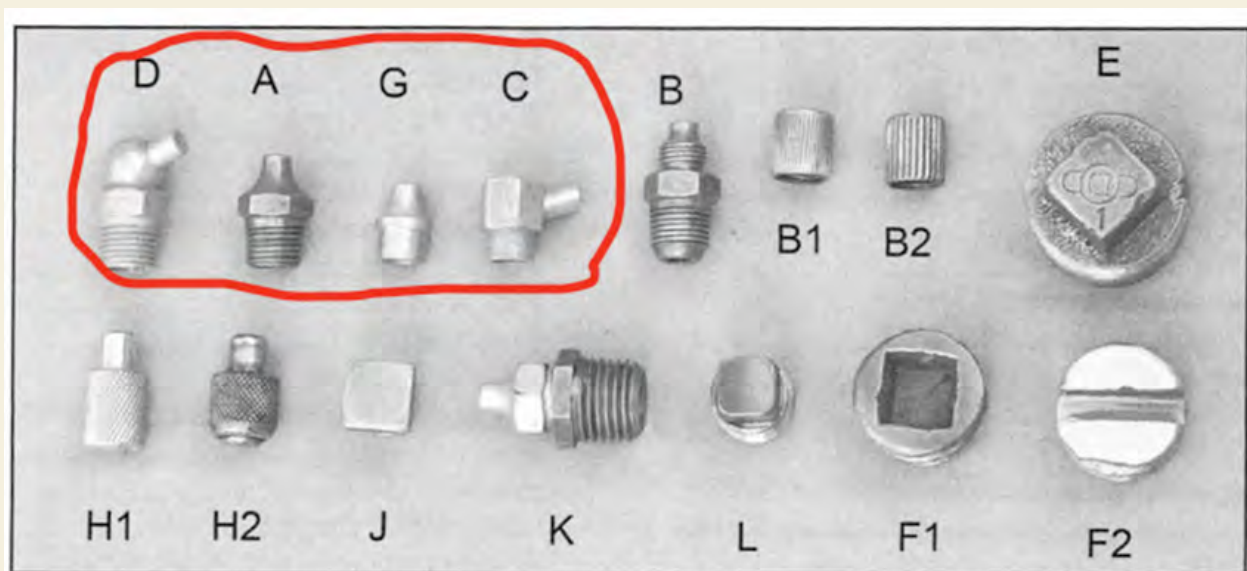
A Note on Authenticity

By Roger Davis



Over the years, I've had several folks mention to me that I have the wrong grease fittings on my Model A. The grease fittings found on our Model As are sometimes called grease zerks after their inventor, Oscar U. Zerk, patented in 1929.

The types of Model A grease zerks are pictured and described on page 4-21 of the Restoration Guidelines and Judging Standards (RGJS), but it doesn't tell comprehensively nor specifically where they are located. See figure 1. The first four, types D, A, G, and C, are used to grease critical components such as the tie rod ends or the shock links on our Model As.



Lubricator fittings throughout the chassis

Figure 1

The lubrication section in the Les Andrews book, "Model A Ford Mechanics Handbook, Vol 1," has a table on pages 3-2 and 3-3 tells us which type of zerk is used for each lubrication point (see figure 2). Les uses his own type labels on page 3-2 (see figure 3).



LUBRICATION			
EVERY 500 MILES			
Location	Quantity	Grease Fitting	Location
Grease Gun			
1. Upper Spindle Arm (Left Side/Right Side)	2	4	A
2. Lower Spindle Arm (Left Side/Right Side)	2	5	A
3. Brake Actuator Arm (Front Axle - L/R Side)	2	5	B
4. Shock Link (Front /Rear - L/R)	4	2	B
5. Spring Shackle (Front - L/R)	2	5	B
6. Spring Shackle (Rear - L/R)	2	5	C
7. Tie-Rod Ends	2	3	D
8. Drag Link Ends	2	5	E
9. Rear Axle Bearing (Rear - L/R)	2	3	C
10. Rear Brake Actuator Arm (Rear - L/R, Behind Rear Radius Rod)	2	5	F
11. U-Joint (Under U-Joint Housing, Behind Trans)	1	3	G
12. Brake and Clutch Pedal Bushing	2	3	H
13. Emergency Brake Cross Shaft (Outside Frame - L/R)	2	4	J
14. Water Pump	2	3/1	K
Oil Can (squirt, SAE 30)			
15. Accelerator Control shaft	2		L
16. Distributor	1		M
17. Starter Crank Hole	1		N
Engine Oil (SAE 10W-30)			
18. Crankcase (Oil Pan, 4-1/2 Qts. at Oil Change)	5 Qts		O
3:1 Oil			
19. Horn (Oil Twice Yearly)	2		P
EVERY 2000 MILES			
Grease Gun			
21. Throwout Bearing Slider	1	3	R
22. Steering Sector Shaft (1928/1929)	1	3	S
600W Gear Oil			
23. Steering Gear Box	1		S
Vaseline			
24. Distributor Cam	1		T

Figure 2

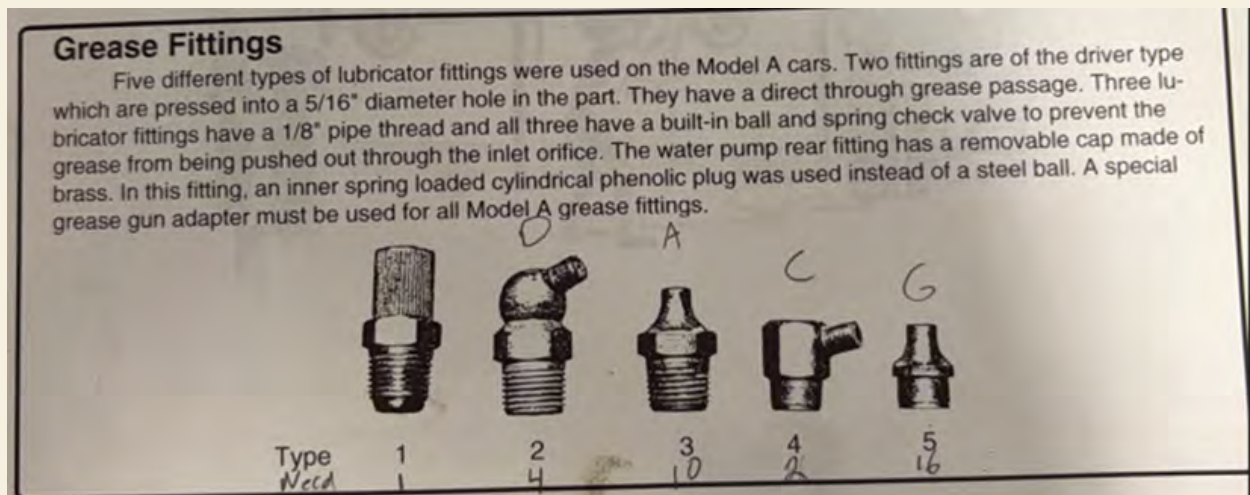
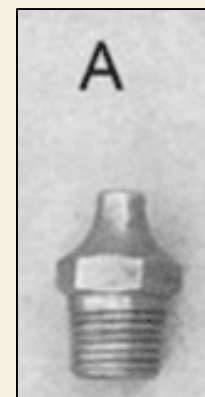


Figure 3

I summarized this information into the following giving the Model A part number, a description of the zerk, the zerk type as outlined in the RGJS, a photo, how many are used, and the type used by Les Andrews. If there is a reference in the RGJS for a specific zerk, I included that in specific entry. (I did find that my 31 Model A Mail Truck had some screw-in zerks instead of press-in zerks in a couple of places.)

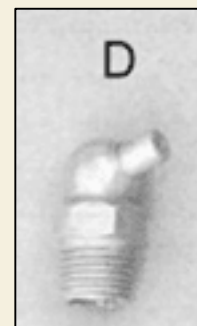
A-24405 1/8" Pipe Thread Straight Zerk (RGJS 4-21, Type A) Need 14 (Andrews Type 3)

- Water pump front (Need 1)
- Tie rod ends (Need 2)
- Front brake actuator (Need 2)
- Drag link ends (Need 2)
- Rear axle bearing (Need 2)
- U-joint (Need 1)
- Brake & clutch pedal bushing (RGJS, pg 7-2) (Need 2)
- Throwout bearing slider (Need 1)
- Steering sector shaft (Need 1)



A-24409 1/8" Pipe Thread 67.5 Angle Zerk (RGJS 4-21, Type D) Need 4 (Andrews Type 2)

- Shock links (RGJS, pg 23-9) (Need 4)



A-24404 5/16" Press-in Straight (RGJS 4-21, Type G) Need 12 (Andrews Type 5)

Spring shackles (RGJS, pg 23-10) (Need 8)
Lower spindle arm (Need 2)
Rear brake actuator arm (need 2)



A-24407 Press-in Angle (RGJS 4-21, Type C) Need 4 (Andrews Type 4)

Upper spindle arm L/R (Need 2)
28-29 Emergency brake cross shaft (Need 2)



Organized in this manner, you can easily determine which zerk goes on each lubrication point. The threaded zerks are relatively easy to remove/insert. The press-in zerks hopefully can be removed using vise grips or patiently pounding side-to-side and up-and-down with a hammer and chisel. There is a special tool available to pound the press-in zerks into place or you can use a small socket wrench socket. Be authentic!

#####

Take a look at this beautiful 1929 Model A Town Sedan, complete with matching handcrafted crochet doilies on the back seat.





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French Lick, Indiana



Do You Remember this Car Song?

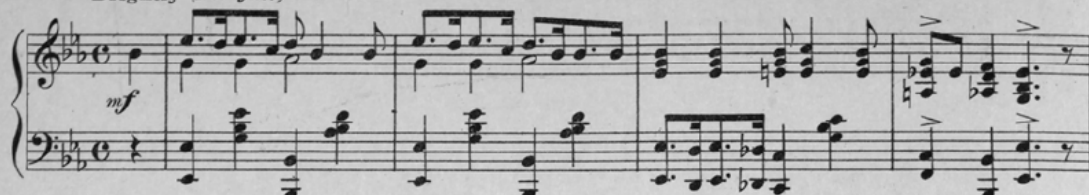
It is estimated that there have been hundreds of songs written about automobiles before and since the time of the Model A. This new monthly feature of the Motometer will highlight one of those songs along with a Hyperlink which you may use to listen and enjoy the song.

This month, the Car Song is from 1916 and is titled "On the Old Back Seat of the Henry Ford". It was recorded on an Albany Indestructible Cylinder #3398 and is being played on a 1911 Edison Standard Model D Phonograph. As a result, it is pretty scratchy and difficult to understand in some places, but I hope you can still enjoy it with the lyrics that are also included, on next few pages.

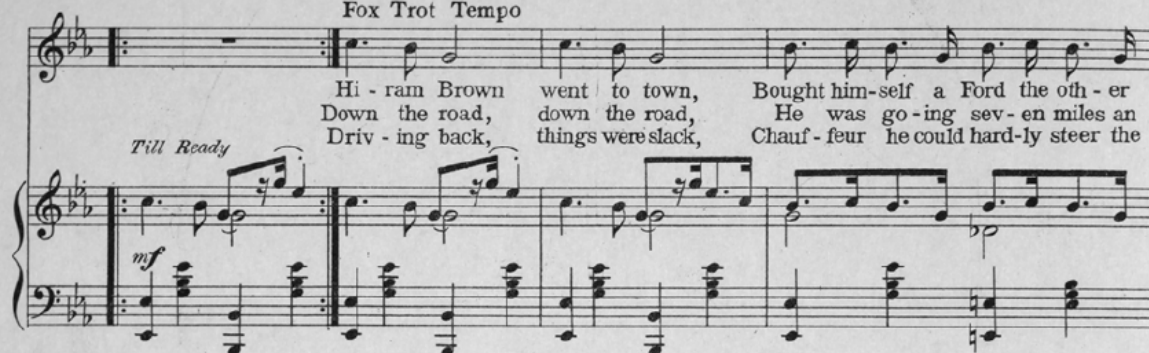
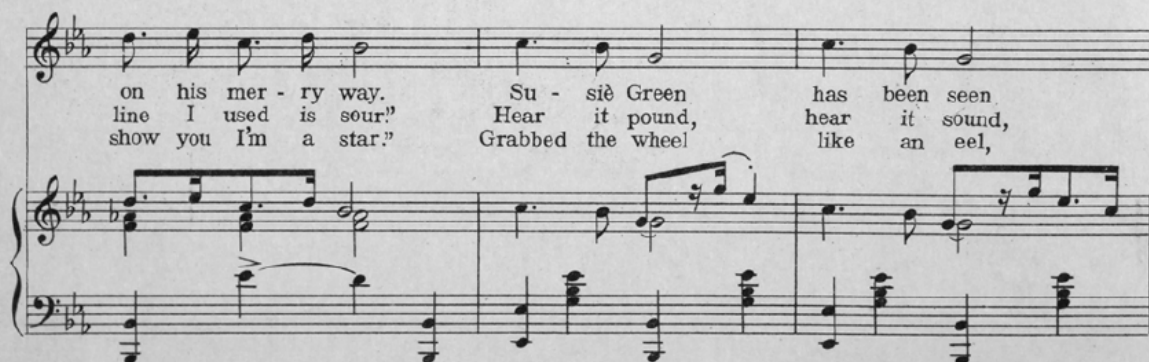
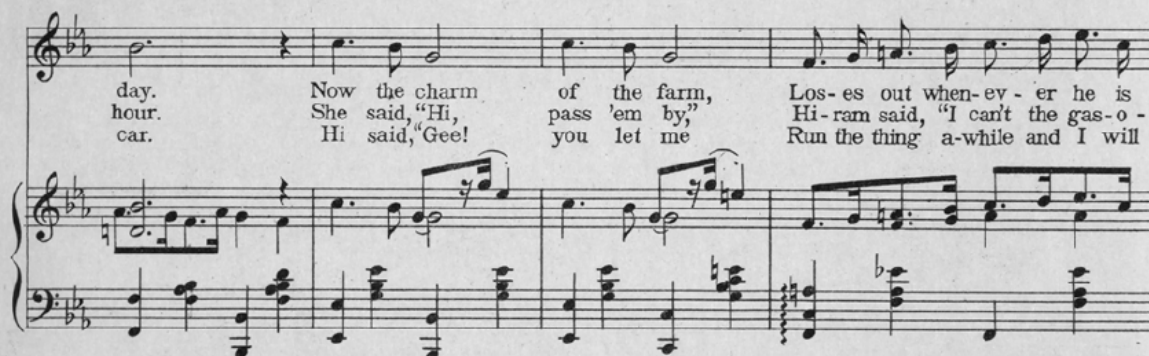


<https://www.youtube.com/watch?v=A7KdrzH4WtU&t=215s>

2 On The Old Back Seat Of The Henry Ford

Words by
WILL A. DILLONMusic by
LAWRENCE DILLONBrightly (*Not fast*)

Fox Trot Tempo

*Till Ready*

M.W.& SONS 15196-8

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3

Ri - ding when the moon was shin - ing clear, Chauff - feur did - n't tell, But
Give the lev - er just an - oth - er crank, Throw it in - to low, And
In the lake he ran the old ma - chine; Car be - gan to dive, But

we know ver - y well, That Hi - ram too, was sit - ting in the rear. ____
then you'll see her go, There's a half bar - rel of Ci - der in the tank. ____
they came back a - live, For Hi - ram found he had a sub - ma - rine. ____

REFRAIN

On the old back seat of the Hen - ry Ford, They did - n't mind the rum - ble of the
On the old back seat of the Hen - ry Ford, They did - n't mind the rum - ble of the
On the old back seat of the Hen - ry Ford, — Soon he had her go - ing down the

old buck board, The winds were blow - ing, And her hands grew cold,
old buck board, The winds were blow - ing, But what care they,
old home road, 'Twas an eight horse pow - er, So I've heard it said,



4

Hi - ram said, "I'll be a lit - tle bit bold!" He placed his arm right a -
They were hap - py as the birds in May. He said, Now, Sue, kiss your
One horse liv - ing and the oth - er sev-en dead. She said, Now Hi - ram, there's

round her waist, Then the chauf - feur loud - ly roared, "The
Hi - ram, do!" Then the maid - en loud - ly roared, "Come
some - thing wrong, What can it be?" she loud - ly roared, Hi.

mo - tor's get - ting warm - er, So bright - en up the cor - ner," On the
on, get bu - sy, kid - do, For you know I'm a wid - ow," On the
said, "It's kind of worm - ic, It needs a hy - po - derm - ic," On the

1. old back seat of the Hen - ry Ford. On the Hen - ry Ford.
old back seat of the Hen - ry Ford. On the Hen - ry Ford.
old back seat of the Hen - ry Ford. On the Hen - ry Ford.

2. Hen - ry Ford. On the Hen - ry Ford.
Hen - ry Ford. On the Hen - ry Ford.
Hen - ry Ford. On the Hen - ry Ford.

Gwen's Thistle Memories

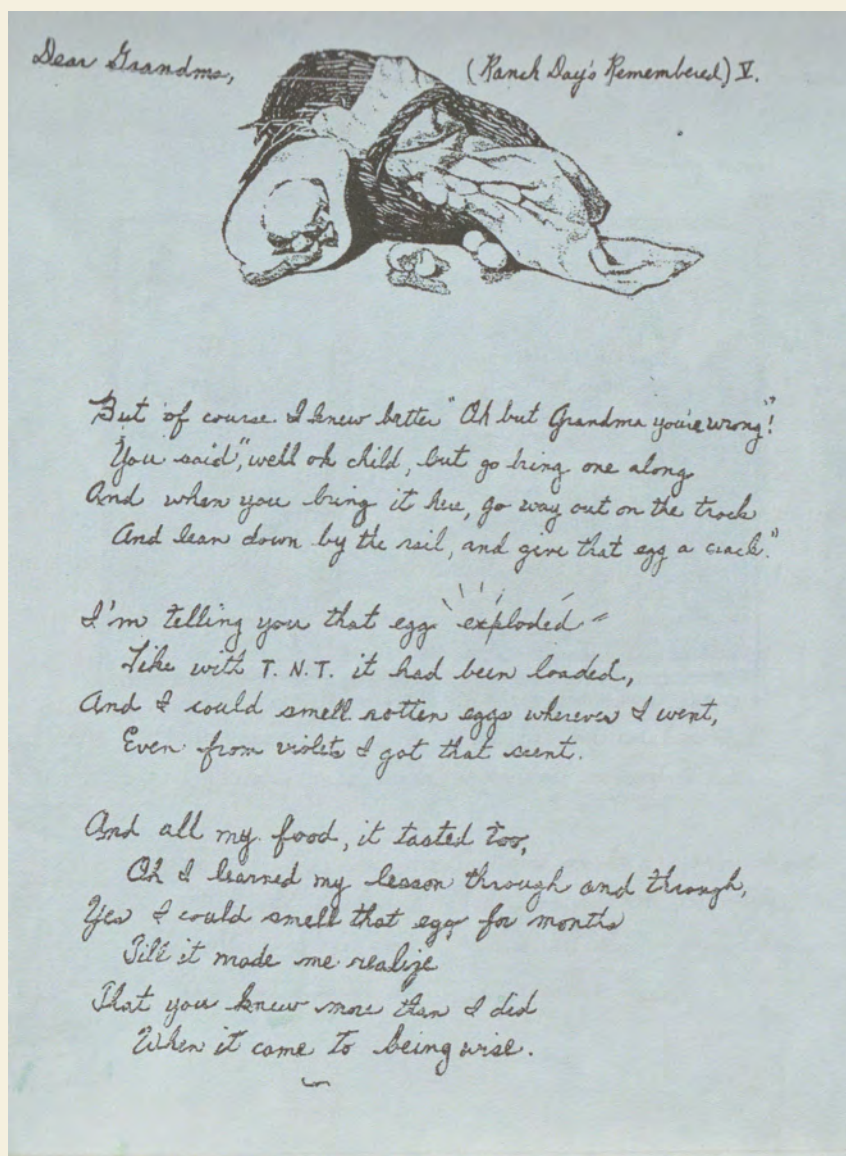
From the Scrapbook of the late Gwen Gerber Dockstader
1932-2022



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

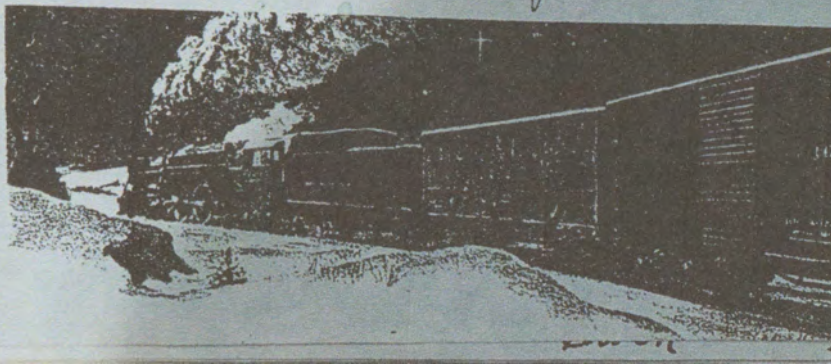


Oh the lilac trees in the front and the back
 And the peas in the pods, I'd eat by the sack.
 And the elderberries, choke cherries and plumes
 Yes on and on the memory comes,
 And how the leaves would turn in the Fall
 The chill in the air, these too I recall.

Till finally winter came into sight
 And it would turn dark, before it was night.
 Then the river froze over with ice so thick
 You couldnt break it with even a brick.

Uncles, Wilson and John clamped their skates on, one day,
 And pulled me down the river, for a ride on the sleigh
 Then I came home, by the stove, on a chair,
 And put my feet in the oven, to get them warm there.

And sometimes after we'd gone up to bed
 We'd hear Wilsons harmonica play
 And the cars as they went around dead mans curve
 On a coyote howl far away.

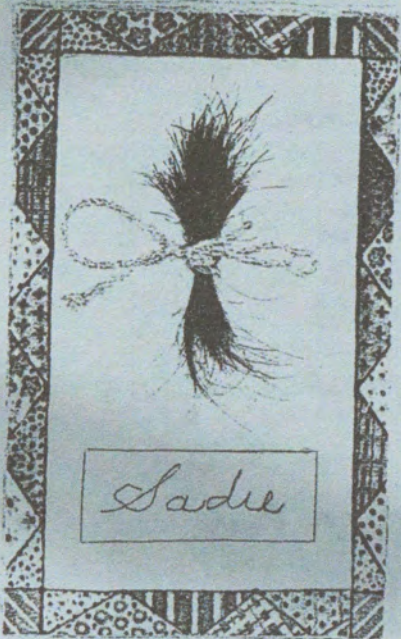


So reminiscent
 of winter nights
 at Pace's Ranch,
 as trains went
 rumbling past.

continued →



From my Scrap book (copy)



A lock of Grandmz's hair
and her autograph.



Mother, Evelyn Pace, 1926. Down Town Thistle.

#####

Letters to the Editor

Dear Editor,

I was talking with one of our club members the other day about the amount of torque to apply to the rear axle nut on my Model A. He said it should be 100 ft-lbs., without lubrication. I have two questions about his response. My first question is why does the torque need to be so high? I have a very hard time getting the nut that tight with my largest wrench. My second question is, does it matter if I lubricate the axle nut? It seems to me that it would be easier to install and remove, next time, if I apply Anti-Seize to the nut before installing it.

Please answer my letter as soon as possible, since I am getting ready for parade season and I don't want to have a problem with my rear axles in the middle of a parade.

Sincerely,

Anonymous in Utah County

Dear Anonymous,

Your friend was absolutely right on both accounts. The correct torque to apply to tighten the rear axle nuts is 100 ft-lbs, with dry threads. If you apply any type of thread lubricant to bolt threads, the amount of friction is reduced and thus the preload on the bolt can increase to the point that you can break the threaded bolt or the nut or both. You certainly don't want to have that cause a problem in the middle of a parade.

If you desire to use Anti-Seize (or any common lubricant on the threads), you **MUST** decrease the amount of applied torque according to the following table (copied from Les Andrews Handbook Volume 1), in order to prevent damaging your car. For example, if you apply Anti-Seize to the threads of the rear axle and nut, you should only apply 55 ft-lbs of torque. (100 ft-lbs – 45% of 100 = 55 ft-lbs). The same applies to the lug nuts on your wheels or any other situations where a bolt torque is specified by the manufacturer.

Common Lubricants	Percent of Torque Reduction Required
Never-seize	Reduce std, torque 45 %
Grease	Reduce std, torque 40 %
Heavy oils	Reduce std, torque 40 %
Graphite	Reduce std, torque 30 %
White Lead	Reduce std, torque 25 %

For this example, when you apply 100 ft-lbs of torque to a dry nut on the rear axle, the preload on the 5/8-inch bolt can reach 9600 pounds. However, if you apply Anti-Seize to the nut and bolt and still apply 100 ft-lbs of torque, the bolt preload can exceed 14,000 pounds.

As for your question about why the torque is so high, I will simply refer you to the manufacturer's instructions, which were determined by Ford Engineers when the car was designed. I know from personal experience that this amount of torque is very common for the axle nuts on other cars as well.

Editor



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

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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 60458-0028