



# UTAH VALLEY

*- Model A Club -*

# MOTOMETER

- 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. 10

October 2026



## Remember...

Pay your dues for 2026 – Now \$30

Be sure to document your car's mileage each time you drive.

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

Club Elections are next month – Volunteer or nominate someone..



## UVMAC MISSION STATEMENT

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA membership application at the end of this newsletter for more information.

Club meetings are held on the third Thursday of each month — 7:00 p.m. in the Clyde Companies building at 730 N. 1500 W. Orem, Utah. Use the north side entrance. The meeting room is on the immediate right.

## 2026 Club Officers

### CLUB OFFICERS

|                |                 |
|----------------|-----------------|
| Board Chair    | Roger Davis     |
| President      | Howard Eckstein |
| Vice President | Andy Hudspeth   |
| Secretary      | Robert Mack     |
| Treasurer      | Diane Brimley   |
| Activities     | Roger Davis     |
| Membership     | Amber Morrell   |

### APPOINTED POSITIONS

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

### Past and Current Club Presidents

|                      |                          |
|----------------------|--------------------------|
| 2013 Robert Mack     | 2020 Greg Mack           |
| 2014 Clyde Munson    | 2021 Greg Mack           |
| 2015 Howard Eckstein | 2022 Brad Christofferson |
| 2016 Nicholas Mack   | 2023 Brian Lindenlaub    |
| 2017 Reid Carlson    | 2024 Roger Davis         |
| 2018 Clyde Munson    | 2025 Roger Davis         |
| 2019 Clyde Munson    | 2026 Howard Eckstein     |

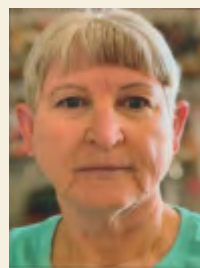
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**2027-'28 MAFCA  
BOARD OF DIRECTORS CANDIDATES**

MAFCA MEMBERS WILL RECEIVE official ballots in the mail. The five candidates receiving the highest number of votes will be elected for a two-year term (2027-2028).

WHEN YOU RECEIVE YOUR BALLOT, vote for no more than five candidates. (Candidates are listed in an order determined by drawing.) To be counted, ballots must be postmarked by October 15, 2026. Results will be announced and new directors will be installed at the National Awards Banquet on December 12 in Cincinnati, Ohio.



# President's Message

## From Howard Eckstein



One of the cardinal rules of marketing is the development and introduction of new products. The New Ford, later known as the Model A, replaced the Model T that was losing market share to the point that Edsel Ford insisted that a re-designed car was needed to recapture the public's interest in their automotive product.

The Model A was a departure from the styling and structure of its predecessor. Yet it is surprising that some elements of the T show up in the A. However, Edsel's styling for the Model A moved forward to blend in with its competitors.

If you look at the 1927 T and compare it to the 1928 A, the styling similarities are striking.

These similarities fade into memory with the introduction of the 1930 models. During the



production of the Model A, work was progressing on the development of Ford's V8 engine. This would be introduced as an option in the 1932 models. This would leapfrog over the six-cylinder engine introduced by Chevrolet in 1929.

It's impressive that 4.8 million Model As were built and sold. Nobody is building cars today in these numbers. During the Model A's production period, Chevrolet built 2.5 million cars. Very few of these cars exist now compared to the numbers of Model As that have survived. Does that make the Ford of that period



the better car? Based on longevity and current popularity, I would submit that The Model A is better supported and enjoyed. Chevrolet's entry level model, shown here for 1928 sold for \$525, in an attempt to compete with the Ford where a comparable body style sold for \$495. That's another rule of marketing, be first on the scene with a product that is reliable and can sell for less. Chevrolet was a latecomer to the market, having been introduced in 1913. By then, Ford was well established with the Model T.

I'm grateful to have my Model A. It has survived the exigencies of the great depression, the steel drives of WWII, abuse by DIY owners before and after the war, and even my own malpractice during my younger years.



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# 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](http://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](http://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](http://maffi.org)


**Model A Ford Youth Scholarship Fund, Inc.**

Jo Johnson, President  
375 High Head Road  
Harpwell, ME 04079  
[jo.johnson@comcast.net](mailto: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](mailto: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 – September Club Meeting

## 17 September 2026

The September 2026 club meeting of the Utah Valley Model A Club was called to order by Club President, Howard Eckstein, at 7:12 P.M. on Thursday, 17<sup>th</sup> of September 2026 in the Clyde Building in Orem, Utah.



The first order of business was to welcome back Brian Lindenlaub, who recently returned from Florida, where he and his wife served an 18 month long mission for the Church of Jesus Christ of Latter-day Saints. Both Brian and his wife, Sharon spent their time in the mission office, where Brian was in charge of the 90+ vehicles, which were used by the 200 teenage missionary drivers.

Visitors from the Salty A's were also welcomed. We are happy to have these strong club members from the Salt Lake valley participate with our club.

Roger Davis next led a short discussion about the seat for the Fuel Adjusting Needle in



his carburetor, which was missing in his car. Several members mentioned that they had the same problem, which explained why turning that Fuel Adjusting Needle had no noticeable effect on engine performance or gas mileage.

Roger was then invited to discuss upcoming events for the club. Before he did that, however, he explained his interpretation of the criteria he is using to calculate the 2026 club goal of having 250 members in cars. He said he calculated that thus far this year, we have had 479 total members from our club participate in the various club activities. Thus, he believes our club has satisfied that club goal for 2026.

Next, Roger presented a quick review of the highlights of our club's activities. First, he announced that Jason Beadle, who recently returned from his Church mission in West Africa, was one of 14 youth who were 2026 recipients of a Model A Youth Restoration Award (MAYRA). He and the other 13 winners, were introduced in the September/October edition of the Restorer Magazine. Check it out.

Jason Beadle, 21, lives in Pleasant Grove, Utah, and is a member of the Utah Valley Ford Model A Club. He recently acquired his 1929 Tudor, and, as with most

Model A purchases, realized that some major components need replacing, such as the tires, radiator, and wiring. Jason is enthusiastic and plans to have the car completed in the next year.



Roger next announced that Jana and Andy Hudspeth and their three Cavalier Puppies received high honors at a recent dog show sponsored by the Bonneville Basin Kennel Club in South Jordan. And as you can read in this edition of the Motometer, one of their puppies (Coco) participated at the Nebo Loop Tour this month, and enjoyed herself immensely, in addition to entertaining members of the club with her dear little face. Here she is peeking out the rear window of the Hudspeth's Model A. What a cutie!



Next Roger announced that Daryn Swan is selling his Model A's, if someone is interested in purchasing another one, including the club's Speedster that Daryn purchased from Andrew Watson a couple of years ago.

Roger reported next on the successful Garage Day that was held at his house on August 22.

Next, Roger announced that the club has two activities planned for September 19. One is the Nebo Loop Tour and the other is the fundraiser service



**V.S.**



activity at the Jamestown Assisted Living facility in Provo. Unfortunately, they are both scheduled for the same day. We'll see how many club members show up at each of these two activities.

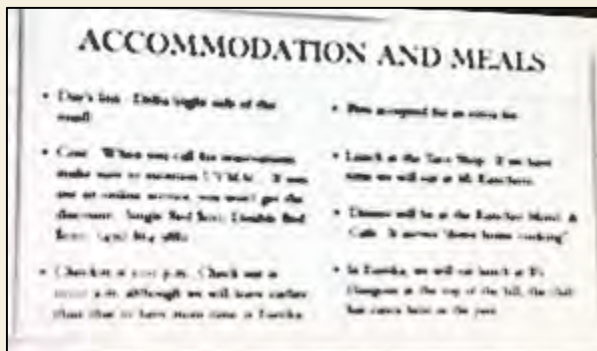
On October 17, the club has reserved seats at the Ruth and Nathan Hale Theater in Pleasant Grove, to see Beatlejuice Jr. The club has reserved the requested number of seats and club members who previously indicated they will attend, need to pay Diane Brimley for their tickets.



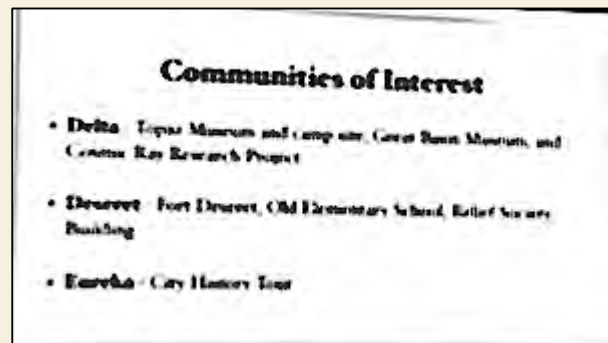
In November, we've got the Mrs. Cavanaugh's Chocolates Tour on the 14<sup>th</sup>. And then in December, the club is planning to have its annual Christmas Party, which will be held in the Clyde Company Building on December 12<sup>th</sup>.

The club's primary activity in October will be the West Desert Tour, being planned by Robert Mack. At this time, Robert gave a presentation about this upcoming activity. The towns of interest on the tour will be Delta, Deseret and Eureka.

Robert described the hotel accommodations as well as the meals that are planned.

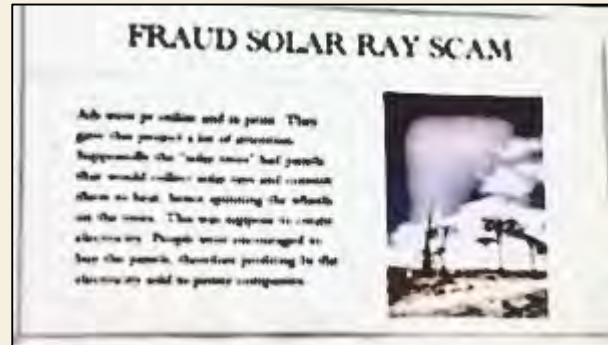


He said that there will be some areas where they will need to drive on dirt roads.



Robert highlighted some of the points of interest that will be visited along the way.





Robert took a head-count of how many club members were interested in going on this tour, and 10 members raised their hands. It sounds like an interesting trip to visit places in Utah, that most people don't get to see.

Next on the agenda, club Treasurer Diane Brimley gave the financial report for the club.

|                  |            |
|------------------|------------|
| Checking Account | \$ 761.00  |
| Savings Account  | \$ 625.74  |
| Cert of Deposit  | \$ 3558.79 |

Theon Laney was next up, on the meeting agenda, for the presentation of the club awards for September. The first award was the Golden Wrench Award that went to Jeff Niven for his technical article in the August Motometer on how



to prevent vapor lock in your Model A.

The next award presented was the Lucky 7 Award that is presented to those members who drive their car on 7 official club activities. Amber Morrell and John Warby both received that award.

Theon mentioned that a number of new “official” club activities have been added to the list for the Lucky 7 Award. He also mentioned that so far this year, nobody has earned the 13+ Award, which is presented to members who drove their cars at least once a month for 12 straight months, including to at least one club activity.

At this time, the coveted top mileage trophy for the highest monthly mileage, was presented to Clay Stevens who drove his car 280 miles this month. Congratulations Clay!

Next came the nominations for the Bent Rod Award, which is presented to the two club members, who have car problems, for which they are responsible.

The first nomination was Steve Dutton for his suspected fuel problem. After working on his carburetor for days, it turned out to be a stuck Point Breaker Arm on its post. A few drops of oil and Steve’s car was running again.



The next nomination went to Theon Laney who had a Death Wobble due to a broken coil spring in the front suspension and steering linkage. For those who have never experienced a Death Wobble, it is a very scary situation. You can read about how he fixed the problem in this Motometer.

With only two nominations, there was no need to vote on the two best, so the two Bent Rod Awards went to both Steve and Theon.

Roger next announced that a decision had been made to hold our annual Christmas Party in the Clyde Company Building with the food being provided by Molly’s Catering in Provo, like was done last year. The date for the Christmas Party will be Noon on December 12. More information will follow.



At this time, the refreshments were served to members of the club. The goodies this night were provided by Amber Morrell. Thank You, so much, Amber!



At 8:15 P.M. the meeting continued. Howard Eckstein offered a suggestion to members of the club who were planning to go on the Nebo Loop Tour that weekend. When going up long steep grades, it is better to downshift your car from 3<sup>rd</sup> to 2<sup>nd</sup> to prevent lugging the engine down and overheating. After down-shifting, it is important not to over-rev the engine as you continue up the grade, but you should keep the speed around 20 mph, and not more than 25 mph. Note: Of course, everything is different if you have Overdrive in your car.

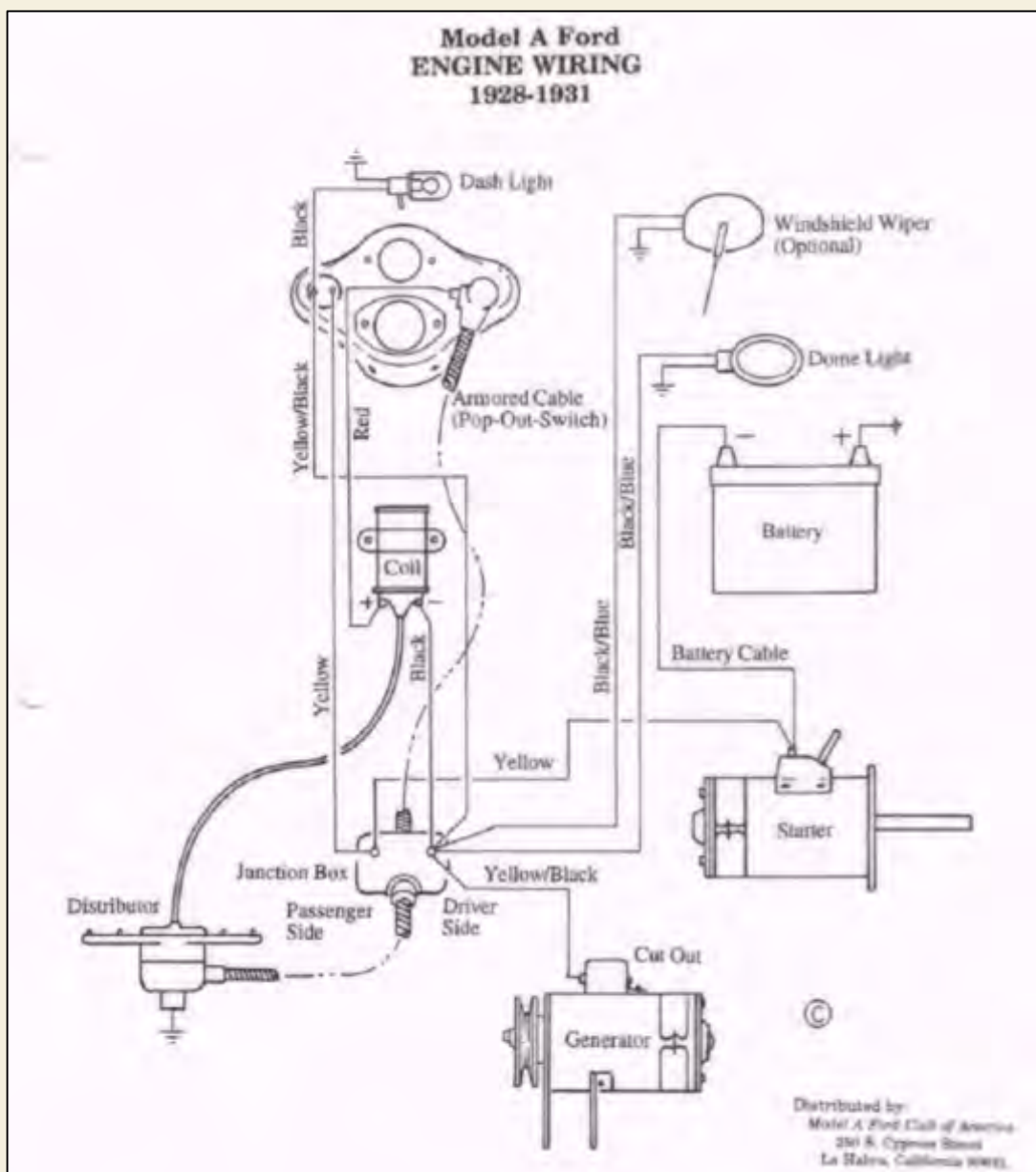
Clyde Munson gave the Tech Talk this evening on the subject of Model A Electrical Wiring.

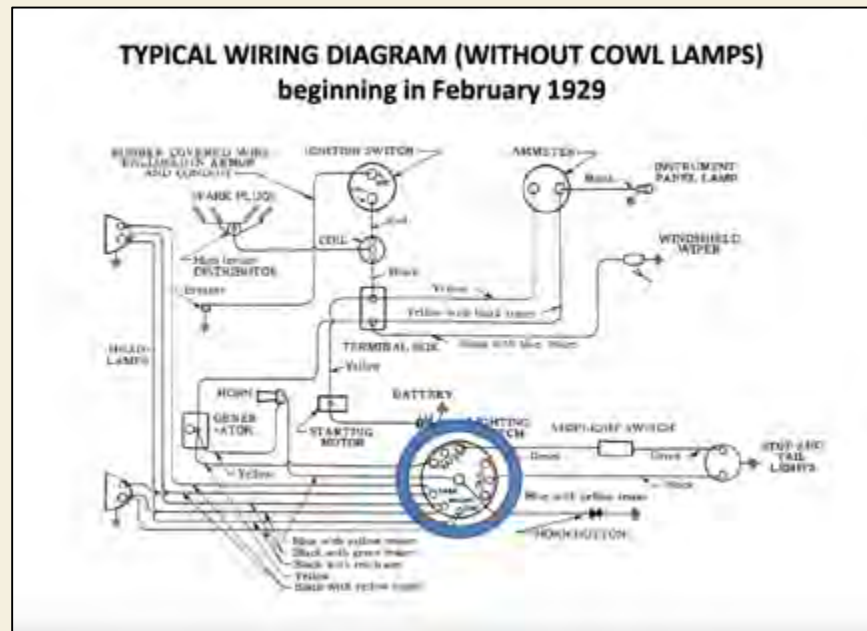
**Editor's Note:** I was so interested in his talk, that I failed to take any pictures of his presentation, but I did take some notes:

Clyde said that the wire gauge on the original Model A was 16 AWG, but that he recommends that we use 14 AWG when replacing or installing new wires. He also said NEVER use solid wire or wire nuts. (They are for residential/home wiring and not for cars, as they will

loosen during vibration.) Use only stranded wire with crimp connectors. Clyde recommends replacing generators with alternators. He also recommends using woven battery cables and heavy gage wire between the battery and the starter, and suggests cleaning the electrical contact surfaces inside the starter button cover. Clyde's presentation contained many more wonderful suggestions and recommendations. **Editor's Note:** Much of Clyde's presentation is available on the internet (including the photos) by clicking on this link:

<https://www.scribd.com/document/584831496/Ford-Model-A-Wiring-1>





Following Clyde's detailed and informative presentation, Clay Stevens showed the club members the clogged spark arrestor that he recently removed from his Model A. He said it was so badly clogged that it took him forever to fill his fuel tank with gasoline. Here (far right) is a photo of an original 100-year-old spark arrestor, that is for sale on Ebay. This one doesn't look much better than the one from Clay's Model A. The original parts were plated with Cadmium, which gives them the light gray color, like the one shown here (near left)



The final item on the agenda was the announcement that the club would need to hold club elections by the end of the year. Howard welcomed anyone to volunteer themselves or nominate someone else for the positions of President, Vice-President, Secretary, and Treasurer, for the 2027 year.

The club meeting was adjourned at 9:21 P.M.

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# A Note on Authenticity

By Roger Davis



As I do not have the recently updated Restoration Guidelines and Judging Standards (RGJS), this article is based on the existing RGJS. Here is an interesting one to you could change to add to the authenticity of your Model A: the oil filler pipe and cap.

Per the RGJS, "There were three types of oil filler pipes. From the beginning of production until July 1929, the inside baffles pointed down and out. From July 1929 until May 1930, they pointed up and out. After May 1930, through the end of production, they pointed down and in." See the drawing below and then look at your filler pipe to compare with the production

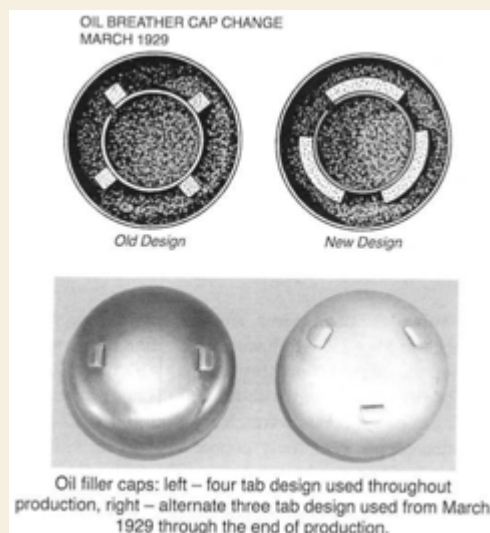
date of your Model A.

As far as the oil filler cap, the RGJS says, "There were three types of filler caps used during production. The first had four 1/4" wide tabs approximately 1/4" from the underneath top of the cap. In early 1929 the cap was changed to improve breathing. The four tabs were increased to 3/8" wide and lowered to approximately 5/8" from the underneath top of the cap. A new oil filler cap with three large tabs was introduced in March 1929 as an alternate design. It was used interchangeably with the earlier one that had four 1/4" tabs. ...full credit should be given for either on vehicles after March 1929." See the drawing/photo below.

As you observe model A engines, you may note that the filler caps have different finishes. I noticed the other day on a well-restored car that the filler cap was silverish in color. I had thought they were all painted black enamel. The RGJS says, "Filler caps were plain, black enamel, raven finished, cadmium plated or terne finish."

(Howard Eckstein provided this clarification about the Terne finish: Terne is a tin-lead alloy used to plate steel to help prevent corrosion. The insides of our Model A gas tanks are made of terne plated steel for this purpose. Ethanol gas collects water which sinks to the bottom of the tank, eventually corroding the protective coating and rusting out the bottom of the tank.)"

Be authentic!



# Golden Wrench Article

## Returning Bill Cashdollar's 1929 Taxi Cab to Service

By Roger Davis



Earlier this summer, Bill Cashdollar approached the Utah Valley Model A Club seeking help to get his 1929 Taxi Cab back into service. He said the rear end was making an awful noise.

Sam Korologos and Roger Davis spent a couple of hours installing a spring spreader and removing the entire torque tube/rear end assembly from Bill's taxi. We opened the rear end to find the worm gear and ring gear in the differential severely damaged with multiple teeth broken/damaged.

Sam rebuilt a rear end with good gears he had and painted it up to pristine condition like it would have been when first purchased from the Ford dealer in 1929--maybe even better.

Sam and Roger returned to install the rear end, and with a significant bit of luck, easily got it in place. It was a hot summer day so we stopped before simmering in our own juices.

John Warby and Roger returned on a cooler day to reinstall the radius rods and rear backing plates/brake assemblies. Sam has an ingenious way to properly install the ebrake spring (one of the most odious of tasks on a Model A) so we left that for when we have Sam with us. Bill is ordering a few more parts like ebrake springs and clamshell gaskets. With a couple more hours of work, we should have Bill's taxi, ready to roll.





# Have Some Fun

Fill the 9×9 grid with digits 1–9.  
Each row, column, and 3×3 box must contain every digit once.  
( Solution is on page 34 of this newsletter)

s

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

# Golden Wrench Article

## Rebuild of the Front End, Tie Rod, Drag Link and Pitman Arm

By Theon Laney

After three years of driving my Model A, I started to get a death wobble. I will say that the front end was what my Father rebuilt? in 1961 or what the farmer had, I don't know which. If you have ever had a death wobble it is scary – you don't know which wheel is going to come flying off first.

I noticed that I had a bent drag link so I decided to straighten it and inspect the rest of the steering components. The first to come off was the drag link. With the tool made to take the plugs out of the ends of the drag link, it came off easily. Inspecting the balls on the Pitman Arm and Steering Arm showed some wear. Talking to Randy Gross, he will give you Arms with new balls for \$40 a Ball. The real deciding factor was that one of the springs in the Drag Link was broken. As long as I had everything apart, I decided to rebuild everything. As I said before, I do not know if the front end had ever been rebuilt.

Les Andrews says to remove the Tie Rod, you first take off the brake backing plates, there is not enough room between the backing plate and the tie rod to get the plug out. With further inspection, I saw that taking one nut off of each Steering Arm

you can take all three out as one. Even if you are not replacing the Steering Arms, taking off two nuts is easier than taking the backing plates off.

Now for the reinstall. Much easier to put everything back together on the bench





than laying under the car. The hardest part was getting the ball back in the Tie Rod and Drag Link. If you put the ball in the Tie Rod then the spring and cups, you cannot screw in the plug. Solution: put the spring and internal parts in, screw in the plug just till the threads catch, position the ball then wack it with a mallet to force the ball into position or use a press to force the ball into position. Now you can screw in the plug with the tool to get the proper tension. Do that with all four balls. With all parts put together as one insert the two Steering Arms, put the nuts and cotter pins on, install the Pitman Arm and you are done.



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“Do You Need  
A Push?”  
(See page 20)



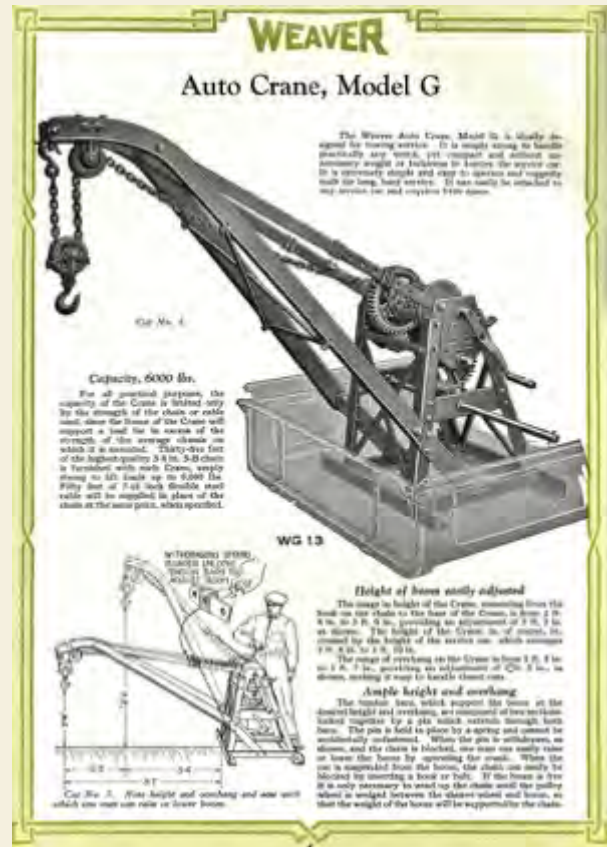


# Model A – Model of the Month

## Ford AA Wrecker/Tow Truck

Between 1927 and 1931, Ford produced a heavy-duty commercial Model AA vehicle on a 1.5-ton chassis. It was designed from the ground up for grueling tasks, one of which was vehicle recovery. While Ford did not produce a “Tow Truck” per se, customers would purchase the Model AA cab on the 1.5-ton chassis and then contract with third-party builders to install the specialized Wrecker portion of the Tow Truck. Two major suppliers of that wrecker hardware were Weaver (lower right) and HF Salvage Equipment.

While the engine, and cab were basically the same as the standard Model A's, the transmission had an option for a “Granny Gear” (super low) for very slow and careful movement.





The rear suspension included two sets of massive leaf springs arranged in a longitudinal direction (as shown in these photos) to support the loads of lifting heavy objects and vehicles. Dual rear wheels were often added to support these loads.



Two wheel bases were available; a 131.5-inch and the longer 157-inch wheelbase option. The short wheelbase could sometimes cause the front of the truck to raise off the ground when very heavy loads were lifted. This problem was overcome by adding ballast weights to the front bumper.

This particular wrecker was spotted at Rocky Mountain Collision at the intersection of Pleasant Grove Blvd. and State Street in Pleasant Grove, Utah. The owner told me that the truck runs and he would be willing to sell it for the right offer.



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UTAH VALLEY

~ Model A Club ~

Motometer

22





# October Birthdays, Activities & Holidays

## Birthdays

|                |    |
|----------------|----|
| Connie Pope    | 5  |
| Wes Lynn       | 8  |
| Lonni Jerome   | 10 |
| Karen Morrell  | 16 |
| Rodney Gardner | 19 |
| Roger Davis    | 29 |

## Club Activities

|                            |       |
|----------------------------|-------|
| UVMAC Board Meeting        | 6     |
| UVMAC Club Meeting         | 15    |
| Ruth Theater – Beatlejuice | 17    |
| West Desert Tour           | 23-24 |
| Fishlake Tour              | 26    |

## Holidays and Special Events

|                         |       |
|-------------------------|-------|
| Model T Day             | 1     |
| Columbus Day            | 12    |
| US Navy Birthday (1775) | 13    |
| Full Moon               | 25/26 |
| Halloween               | 31    |

## MAFCA Events

|                         |                |
|-------------------------|----------------|
| National Awards Banquet | 11-12 Dec 2026 |
| National Tour           | 13-18 Jun 2027 |

# Out and About

## Jana Hudspeth's Cavaliers Win Top Honors



Some members of the UVMAC may not know this, but Jana Hudspeth (wife of club Vice President, Andy Hudspeth) breeds and shows a breed of dogs called the Cavalier King Charles Spaniel. This past month Jana and her friend Lisa Ross sponsored three of their dogs in a five-day event at a Bonneville Basin Kennel Club show in South Jordan, Utah. All three of the dogs, which were in the Puppy Classification, did very well and came home with high honors.

On Thursday, September 10<sup>th</sup>, Dutton started off by earning Reserve Winners Dog in his puppy class, Cord followed by winning his breed in his Puppy Class, and Coco followed by winning her breed by Puppy Class as well.

The next day, Friday September 11<sup>th</sup>, Cord caused even more excitement, winning Winners Dog, while Dutton came away with Reserve Winners Dog.

Then came Saturday, September 12<sup>th</sup> where little Dutton continued to impress the judges winning: Winners Dog, Best of Winners, Best of Breed and Best Owner Handled. But Dutton was still on a roll, going on to earn an "Owner Handled Group Three award and finally winning Best Puppy in Show Group 4.

According to Jana and co-owner Lisa, what made these wins even more remarkable, was that Dutton was competing against ten champions! Congratulations to Jana, Lisa and their puppies!



←  
Lisa and Dutton  
(left)

→  
Jana with Cord  
(left) and Coco  
(right).



# Getting the Last Few Drips Out of Your Oil Bottle

By Brian Lindenlaub

Motor oil isn't particularly expensive, but it isn't cheap either. Being the frugal person I am, I like to get every last drop out of a new bottle of oil. But I also get tired of holding the bottle over the funnel and waiting for it to stop dripping. While changing the oil on my Model A recently, I discovered that the 5-quart bottle would wedge securely between the cylinder head and the radiator rod, with the mouth of the bottle over a funnel in the oil filler tube (see picture). That allowed me to leave it to drip while I did other things. When I came back later, the dripping had stopped and I was satisfied that the bottle was empty.



# Courtyard at Jamestown Fundraiser & Car Show Report

September 19, 2026 – 12pm to 3pm

By Jeff Niven

One of the UVMAC annual goals for 2026 was to participate in at least two service activities during the year. Three possible service activities were planned.

The first of the service activities was the club member's attendance at the Legacy House Car Show in Spanish Fork on Thursday June 11. It was well attended with 14 club members and 11 cars.

A second service activity was the Oremfest Car Show, which was a fundraiser for the American Legion, and was held on June 8. Our club was represented by 4 members and 4 cars.

The third of the possible service activities was the annual fund raising Car Show for the Gail Halvorsen Aviation Foundation that was held at the Courtyard at Jamestown Assisted Living in Provo on September 19<sup>th</sup>. Due to a conflict with the Nebo Loop Tour that was scheduled by the club on the same day, the club's attendance at the annual Jamestown Car Show consisted of 2 cars and 3 club members. Thanks to those who participated at this activity. (Note: Last year's attendance by the club, at this same event was 12 members and 7 cars.)



The weather was perfect and the event was well attended by the public. As in the past, the event was extremely well organized with food, rides, gifts, awards and a large raffle. The highlight of the activity was the children's candy drop by small parachutes from a helicopter overhead, symbolic of the tradition which began at the end of WWII when Colonel Gail Halvorsen, a decorated officer and command pilot in the United States Air Force, dropped candy from his airplane to the children in Berlin, Germany, during the critical months of the Berlin Airlift (1948-1949). Photos from the fundraiser are included on the following page.

All of the proceeds from this activity went to support the Gail Halvorsen Aviation Foundation. Gail was a resident at Jamestown for many years, until he passed away at the age of 101 in 2022 in Provo. To learn more about Colonel Halvorsen click on the link below:

[https://en.wikipedia.org/wiki/Gail\\_Halvorsen](https://en.wikipedia.org/wiki/Gail_Halvorsen)



Some of the parachutes got stuck in the nearby trees.



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# Nebo Loop Scenic Tour Report

September 19, 2026

By Roger Davis

On the pleasant Fall Saturday morning of 19 Sep 26, 14 Model As and 33 Members from the Utah Valley celebrated the 2026 International Model A Day with a pleasant drive on the Nebo Loop Scenic Loop in Central Utah. It is a 38-mile paved drive beginning in Payson, UT and ending in Nephi, UT. The Loop has stunning overlooks, brilliant Fall colors, and is considered one of the best byways in Utah.

We passed Maple Dell Scout Camp where just about every scout in Utah Valley has camped. We were awed by the beauty looking over the mountains to Birdseye and Fairview, UT. When at over 9,000 feet above sea level, we passed through clouds and mist but avoided any rain.

Our cars ran wonderfully. We had no boilovers, and no accidents. We had one road-side seminar, getting John Warby's pickup to start. We ended our ride with lunch at the One-Man Band in Nephi. It was wonderful to be together with friends and our trustworthy cars.





UTAH VALLEY

Motometer

*- Model A Club -*

30



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# Do You Remember this Car Songs

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

The song that is featured this month is “Hey Little Cobra” by the Rip Chords in 1963. If the link does not work, then simply copy and-paste the link into the space provided. If the video starts with an ad, you can skip the ad.

Included on the following page are the lyrics to the song so you can sing along, if you wish.



<https://www.youtube.com/watch?v=oc6FmZCToZc>

## “Hey Little Cobra” Lyrics

Hey, little Cobra, don't you know you're gonna shut 'em down?  
I took my Cobra down to the track  
Hitched to the back of my Cadillac  
Everyone was there just waiting for me  
There were plenty of Stingrays and XKEs  
spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
(Shut 'em down) spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
Hey, little Cobra, don't you know you're gonna shut 'em down?  
When the flag went down you could hear rubber burn  
The Stingray had me going into the turn  
I hung a big shift and I got into high  
And when I flew by the Stingray I waved bye-bye  
spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
(Shut 'em down) spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
Hey, little Cobra, don't you know you're gonna shut 'em down?  
Around the far turn in a straight away  
I was blowing off everything that got in my way  
The Stingrays and Jags were so far behind  
I took my Cobra out of gear and let it coast to the line  
spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
(Shut 'em down) spring little Cobra, getting ready to strike  
(Shut 'em down) spring little Cobra with all of your might  
Hey, little Cobra, don't you know you're gonna shut 'em down?  
Shut 'em down  
Shut 'em down  
Shut 'em down  
Shut 'em down  
Shut 'em down  
Shut 'em down

#####

# Gwen's Thistle Memories

From the Scrapbook of the late Gwen Gerber Dockstader



Gwen Dockstader (1922-2022)

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 to 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



Castilla Hot Springs was once numbered among Utah County's favorite recreational spots. It was located nine miles from Spanish Fork in Spanish Fork Canyon. Hot sulphur springs still flow at the site. The stone building to the right was the Castilla Hotel and the wooden structure to the left housed the

plunge, that obtained its water from the springs. The Ford car parked out front is about a 1919 model. If the picture were taken about that time, Castilla's hey day was still in the future. The resort fell into disuse as transportation improved and other more accessible fun spots came into being. *Spanish Fork Press clipping*

According to Gwen, the photo above appeared in the Spanish Fork Press newspaper about 1919, based upon the year of the Model T parked in front. The building on the right was the Castilla Hotel and the building on the left contained the "Plunge" which obtained its water from the hot Sulphur springs.

Gwen wrote that she found this 1902 ad for the Castilla Hot Springs, when they tore down "Doc's" dad's old house. While it was a popular attraction back then, it was torn down after it became the location for "nude pot parties" and at least one shooting.

There was an outdoor swimming pool as well (left).





# Solution to Have Some Fun

(Puzzle found on page 17 of this Motometer)

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

# Out and About

## Brian and Sharon Lindenlaub Return From Their Church Mission to Florida

It is difficult to believe that this much time has passed, since Brian and Sharon Lindenlaub left on their church mission to Florida. In April 2025, the Lindenlaubs left on an 18-month mission for the Church of Jesus Christ of Latter-day Saints. They reported back in September and took a short tour of historical church sites on the return trip. We are glad to have them back with us!

Before leaving, Brian carefully prepared his roadster for the 18 months it would be sitting unused in his garage. He filled the gas tank to the very top and made sure that the gas contained a good dose of Stabilizer. He removed the spark plugs and sprayed a protective lubricant into each cylinder, which he worked-in thoroughly. He hooked a trickle charger up to his battery. He covered the end of the tailpipe and also the carburetor intake to keep rodents or other pests from taking advantage of a nice sheltered place to live, while Brian and Sharon were gone. Finally, he lifted the car and put it up on blocks to protect the tires.

Upon their return, I asked Brian how his Roadster had survived 18 months of sitting idle. Brian said he removed the plugs over the tailpipe and the carburetor and then disconnected the battery charger. After going through the standard Model A pre-starting procedure, he pressed the starter button with his foot and the engine sprang to life. Brian was very pleased!

The next official club activity for the club will be the monthly club meeting on the 15<sup>th</sup> of October. I look forward to seeing Brian's Roadster at that meeting, assuming that the weather is good. Welcome back Brian and Sharon!

“Now there is a little  
Model A Roadster that  
is very happy to see its  
driver finally return,  
and go for a ride.”

Editor





# Period Fashion

## Perfume Sprayers (From MAFCA May 2014)

These perfume sprayers resembled cigarette lighters but were totally different. **Ronson** and **Evans Company** both produced these misters. Also notice the two different sizes of the **Ronson** Perfu-Mist in the following advertisement.

**RONSON**  
*Perfu-Mist*

*Special Ultra-Fine Fog  
Just Push Button*

Chromium Plate with Black, Red, Green, Blue, Tan, Brown or Grey Monogram Engraving. List, each, \$7.00

Chromium Plate with Genuine Buckramkin, Alligator or Crocodile. List, each, \$9.00

Green Gold Plate with Black, Red, Green, Blue, Tan, Brown or Grey Monogram Engraving. List, each, \$10.00

Green Gold Plate with Genuine Buckramkin, Alligator or Crocodile. List, each, \$13.00

Basket Weave Design. List, each, \$10.00

Basket Weave Design. List, each, \$10.00

Footboard Design. List, each, \$10.00

Basket Weave Design. List, each, \$10.00

Chromium Plate, Engine Turned, Basket Weave, Harley Weave or Footboard Design. List, each, \$10.00

Green Gold, Engine Turned, Basket Weave, Harley Weave or Footboard Design. List, each, \$14.00

Chromium Plate with Black, Red, Green, Blue, Tan, Brown or Grey Monogram Engraving. List, each, \$14.00

Green Gold Plate with Black, Red, Green, Blue, Tan, Brown or Grey Monogram Engraving. List, each, \$18.00

Chromium Plate, Engine Turned, Basket Weave, Harley Weave or Footboard Design. List, each, \$14.00

Green Gold Plate, Engine Turned, Basket Weave, Harley Weave or Footboard Design. List, each, \$18.00

**The World's Finest Perfume Spray**

*It works with magical simplicity*

Also made in Sterling Silver. Price on application.

Illustrations about four-fifths actual size.

L & C Mayers Company, 1930

[illegible]

The Utah Valley Model A Club, 1537 W. Meadow Lane, Mapleton, UT | [utahvalleymodelaclub.org](http://utahvalleymodelaclub.org) | look for us on Facebook



### It Looks Like a Lighter, but Sprays Perfume

**S**PRAYING a tiny jet of perfume when its plunger is pushed down, a novel atomizer resembling a cigarette lighter in appearance may be carried in a woman's hand bag, it is said, without danger of spilling its contents. Its nozzle is covered with a cap which is released by a plunger. When the apparatus is closed, a groove in the plunger fits over the cap to hold it in place, while the plunger in turn must be pressed down before the cap can move. Thus, its inventors claim, the device is made air-tight and proof against leakage. To operate the atomizer, one need only press the plunger twice—once to release the cap and the second time to eject the spray of perfume. The atomizer is manufactured in two sizes—for carrying in the hand bag and for the dresser.



Resembling a cigarette lighter, this little atomizer sprays a fine jet of perfume when a plunger is pressed.

The above article came from Popular Science Monthly, February 1930

A friend, who searched for years, recently bought a new old stock Ronson sprayer in the original box with paperwork and the wire to clean the sprayer. This was a great eBay find and purchase!

Antique stores and dealers may not know or recognize these perfume sprayers. Also check eBay and look for both sizes, remember the smaller sprayer would fit in your purse and the other size would be for the dresser or vanity.

Perfume was definitely popular during our Model A years which explains the development, design and marketing of these sprayers.

#### Perfume timeline:

*Emeraude* by Coty -1921  
*Chanel No. 5* by Chanel -1922  
*Shalimur* by Guerlain -1925  
*My Sin* by Lanvin -1925  
*Paris* by Coty - 1926  
*Arpège* by Lanvin -1927  
*Soir de Paris* by Bourjois - 1928  
*Joy* by Jean Patou -1929



- 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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Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Country \_\_\_\_\_ Telephone \_\_\_\_\_

Return this Form and Payment to:

MAFCA

250 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: \$\_\_\_\_\_

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