



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. 7

July 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.





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 Brintley
Activities	Roger Davis
Membership	Amber Morrell

APPOINTED POSITIONS

Awards	Theon Laney
Facebook	Clyde Munson
Librarian	TBD
Merchandise	Paul Jerome
Photographs	Howard Eckstein
	Amber Morrell
	Buster Hansen
	Greg Mack
	Nicholas Mack
	Robert Mack
	John Salzi
Tech Talks	TBD
Meeting Refreshments	Greg Mack
Web Page	Jeff Niven
Newsletter	Clyde Munson
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

What's Inside this Motometer?

UVMAC Mission Statement and Club Officers	2
President's Message	4
Outside Model A Organizations	5
UVMAC June Club Meeting	6
Model A Ford – The Modern Antique Car	12
Club Refreshment Assignments 2026	13
Provo Freedom Festival Parade Postcard	14
Have Some Fun	15
Model A – Model of the Month	16
Happy 80 th Birthday Bill Thompson	17
UVMAC – “A” of the Month	18
Trip to Strawberry Marina – Trip to Strawberry Reservoir	19
MAFCA 2026 National Convention Club Report	27
Period Fashion – Women, Exercise and Workout Clothes	39
Lucky 7 Award Tracking Sheet	42
Solution to Have Some Fun	43
Calendar of Birthdays, Club Activities and Holidays	44
MAFCA 2027 National Tour – Durango, Colorado	45
MAFCA 2026 National Awards Banquet	46
MARC 2026 National Meet	47
A Note on Authenticity	48
Do You Remember this Car Song – “Ramblin Wreck”	50
Gwen's Thistle Memories	52
Letters to the Editor	54
UVMAC Awards Application	55
MAFCA and MAFFI Membership Applications	55

Under the Hood of an Electric
Model A Pickup on Display at
the MAFCA 2024 National
Awards Banquet in SLC.



President's Message

From Howard Eckstein



Greetings to all Model A friends. It's only the greatest country in the world that could have brought together all the materials and talent that produced the Model A Ford. The manufacturing ability and resources, both mental and natural found here, were needed to build our cars and put them on the road.

This month, the nation celebrates its birth with the signing of the Declaration of Independence on July 4th 1776. Two hundred and fifty years have passed since that day. Our club will join in that celebration on Saturday July 4th when we participate as an invited entry in the Provo Freedom Festival Parade.

Gemma and I watched the Oremfest Parade and saw our club's entry pass by as their horns filled the air with the sounds people expect to hear from our unique cars. Our Model As look great! Their colorful paint and shiny exteriors make a truly special contribution to any parade.

We'll bring our twenty or more cars to Provo on the fourth and dazzle the 350,000 spectators who have come to expect to see our cars parade down the road with their fine decorations and riders dressed in celebratory attire. Our club's cars have almost become a tradition with the Provo parade. Come join us with your car.



Driving on both sides of University Avenue in the 2025 Provo Parade

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
Harpeswell, 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 June Club Meeting

18 June 2026

The June 2026 club meeting of the Utah Valley Model A Club was called to order at 6:40 P.M. on Thursday, 18 June 2026, in the Clyde Building in Orem, Utah. Club President Howard Eckstein, had asked Vice President Andy Hudspeth, to conduct the meeting as Howard was still recovering from recent heart surgery. (The meeting was to begin early to allow ample time for special Guest Speaker, Henry Dominguez to give his presentation.)

The first order of business was to introduce guests and visitors to our club meeting. Guest speaker, Henry Dominguez and his wife were welcomed first. They live in Ogden, Utah.

Damon Parcell was introduced next. He owns a 1931 Deluxe 2 Door Phaeton and is in the process of joining our club.

Another attendee who was not introduced due to the hurried start of the meeting, was Clay Stevens, who owns a 1931 Pick-up Truck. Clay is also in the process of joining our club.

Janell Todd has requested the club members help in sorting and pricing out her late husband, Robert's, car parts and Model As.

Andy passed around a number of sign-up sheets for people to sign if they are interested in participating in upcoming parades and car shows.

Next, Roger Davis reported on a number of recent club activities beginning with the MAFCA National Convention that was held in Pendleton, OR. He said that there were over 300 Model A's and 600 MAFCA Club members in attendance. Here are some photos from the event:





Roger reported that there were 9 Model A's and 22 club members from the Utah Valley Model A Club who attended the event in Pendleton as well. Roger received awards for his Model A Mail Truck (above left).

On June 6, our club members participated in the Vineyard Parade. Thanks to Rodney Gardner for organizing our club's participation.

On the 8th of June, some of our club members participated in the Oremfest Car Show, which is a large fundraiser for Orem Post 72 of the American Legion. Jeff Niven received the "American Legion Choice" Award for his entry, which included lots of visual aids as well as a chance to honk a real Ahooga Horn. The kids who visited his 1930 Tudor loved the chance to push the button. Jeff is holding the trophy in the two photos below. Thanks Rodney Gardner for organizing this activity.





Then on June 11th, our club had 11 cars and 14 members in attendance at the Legacy House Car Show in Spanish Fork. The residents of the facility loved seeing all the cars as well as spending time talking with the owners of the cars. One of the elderly women (with her walker) who was looking at the cars, inquired about the possibility of getting a ride in one of the Model A's. Bill Thompson fulfilled her dream as he helped her into his beautiful 1929 Special Coupe and gave her a ride. Here is a photo of them as left on her ride. Thanks to John Warby for organizing this event for our club members.



On June 13th some of our club members participated in the Springville Art City Days Parade. Our club was represented by 18 members and 9 Model A's. Thanks to Theon Laney for organizing this event for our club.



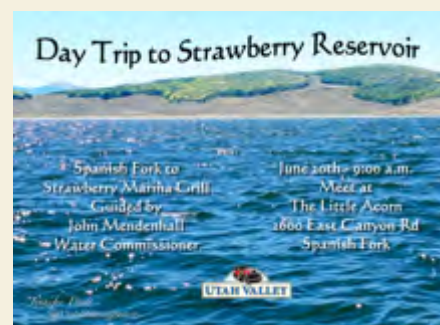
And finally, on the same day (June 13th), others of our club represented the Utah Valley Model A Club at the Oremfest City Parade. Thanks Rodney Gardner for organizing this event for the club members.

Next, Roger briefly outlined the activities that were planned for the rest of the month of June.

The first event was the official club activity for the month of June, which was the drive to the Strawberry Marina Grill and

presentation of the history of the Strawberry Water System. Roger Davis has organized the activity for the club, which is planned for Saturday, June 20th. Those who wish to attend should meeting at the Little Acorn Grill in Spanish Fork at 9am. *Editor's Note: A report of this activity is contained in*

this edition of the Motometer.



On June 27th, club member Bill Thompson, who is a long time resident of Manti, UT, will celebrate his 80th birthday at the Manti City Park. Roger Davis is organizing a club activity where the club members will meet at the Sonic in Spanish Fork at 12noon and drive together to the Manti City Park to wish Bill a very Happy Birthday.

Roger next reminded the club members about a number of activities that will take place in July, including the Provo Freedom Festival's Grand 4th of July Parade. This will be the club's official activity for the month of July, as announced in the Post Card shown here (right). Due to traffic and detours in Provo, the club's parade participants will meet at 6am at the BYU parking lot at 1200 North University Avenue, across the street from the old Provo High School. This event continues to be one of the club's most popular activities of the year. Make sure that your radiator is full and that your Ahooga horn is adjusted. We will use the time before the parade begins to decorate our Model A's, and visit with other club members.

On the 25th of July, the club has three possible activities to choose from, including two that start at 9am. The first one will be the Mona City Parade which starts at 9am. Meet at the Lynn's home before the parade and also after the parade for a great lunch.

Also on the 25th of July is the American Fork Steel Days Parade, which is being organized for the club by Diane Brimley. Meeting location and time details will follow, but the parade will begin at 9am.



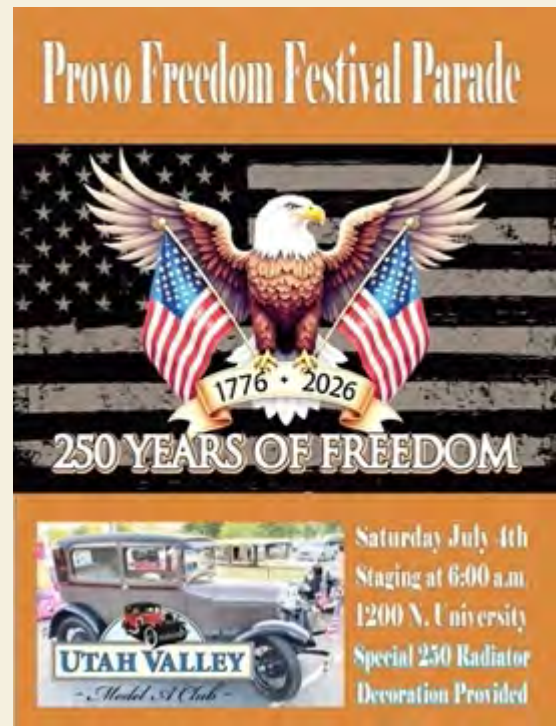
And finally, the Spanish Fork Days Car Show will begin at 8am, also on the 25th. More details will follow. Thanks for Amber Morrell for organizing this event for the club members.

Larry Harrison, of the Salty A's, invited our club to participate in a Day's of 47 activity. See Larry for information.

To save time, the financial report was sent to the Editor electronically after the meeting from the club Treasurer, Diane Brimley as follows:

- Checking - \$558.77
- Savings - \$1420.59
- CD - \$3523.32
- Total - \$5502.68

John Salzl next announced that he is looking for volunteers to give Tech Talks. Call him if you can volunteer to present subjects.



Next on the agenda was the presentation of club awards. However, due to time constraints, including the late start and the need to give Henry plenty of time for his Tech Talk, the presentation of club awards will be postponed until next month.

Theon Laney quickly announced, however, that the Bent Rod award for this month will be awarded to himself. Apparently, he backed into his son's modern car causing extensive damage. He noted that the damage from the accident was primarily to his son's car due to the sturdy construction of the Model A Ford.

Thanks to the Mack family for refreshments for the club members this evening.

The remainder of the meeting consisted of a presentation by world class Ford historian and author, Henry Dominguez. "Henry is an acclaimed automotive historian and freelance author who has extensively documented the history of the Ford Motor Company, including specific coverage of the iconic Model A. He is highly regarded for his meticulously researched books detailing the design eras, historical transitions, and inner workings of Ford leadership and dealerships." (Linkedin) This evening, Henry's presentation focused primarily on Edsel Ford and how he literally saved the Ford Motor Company three different times.

They were:

- 1) When Edsel insisted that Ford Co. stop making the Model T and begin making a new car, which was to become the famous Model A.
- 2) When Edsel created the Ford Foundation in 1936, and,
- 3) When Edsel used his artistic and styling talents in the design of the Ford cars during the depression from 1929 to 1939.

Here are some of the highlights of Henry's presentation:

- In 1918, Edsel made his first attempt to improve the look of the Model T
- In December 1918, Henry Ford made Edsel President of Ford Motor Company in his successful attempt to buy all the shares of Ford Stock.
- Henry Ford and Edsel Ford were complete opposites. Henry was ambitious, aggressive and fearless, and would rather die than lose. On the other hand, Edsel was "Sweet" and had a heart of gold.



Henry Dominguez



Edsel Ford

- If you got on Henry's "Bad" list, you were there forever.
- Successful managers at Ford Motor Company did it Henry's way or else.
-
- In 1922, Henry bought Lincoln Motor Company for Edsel, to give him something to do and keep him out of the way at Ford.
- Under Edsel's leadership, the design of Lincoln was greatly improved.
- Some say that Edsel "saved Lincoln".
- In November 1926 Edsel finally was able to convince his father to stop making the Model T and start designing a new car. As a result of that, Henry practically disowned his son, and from then on, he treated him more like an employee, than his son.
- Contrary to what is commonly believed, Henry Ford was NOT a mechanical genius, but he was a manufacturing genius. He had a lot of mechanical ideas that would have wrecked Ford.
- The 1932 Ford was forced to move the gas tank to the rear of the car, because the state of Pennsylvania forbid the sale of a car with the gas tank in the front of the automobile.
- In 1936, Edsel suggested forming the Ford Foundation to save taxes that would have ruined Ford Motor Company, upon the death of Henry Ford.
- After the death of his son Edsel, Henry tried to undo all the work that Edsel had done.
- Many think the 1934 Ford is a perfectly proportioned car (right).



1923 Lincoln L Series



At the conclusion of his presentation, Henry Dominguez responded to questions from the club members. And offered some of his books for sale to the club members.

The meeting was adjourned at around 9:20pm.

#####



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.

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

Provo Freedom Festival Parade



Saturday July 4th
Staging at 6:00 a.m.
1200 N, University
Special 250 Radiator
Decoration Provided

Have Some Fun

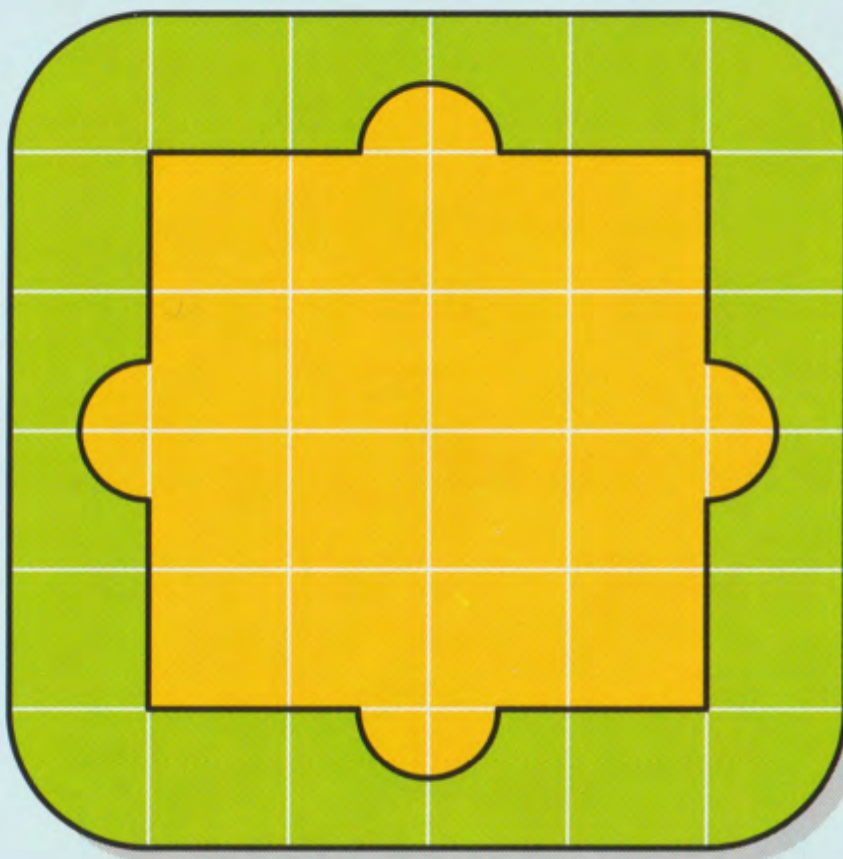
Taken from the Big, Big, Big Book of Brain Teasers

By The Grabarchuk Family

(Solution on page 43 of this newsletter)

Jig Saw Frame

What is the ratio
between the
green and
orange
areas of
the frame?
(Ignore the
white lines.)



Model A – Model of the Month

1931 Deluxe Pick-up Truck – Model 66-A



A 1931 Deluxe Pickup, owned by Jim Romanella.

The year was 1931, and Ford's competition, as well as the Great Depression were eating away at Ford's first place market position, especially in the area of commercial truck sales. Ford's response to this challenge was a series of deluxe models including the Deluxe Delivery, the Deluxe Panel Truck, and the Town Car Delivery (featured in the May 2026 Motometer). One more that I find most unconventional was the 1931 Deluxe Pickup Truck, shown here with its cab-integrated bed sides, shiny rails, and unique tail-gate design.

A prototype of this model was first shown at a General Electric Refrigerator dealer's convention in early 1931 in St. Louis, Missouri. The market's reception was enthusiastic at first, so Ford ordered 325 of the new bodies from Briggs Manufacturing. Unfortunately, that enthusiasm was short lived with truck buyers, and by the fall of 1931, Ford had only sold 99 of the trucks. Ford ultimately canceled its order with Briggs, and only 300 were ever produced. The Deluxe Pickup is a very rare model.



Happy 80th Birthday Bill Thompson

From Roger Davis

While the temperature was a bit cooler than recent days, the winds were pretty gusty for the Hudspeths, Macks, Laney, and Davises as we headed out midday from Utah Valley for Manti to wish Bill Thompson a Happy 80th Birthday. We braved wind gusts reportedly as high as 50 mph and smoke from massive wild fires to thoroughly enjoy the friendship and camaraderie of our members in the Manti area. It turned out that Andy and Jana clocked 253 miles round trip, and the Macks and Davises about 150 miles each.



It was great to see Bill and Collette and get to know their delightful family. They are all so nice. We saw Sean Thompson's beautifully restored sedan that Bill and Sean have been working on. Wow! You should have seen the table centerpieces: An impressive collection of car show trophies Bill has won over the years. The kids told me there was a shed clear full of more trophies still at home.



UVMAC – “A” of the Month

1929 Special Coupe

The Utah Valley Model “A” of the Month for July is the beautifully restored 1929 Special Coupe owned by long-time club members, Bill and Colette Thompson, from Manti, UT.

“The 1929 Ford Model A Special Coupe (Type 49A) is a rare variant produced from July 1928 to July 1929. It is highly prized by collectors for its distinctive vinyl-covered roof material extending down to the belt molding, structural wood framing, and vintage charm.” – Blacktop Magazine

“Ford did not keep separate production logs for the Special Coupe versus the standard steel-top coupe, combining total coupe production at 183,720 units for 1929. However, due to the extensive use of wood, the roof was prone to rotting and leaking, making the Special Coupe significantly rarer to find in original, restorable condition today. It was famously known as Henry Ford's favorite body style.” - Paul Shinn

Congratulations Bill and Colette for restoring this rare body style and keeping it in such pristine condition.



Trip to Strawberry Marina

History of Strawberry Reservoir

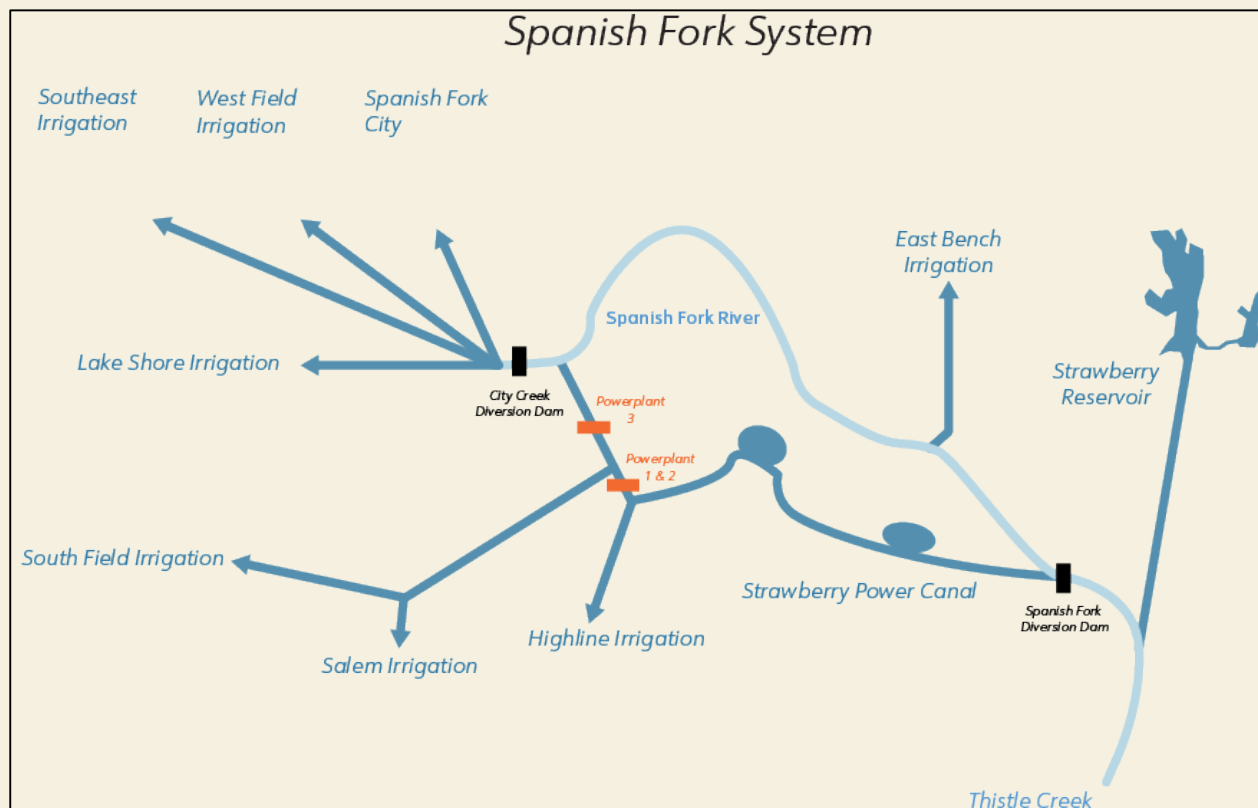
Saturday, 20 June 2026

At 9am on the 20th of June, members of the Utah Valley Model A Club gathered at the Little Acorn at the mouth of Spanish Fork Canyon to begin a trip to the Strawberry Reservoir Marina and a tour of the associated system of canals, dams and power plants that comprise the Spanish Fork Water System of the Strawberry Water Users Association. The event was wonderfully planned and organized by club member Roger Davis.

Attendance at the tour was great and included 13 Model A's and 26 members and friends. The tour's original tour guide, John Mendenhall, was unable to attend the tour as originally planned, so club member Roger Davis had agreed to lead the group on the trip. Fortunately, club member Jeff Niven had invited his neighbor, Gary Aitken, a long-time employee of the



Gary Aitken





Guest Gary Aitken (far left with back to the camera), who graciously filled in for original tour guide, John Mendenhall, instructing the club members.

Strawberry Water Users Association, to join the tour as his guest, and Gary was able to fill in for John Mendenhall, without advance notice.

At the start of the tour, each attendee was given a wonderful and informative pamphlet with the day's itinerary, maps, photos, and short history of the development of the complex system of canals, tunnels and other water features, shown in the illustration below on the previous page.

The itinerary of the tour, as provided in the Tour Pamphlet, is shown below.

Itinerary:

- 9:00 am: Meet at The Little Acorn, 2600 East Canyon Road, Spanish Fork, UT
 - o History of Father Escalante, first discoverer of Spanish Fork, UT
 - o Overview of Strawberry Water facilities
- 9:15 am: Drive to the Thistle Slide viewpoint in Spanish Fork Canyon
 - o Overview of Diamond Fork Canyon/ Strawberry Tunnel
 - o Review of the town of Thistle, previously visited by the Club
- 10:00 am: Drive to Sheep Creek Turnoff
 - o Road-side stop to allow Club to regroup
 - o Overview of Sheep Creek area
- 10:30 am: Continue to First Water Viewpoint
 - o First through Sixth Water and Strawberry Ridge watersheds
- 11:00 am: Drive to Strawberry Bay Marina
 - o Stop at viewpoints along the way
 - o Strawberry Reservoir history
 - o Stop at Strawberry Meadow (Pasture??)
- 1:00 pm: Lunch at Strawberry Bay Marina Grill
- 2:30 pm: Drive home thru SF or Heber
- 4:00 pm: Adjourn at Orem 800 North turnoff

Report on the Utah Valley Model A Club Strawberry Reservoir History Tour By Roger Davis

Thirteen cars and 26 Members joined our History Tour of the Strawberry Reservoir System. Gary Aitken, a long-time Manager at Strawberry Water Users Association, gave us a great tour and unique insights into this amazing system that provides irrigation water for the southern portion of Utah Valley: Springville, Mapleton, Spanish Fork, Palmyra, Lake Shore,



Benjamin, Leland, Salem, Payson, Genola, and Santaquin.

The reservoir was created in the early 1900s to hold water that then passed through a tunnel almost 4 miles long to bring water from the Colorado Basin to the Great Basin. Without that irrigation water, these communities, fully dependent on irrigation for farming, would not have flourished in the 1900s and probably wouldn't exist today. Dave Morrell told us the story of the Trojan and Ensign-Bickford explosives manufacturers where he worked for many years. Jeff Niven recapped the story of the Thistle mud slide that changed Spanish Fork Canyon in the 1980s. And, John Warby shared privately a few stories of the work he did in that canyon and on the new Strawberry Tunnel during his many years in commercial construction.





We took a rather steep paved road up Sheep Creek to First Water and then over the Strawberry Ridge to Strawberry Reservoir. We stopped a couple of times up the long climb to regroup, let our engines cool a bit, and then top off our radiators. Clyde pragmatically used the water from the watering troughs for the grazing cattle in the area to keep his cars cool. (They're already pretty cool—looking!)

We had a great lunch, hot off the grill at the Strawberry Marina with lots of stories and small talk. Those from the north end of Utah Valley headed down Daniel's Canyon through Provo Canyon for a shorter return trip. Those from the southern part of the valley returned through Spanish Fork Canyon as the shortest route for them. We clocked anywhere between 130 and 225 miles depending on our starting location. Theon was happy to see us keep racking up those miles for our mileage awards! Thanks to all who came for making this a great activity of beautiful vistas, hard-working cars, and good friends.



Here are some additional photos from the tour:





UTAH VALLEY

- Model A Club -

Motometer

24





The following pictures came from the Tour Pamphlet:



Spanish Fork Lower Power Plant: Constructed in 1938, this power plant sits directly west of the original Powerhouse built in 1908.



1905 Heading Crew at the West Portal of the Strawberry Tunnel in Wasatch County.





#####

UVMAC Stands Out at the MAFCA 2026 National Convention

Reported by Roger Davis

The 2026 MAFCA National Convention opened on 31 May with over 300 Model As and around 700 MAFCA members in Pendleton, Oregon. It was a beautiful sight to see those beautiful cars and trucks. The next 7 days provided a wonderful experience, exceptional comradery, and lots of beautiful Oregon country. This Convention had a very packed schedule with lots of activities and tours.



Utah Valley Model A Club had 22 members with 9 cars attend the convention. This is a very large contingent from such a long distance away. All of us trailered our cars there and most arrived Sunday.





Those who came from our club were:

Daryl Hunt, Oly Nice
Robert, Becky, Greg Mack
Nicholas, Natalie, Gavin, Shelby Mack
Bill and Collette Thompson
Dave, Karen, Amber Morrell
Reid and Angie Carlson
Sam and Tia Korologos
Dennis and Jeri Thompson
Roger and Geena Davis





The convention planners had some amazing tours laid out for us. On Monday, we had great participation in a 140-mile tour to the Imtwaha Fish Hatchery and to an outstanding private collection of gas pumps.



Biologist checking a salmon for tracking wire. This method of tracking salmon will enable the Confederated Tribes of the Umatilla to make better plans for the future of this species of salmon.



Photo courtesy Classtique Upholstery

On Monday and Tuesday, Roger stayed occupied by submitting his 1931 Model A Mail Truck for Fine-Point Judging in the Blue Ribbon/Restored Class. His Model A tools were judged on Monday and Tuesday he had to drive a short tour in his Mail Truck, then pass an initial certification of 14 points (fan, wheels, carb, engine mounts, shocks, etc.) to ensure his truck was qualified for the Restored Class, and then leave his truck to be rigorously evaluated against the MAFCA Restoration Guidelines and Judging Standards.

Wednesday took us on a 98-mile tour to Mecham, Oregon through some beautiful countryside, along the Old Oregon Trail with lunch in a wooded camp. At high altitude, Sam's carburetor sputtered and sputtered. We held a road-side seminar in the rest area, with Dennis Thompson providing a carburetor top with better float performance and Sam was back on the road. He says his car has never run better.



Photo courtesy Amber Morrell



Thursday was the Grand Tour, 160 miles to Ukaia and Heppner, Oregon through picturesque mountain scenery. We got separated as a group early but we all still had a great time. Concerned that the mail truck wouldn't start when hot, Roger left it running. This wasn't the smartest idea as he returned to find the engine spewing anti-freeze out the overflow. The engine was hot and sizzling a bit. After letting it cool to about 160 degrees, he refilled with water and had no more problems. Nicholas and Roger had another roadside seminar getting Nicholas' car to start. After replacing the coil, it started fine and ran great the rest of the tour.



Friday, the convention offered a Rough Rider Tour, a no-whining, 95-mile tour on dirt roads and through muddy, unimproved roads to Indian Lake and Sager's Cabin a mountain ranch for a Chuck Wagon Lunch. We all skipped this tour...

Saturday gave us yet another fun tour for Model AA trucks. Roger invited himself with his Mail Truck along for the ride. This was a short 25-30-mile tour specifically designed for Model AA trucks. The tour route originally included a longer route on dirt roads. However, there were some beautiful AA trucks who said that riding on such rough roads even for a few miles is hard on you. We took the paved route through massive green grain fields. Check out the beautiful skies in these photos.



If those tours weren't enough to keep us busy during the convention, there were technical seminars and era fashion activities to fill the day. Beyond that there were lots of good restaurants and fun things to do in the local area.



Technical Seminars included presentations on Burtz Engines, PCV Valves, Steering Boxes, Shock Absorbers, etc. There were 2 special interest seminars on the history of Umatilla County and with Ford Historian Henry Dominguez on Henry and Edsel Ford and 3 seminars on Era Fashion.

Robert, Greg, and I had the chance to join the Hubley Derby and while we didn't win the races, we didn't lose either.

Here is Roger's 1/20 scale Mail Truck up close and also on the track.



Friday night we were crazy enough to enter ourselves in the “Gentlemen, Start Your Engines” competition. The competition had many problems and we were working in the dark but it was still a lot of fun—we even had our own cheerleading section.



Saturday found the Macks joining the Car Games with Gavin throwing bean bags and Becky and Natalie trying to be waitresses without spilling a drop of water from a moving car.



The convention concluded Saturday night with the Awards Banquet. Roger received a MAFCA Award of Excellence in the Blue Ribbon Restored Class of Fine-Point Judging with 409 out of 500 points for his 1931 Model A Mail Truck.



We all headed home on Saturday and Sunday, tired but so fulfilled. These Conventions are an amazing way to see hundreds of Model As, meet new friends, and go wonderful places in our Model As. They are held every other year so the next one will be in 2028. In the alternate years, MAFCA sponsors a National Tour. Next year the National Tour will be in Durango, CO so it's likewise close to us. Sign Up! You'll have a blast!

Here are some photos taken by Amber Morrell:



Over 300 Model A's





UTAH VALLEY

Motometer

- Model A Club -

34





UTAH VALLEY

- Model A Club -

Motometer

35

Some Incredible Cars!





UTAH VALLEY

Motometer

- Model A Club -

36



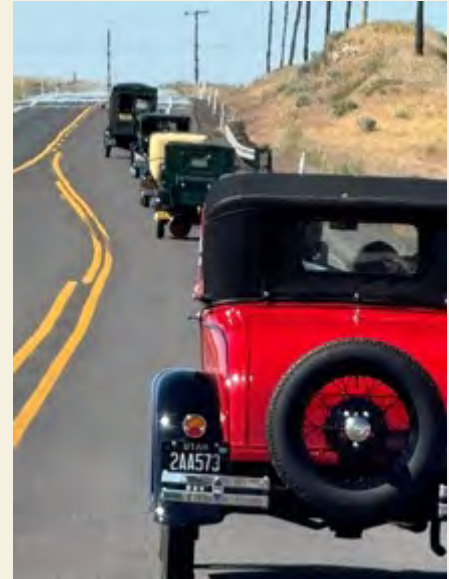


UTAH VALLEY

- Model A Club -

Motometer

37





UTAH VALLEY

Motometer

- Model A Club -

38



#####

Period Fashion

From MAFCA July 2024

Women, Exercise and Workout Clothes

By Patricia Menz, Sacramento Capitol A's, Sacramento, CA

The perception of exercise for women changed dramatically during the 1920s. At the turn of the century the common thought was that a woman's body was not suited to strenuous exercise. Suggested activities included horseback riding (where the horse does all the work), walking, dancing, calisthenics, badminton, tennis and bicycling. Basketball was also played using modified rules. Although we still do these things today, early 20th century women were cautioned not to overdo strenuous activities that could cause physical strain or damage to their reproductive organs.



Girls Playing Basketball



Physical Exercises, David Greenwood, 1900



Physical Exercises, David Greenwood, 1900

In 1900 one woman participated in the Olympics in a sailing competition. By 1924 more women were competing in other events, which caused many to re-evaluate the benefits of more strenuous activity.



The fashion styles of the era changed as well. The corseted figure was out and the long, sleek look was in. If a woman wanted to take advantage of corset-less fashions, her body needed to be sleek as well. Other than wearing a girdle, the only way to achieve a slender body was through exercise. The clothes worn for exercise evolved during the 1920s and 1930s. The Model A era is right in the middle of this transition. Acceptable clothing changed slowly, but not completely until the mid 1930s. The most common exercise attire for both girls and women were bloomers, a middy (sailor) blouse in long or short sleeves and black leggings. At the time there was no alternative clothing for more strenuous activity. However, women became more creative using what was available.





Some wore lingerie.



Some wore loose fitting pajamas.



Others wore bathing suits.



As the pre-runner to the leotard, the swimsuit was well suited to exercise. It had tank top shoulders, a skirted bottom with shorts underneath and was made of a knit fabric which moved with the body. Swimsuits were also made to get wet, so perspiration was not a problem.

Catalogs like Sears and Montgomery Ward were selling girl's and young women's gym suits as an alternative to bloomers and middie blouses. The gym suits were sleeveless, belted, one piece garments with elastic at the bottom of the pant legs. The 1932 Sears Roebuck catalog sold them in sizes 8 -22 years. Size 22 years would fit a person with a bust of 40 inches. Likely many older, more mature women could fit into these as well. However, it wasn't until the early-to-mid 1930's that society as a whole accepted this new athletic wear as proper attire.



By 1934, bloomers and middie tops were mostly phased out. Change is a long and difficult process. There may have been a feeling that these clothes were for younger people and reminded many women of school gym classes from their past. The personal views of exercise for women needed to change first, they needed to *want* to embark on this new endeavor, and it is only then that the acceptance of new exercise clothing styles could follow behind it.



Sears Roebuck
Catalog, 1939

Gym wear continued to evolve as new fabrics and technologies became available. What we wear today is a far cry from what was worn 100 years ago.



Mid 1930's gym wear

References

20th Century Woman's Fitness Culture, "Wikipedia," September 2019, EN.M.wikipedia.org.

Sessions, Debbie, Vintage Workout Clothes – Retro Gym Clothes History, Vintage Dancer, 9 June 2020,
<https://vintagedancer.com/vintage/>

Lee, Summer, The History Of Fashion For Getting Physical," The Vintage Woman,
<https://thevintagewomanmagazine.com/category/fashion/>
<https://thevintagewomanmagazine.com/category/home-lifestyle>

Montgomery Ward & Co., Fall and Winter 1928-29, Catalog Number 109, p. 90.

Sears Roebuck and Co., Spring and Summer 1931, Catalog 162, p. 381.

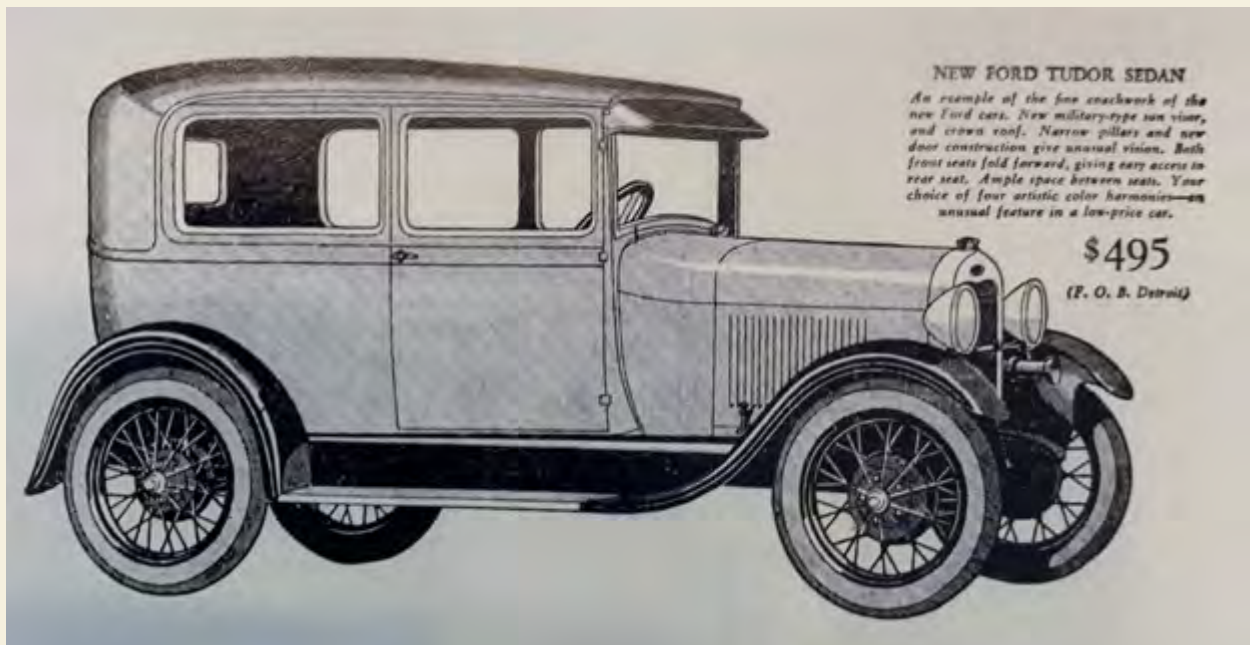
Sears Roebuck and Co., Spring and Summer 1932, Catalog 164, p. 407.

Women, Exercise and Workout Clothes

www.mafca.com

July 2024

#####



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
Monab 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 15 of this newsletter)

Assume each cell measures 1 unit $\times$ 1 unit. Each square cell, then, has an area of 1. The four orange semicircles can be combined into two circles, each with a radius of $\frac{1}{2}$ (and thus an area of $\frac{1}{4}\pi^2$ each). The four green quarter circles can be combined into one circle with a radius of 1 (and thus an area of π^2).

The total orange area, therefore, is $16 + 2(\frac{1}{4}\pi^2) = 16 + \frac{1}{2}\pi^2$, while the green area is $16 - 2(\frac{1}{4}\pi^2) + \pi^2 = 16 + \frac{1}{2}\pi^2$. Therefore the green and orange areas are equal.



Calendar of Birthdays, Activities & Holidays

- Birthdays

1- Geena Davis
1- Par Palmer
5- Gemma Eckstein
11- Lorraine Houser
11- Glen Johns
12- Tia Korologos
16- Judy Isaksen
20- Theon Laney
20- Pam Warby
26- Lynn Christofferson
30- Colleen Laxman
31- Hollie Carlton



- Club Activities

4- Provo Freedom Festival Grand Parade
6- UVMAC Board Meeting
16- UVMAC Monthly Club Meeting
24- Days of 47 Activity
25- Mona City Parade
25- American Fork Steel Days Parade
25- Spanish Fork Days Car Show

- Holidays

4- Independence Day
24- Pioneer Day

Upcoming MAFCA Events

World Wide International Model A Ford Day – September 19, 2026
MAFCA National Awards Banquet – December 11-12, 2026
MAFCA National Tour – Durango, Colorado – June 13-18, 2027



UTAH VALLEY

- Model A Club -

Motometer

45





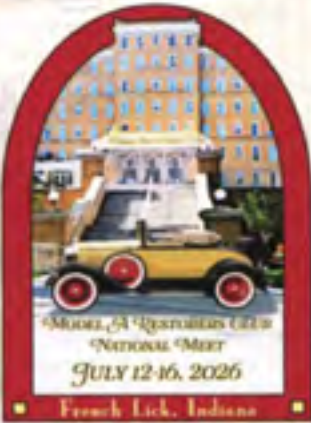


SAVE THE DATE!!!!

THE 2026 MARC NATIONAL MEET

THE MAGNIFICENCE OF FRENCH LICK

"HISTORIC HOOSIER HOSPITALITY"


HOSTED BY HOOSIER HILLS MODEL A CLUB & COLUMBUS INDIANA MODEL A CLUB

REGISTER TODAY BY CALLING THE HOTEL AT 844-241-6361 GIVE CODE: 0726MAR



MODEL A RESTORES CLUB 2026 NATIONAL MEET

JULY 12-16, 2026





FOR MORE INFORMATION CONTACT MEET CHAIRMAN REX HINKLE 812-360-3336 OR REX.HINKLE@COOKGROUP.COM

A Note on Authenticity

By Roger Davis



I've been writing this article for a couple of years now. My major objective in writing this is to help make your car more authentic with small things that you can do usually while making repairs or just cleaning up your car. You might question why would you like your car to be more authentic? My personal thought on this is that I'd like my car to be as close as possible to the way it left the factory.

The Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC) are both global organizations for Model A enthusiasts. They have jointly published the Restoration Guidelines and Judging Standards (RGJS) which I've referenced frequently from the perspective of restoring our vehicles. Once you have your Model A in good running shape and restored, then what do you do with it? I hope you still drive it.

The second purpose of the Standards is for judging the quality and extent of a Model A restoration. This is often called "fine-point" judging. Fine-point judging is an extensive examination of a restored Model A to see how closely it adheres to the Standards. The judging process is outlined under the "Judging the Model A" tab in the Standards.

The RGJS define judging as, "...a process that measures each entry against a uniform standard of authenticity and quality of restoration, not against other entries." Thus, you can understand that your car looks and runs like it did when it left the factory. Both MAFCA and MARC have Judging Standards Committees to oversee standards and judging.

MAFCA has a "Restored Class (Blue Ribbon)," an "Original Class (White Ribbon)," a "Touring Class (Red Ribbon)," and a "Modified Class (Green Ribbon)." These classes are



Roger Davis, 1931 Mail Truck. Restored
Class 2026 MAFCA National
Convention, 409 Points



Original Class at 2018 Convention

described in detail in the RGJS. Thus, you can see that your Model A can be judged as a vehicle restored to its original state in the Restored Class or that it is close to being original with little or no restoration in the Original Class.



Roger Davis, 1929 Town Sedan, Touring Class
2018 MAFCA National Convention, 323.9 Points



Modified Class at 2026 Convention

You can also have your Model A judged and still be able to drive it and enjoy it for touring and riding with many acceptable modern additions in the Touring Class. Or, you can create your own vehicle like a speedster or some other form that is creative and a blast to drive in the Modified Class.

There is also a separate "Restorers Class" designed specifically for Model As that are drivers. Owners are encouraged to restore their cars as close to original as possible but these cars are driven extensively. You can learn more about the Restorers Class in recent editions of the MAFCA Restorer magazine.

Fine-Point Judging usually occurs at a National Convention or Regional Meet so there are opportunities to have your car judged a few times per year. Maybe that's something you can think about and work on!

Be authentic!



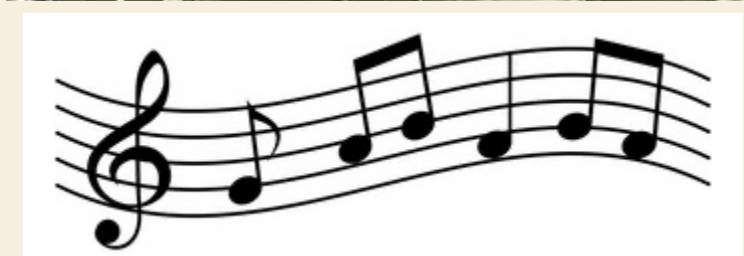
Roger Davis, 2026 MAFCA
National Convention
Fine Point Award of
Excellence, Restored Class

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.



“(I’m a) Ramblin’ Wreck from Georgia Tech” is among a handful of the most well-known fight songs in the country, and its lyrics are uniquely its own. But it’s had to wrest the title from other schools who have used versions of the song for their own teams. The original composition upon which “Ramblin’ Wreck” is based, “Son of a Gambolier,” was a drinking song composed in the late 1800s. (A gambolier, by the way, is someone who likes to have a good time, often irresponsibly.) The tune was adapted as a fight song by Dickinson



College, South Dakota School of Mines and Technology, Colorado School of Mines, Ohio State University and Rensselaer Polytechnic. Not all continue to use the melody today—and none have gone on to reach the legendary status of Tech’s song. While fight songs aren’t typically known for their modesty or civility, various lyrics have caused agitation for more than a century: In the 1908 Blueprint, the words “hell” and “helluva” were expunged for being “too hot to print.” For now, the lyrics have remained—and the world still loves the tune. In 2017, USA Today named it one of the 10 best fight songs in college football. – Wikipedia

Here is a link to the Georgia Tech Alumni Association's web page which includes their version of this famous song.

<https://www.gtalumni.org/news/georgia-tech-traditions/fight-song.html>

I'm a Ramblin' Wreck from Georgia Tech, and a hell of an engineer—
A helluva, helluva, helluva, helluva, hell of an engineer.
Like all the jolly good fellows, I drink my whiskey clear.
I'm a Ramblin' Wreck from Georgia Tech and a hell of an engineer.

Oh! If I had a daughter, sir, I'd dress her in White and Gold,
And put her on the campus to cheer the brave and bold.
But if I had a son, sir, I'll tell you what he'd do—
He would yell, 'To hell with Georgia!' like his daddy used to do.

Oh, I wish I had a barrel of rum and sugar three thousand pounds,
A college bell to put it in and a clapper to stir it round.
I'd drink to all the good fellows who come from far and near.
I'm a ramblin', gamblin', hell of an engineer!



The actual Ramblin Wreck (shown here) is a 1930 Model A Sport Coupe and is the cherished mascot of the students at Georgia Tech.

Gwen's Thistle Memories

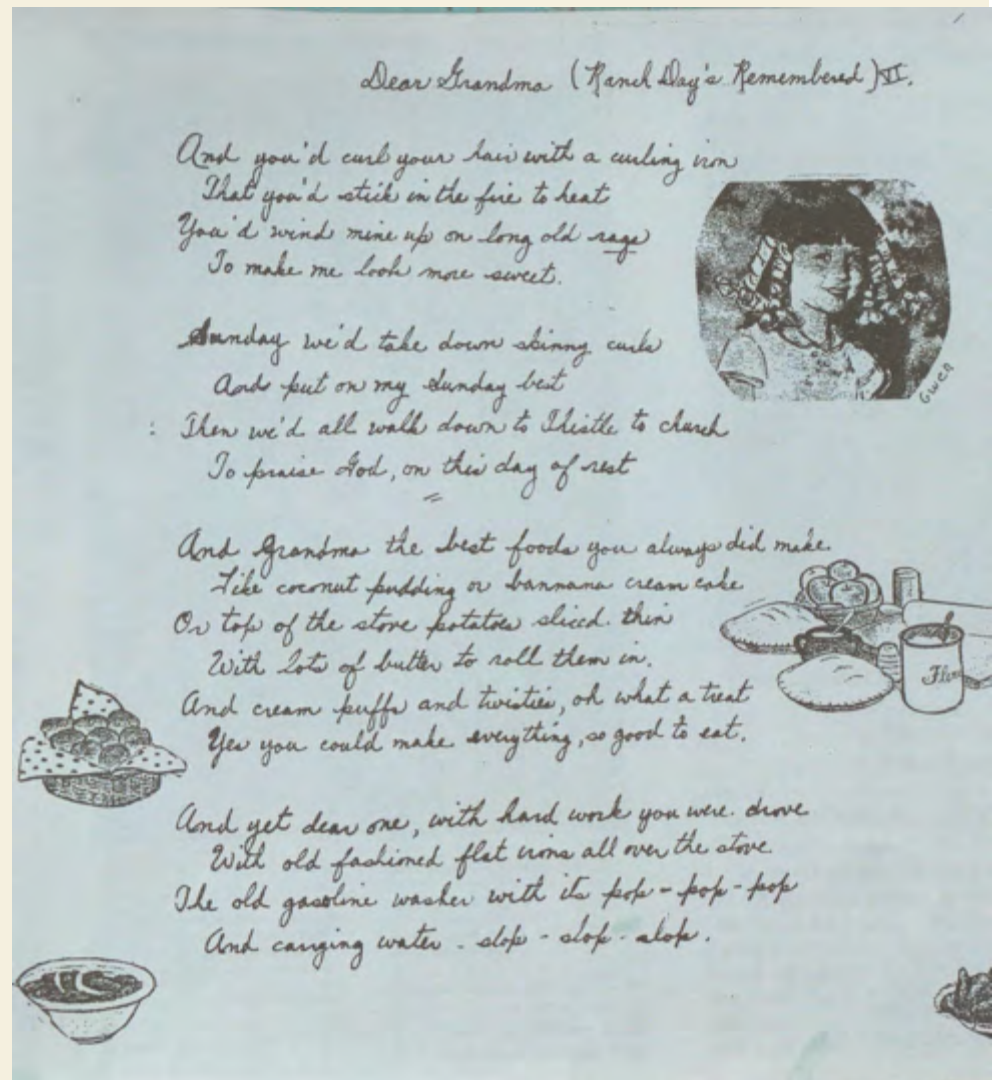
From the Scrapbook of the late Gwen Gerber Dockstader
1932-2022



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



And once when company came to eat
 You told me I'd have to wait
 While all the big folks had their first
 Oh what a horrible fate.



Then I complained of a pain in my head
 And played so sick, I was put to bed
 And I spit and I spit, the bucket to fill,
 To make you think I was really ill.

Because I felt I just wasn't able
 To wait while the big folks sat at the table
 And I wanted to make you sorry, you see
 Cause I thought you had been mean to me.

My memories come fast and swift
 Till my hand grows tired, when my pen I lift
 But I just thought you'd like to know
 Of the things I miss of the long ago.
 And now that I'm grown, and we're far apart
 You still there, close to my heart.

— And will always be, ere I grow old
 And my own grandchildren hand I hold.



Love, Gwen

Christmas 1958.

The End.

Letters to the Editor

Dear Editor,

My wife does not like to ride in my Model A, especially when going around corners, as she thinks the car is going to tip over. It does seem that it does roll a lot to the side, when turning. Is there a reason for this and is it something that can be fixed?

By the way, I love your fantastic newsletter. Keep up the good work.
Lonely Driver

Dear Lonely,

I am afraid I have bad news for you, my friend. Leaning around corners is standard for a Model A due to the single lateral leaf spring in the front and rear of the car. When going around a corner, only half of the leaf spring is available to counteract the roll of the car in the back and in the front. In later years, cars employed two longitudinal leaf springs in the front and rear, which basically doubled the force trying to prevent tilting around corners and greatly reduced the rolling.

Most modern cars have added what is called a torsion bar, or an Anti-Roll Bar, in the front and rear suspension which acts as a twisting spring that transfers forces between opposite wheels to keep the chassis level. The Anti-Roll Bar was invented in 1919 by a Canadian inventor named Stephen Coleman, but was not implemented in the US until the 1950s when cars turned to more comfortable soft coil springs after WWII, and rolling became a problem once more.



Another contributor to tilting around corners with the Model A is the use of the Ladder Frame, which forced the car designer to place the body of the car as well as the weight of the passengers above the frame, thus raising the center of mass higher than modern cars.

My only recommendation to you, if you want your wife to travel with you, is to slow down around corners, and reduce the tilting.

Editor



Application for Club Awards

Today's Date _____

Club Member's Name _____

Award Requested:

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

Justification/Details/Information, etc. _____



Model A Ford Club of America

Join on line at MAFCA.COM

Membership Benefits

The Restorer magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines
 • Model to Restore Series • Judging Standards and Runaround Guidelines

Dues per year are

U.S. Membership - \$50
 Canada/Mexico Membership - \$50
 International Membership - \$70
 Membership payable to Model A Ford Club of America

Optional Initiation Package

For New Members Only

1 - Best issue of The Restorer

1 - MAFCA Logo Pin

1 - MAFCA Decal

1 - 10 Year Badge

Orig \$11 value

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Please print in block letters. Do not use abbreviations or initials.

Return this form and Payment to

MAFCA

230 South Cypress • La Habra, CA 90631-5515



Model A Ford Foundation Inc.

Yes! Count Me In!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

Chapter: _____ Email Address: _____

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

Family Membership:

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

Club Membership:

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

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

Please apply additional contributions: Displays or Endowment

Fund: Total Contribution Enclosed: \$_____

Please print and mail this form to: MAFFI, PO Box 26, Peotone, IL 60458-0026