



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

Vol. 13 No. 11

November 2025



1930 Halloween Themed Model A Ford Ad



Remember...

Be sure to track and record your car's mileage and earn awards.
Join MAFCA and enjoy the benefits, including the Restorer Magazine.
Check out the **New Features** in the Motometer, especially the car songs.
Previous editions of this newsletter are available on the club's website.
Mark your calendars for the club's Christmas Feast – Planned for December 6.
Please include Bob Todd's family as well as Nick and Ronia Lewman in your thoughts and prayers. Bob passed away on October 31, and Nick is recovering from bypass surgery..

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 News 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.

2025 Club Officers

CLUB OFFICERS

Board Chair	Brian Lindenlaub
President	Roger Davis
Vice President	Buster Hansen
Secretary	Robert Mack
Treasurer	Diane Brimley
Activities	Howard Eckstein
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	Reid Carlson
Meeting Refreshments	TBD
Web Page	Greg Mack
Newsletter	Jeff Niven
Restorer Chapter News	Clyde Munson

Past and Current Club Presidents

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

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President's Message

From Roger Davis



It's been a great Model A year for our club. Everyone has helped in their own way and that's what makes our club truly great! I thought you might be interested in the history of MAFCA. (Most of this summary is taken verbatim from notes I had in my files—Unfortunately, I don't know the source.)

Tuesday, October 21 marked the 68th Annual Anniversary of the formation of MAFCA. "Originally MAFCA was formed as the Model A Restorers Club (MARC) of Southern California, with Art Miller as president, and was part of the Model A Restorers Club of West Hartford, Connecticut which was formed in 1952. [Fifteen members met] on October 21, 1955, to start the process of forming a MARC regional club in Southern California. By late 1956, there were 34 members centered in Southern California. The 1st Annual Award Dinner was held at Sailee's Restaurant. Located across the street from NBC Burbank, the restaurant was noted for hosting television luminaries and stars. On October 21, 1957, the MARC SC spun off from MARC and became Model A Ford Club of America. First mention of the current MAFCA logo is in Nov/Dec 1958. The 3rd Annual Business Meeting lists 1086 members. With a yeoman's amount of work done between 1956 and 1958, MAFCA was establishing itself as a stand-alone club with a growing membership." From 15 members and one chapter, membership is now around 10,000 in the U.S. and around 300 Internationally. With about 245 Chapters, MAFCA is considered the largest car club in the U.S. dedicated to a single model automobile.

Let's wish MAFCA, a belated Happy Anniversary—what a great organization which supports us in our Model A adventures. Thanks, MAFCA!!

This photo was taken at this month's tour of Eagle Mountain. The location was the parking lot at the old Cedar Fort.



Utah Valley Model A Club Meeting

16 October 2025

The October 2025 meeting of the Utah Valley Model A Club was called to order by the club's president, Roger Davis, at 7:05pm on the 16th of October 2025 in the Clyde Company Building in Orem, Utah.

The first item on the agenda was the introduction and welcoming of visitors and new members. Roger welcomed Tyler Lewallen who was in attendance from Logan, where he is a student at Utah State. Next Roger introduced David Kast to the club, as a new member. David owns a 1928 Coupe.

Roger next mentioned that Steve Dutton had finally got his car back together, after working on it since the club activity to Judd Houser's garage back on August 23rd, when his clutch went out. Congratulations, Steve! In addition to the clutch repair, Steve also overhauled his transmission, and a number of other marginal components on his Model A.

Next, Roger announced that Bob Todd, who had not been feeling well lately, called him and told him that he has been diagnosed with T-Cell Lymphoma. Bob will start chemotherapy on Monday, October 20th. He said he doesn't, yet, have a complete picture of the severity of the disease. Roger asked the club members to include Bob in our thoughts and prayers.

Another quick announcement from Roger was that he knows of a Mitchell Overdrive that is available for sale to anyone in our club. See Roger if you are interested.

Buster Hansen next introduced his friend, Bryan, who is visiting from Oregon. Bryan is also a friend of Buster's Uncle Joe. Bryan said he has been involved in the Model A hobby for 48 years and has 10 Model A's. Welcome Bryan.



Diane Brimley next gave the club's financial report.

Checking - \$643.20

Savings - \$2301.30

CD - \$3075.93

Next came Theon Laney who presented the club awards. First Theon read a list of members who will be receiving the 13+ Award. We have not yet received the patches for that award, but they will be presented as soon as they arrive.

Theon next read the list of those members who have earned the Lucky 7 Award. It is presented to those members who drive their cars to at least 7 club activities (monthly club meetings do not count). Those members came forward and a group photograph was taken, as shown below.



Lucky 7 Award - 2025

In recognition of International Model A Ford Day, which was celebrated on October 13, this year, a special patch was awarded to those members who participated in one of the several club activities that were organized over that weekend. Those members came forward and a group photograph was taken as shown below.



International Model A Ford Day - 2025

Next, Andy Hudspeth was presented with his 500 mile, as well as his 1000 mileage awards. Then Diane Brimley joined him in front to be presented with her 1500 mileage award. Congratulations to both of these club members!



The next award to be presented was the Bent Rod Award, which is given to two members each month when they have problems with their cars, for which they are responsible. The nominees were:

Andy Hudspeth – Had trouble keeping his car running one day, only to discover that his coil was frying hot (about 130 deg.) In addition, he received extra consideration for the award for accidentally backing his Model A into Tyler Lewallen's Model A. (Unfortunately, most of the damage was to Andy's car.)

Nick Mack – Nick was unable to start his car the other day, and discovered that the problem was a bad condenser in the ignition. He replaced the bad condenser with another condenser, that was not much better, and the car still had problems. He was forced to replace that condenser with yet another one and finally got his car to run. (Buster Hansen commented that it was good that he had ordered more than one new condenser from the supplier.)

Steve Dutton – For reversing a baffle on his transmission which then rubbed against other parts, which prevented the gears from turning. This was a quick fix for Steve as he had already disassembled and assembled his transmission numerous times that day.

After careful consideration and very accurate voting methods (no mail-in ballots were permitted), the club members voted on who were the most deserving recipients. The two Bent Rod Awards this month were presented to Andy Hudspeth and Steve Dutton. (Nick will just have to keep trying).

At this time, special mention was given to Clyde Munson for being recognized by MAFCA for 25 years of membership in the organization. Great job, Clyde!

A surprise award was presented at this time, by Andy Hudspeth, to the editor of the UVMAC Motometer newsletter. Andy recognized Jeff Niven for the newsletter that he produces each month and thanked him for the time he spends each month writing and editing the Motometer.



Next on the agenda, the club members received a reminder about the upcoming club elections for club officers, including Club President and Vice President. As you can read on page 2 of this newsletter, Roger Davis has been serving for two years as our club's President and has been doing a wonderful job. We thank you, Roger! If you or someone you know in the club is willing to serve as the president for the year 2026, please let Roger or Clyde know.

At this time, Howard Eckstein spoke about recent club activities, especially about the wonderful Eagle Mountain Tour this past week, where there were 8 Model A's and 4 modern cars, as well as 16 club members. Howard spoke fondly about seeing the one-room school house, like members of his family attended when they were in school. A more complete report of this activity is included in this edition of the Motometer.

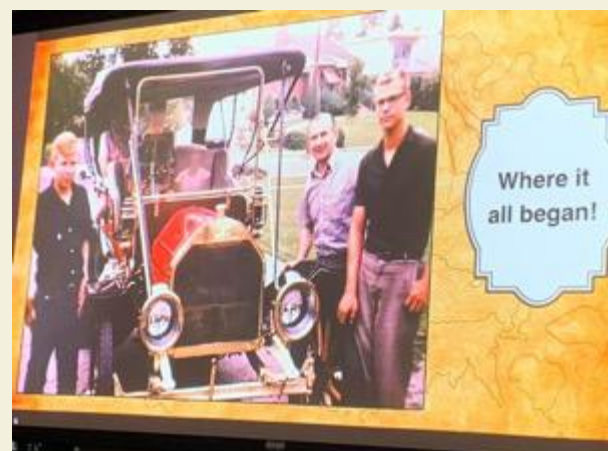
Howard also mentioned an upcoming activity, this Saturday, on October 18, to which the Salty A's have invited our club to participate. Since this club meeting report, that activity has taken place and a more detailed account and report is provided in this newsletter for our readers to enjoy.

The next upcoming activity that Howard announced was to be a Garage Day on Saturday, November 22. Previously, Howard has asked for suggestions to be considered for this Garage Day. At this meeting, Nate Swenson offered the suggestion that the club could work on his car at this Garage Day. Nate recently acquired the car from his father and it needs a lot of work. It was agreed that Nate and Howard get together after this meeting and decide on the scope of this activity including details about location and time.

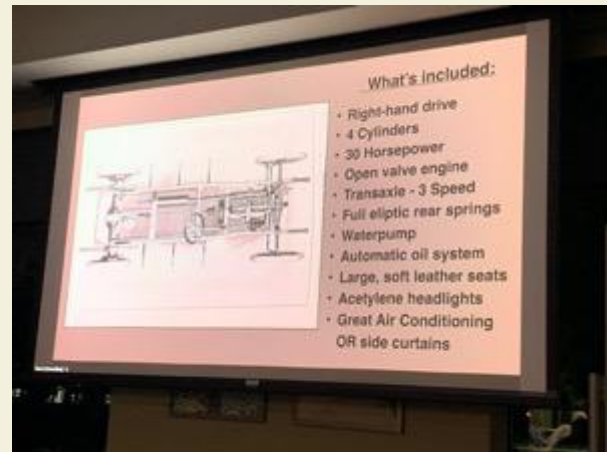
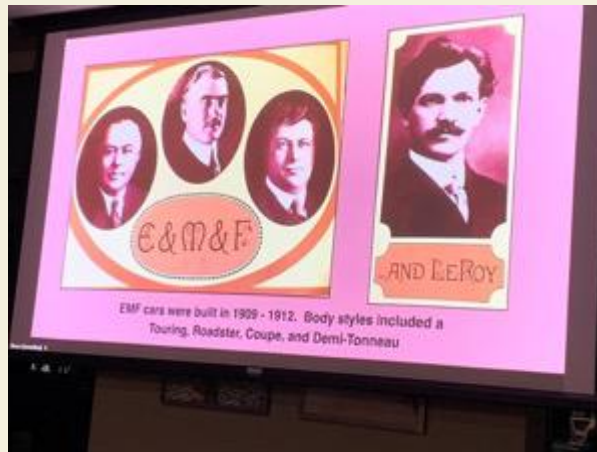
The final activity that was mentioned by Howard was the club's annual Christmas Party which is currently scheduled for Saturday, December 6, at 12 Noon. Diane Brimley, who is heading up this activity, mentioned that the meal will be catered and that there will be wonderful decorations and entertainment. A quick head count was taken of those who plan to attend.

At this time, the club members broke for a short refreshment break. Thanks to Brad Christofferson for providing the delicious refreshments including cookies and vegetable plate.

After the break, Bruce Boggess, with help from daughter Liz, gave a wonderful presentation about the restoration of their family's 1912 EMF automobile. When their family

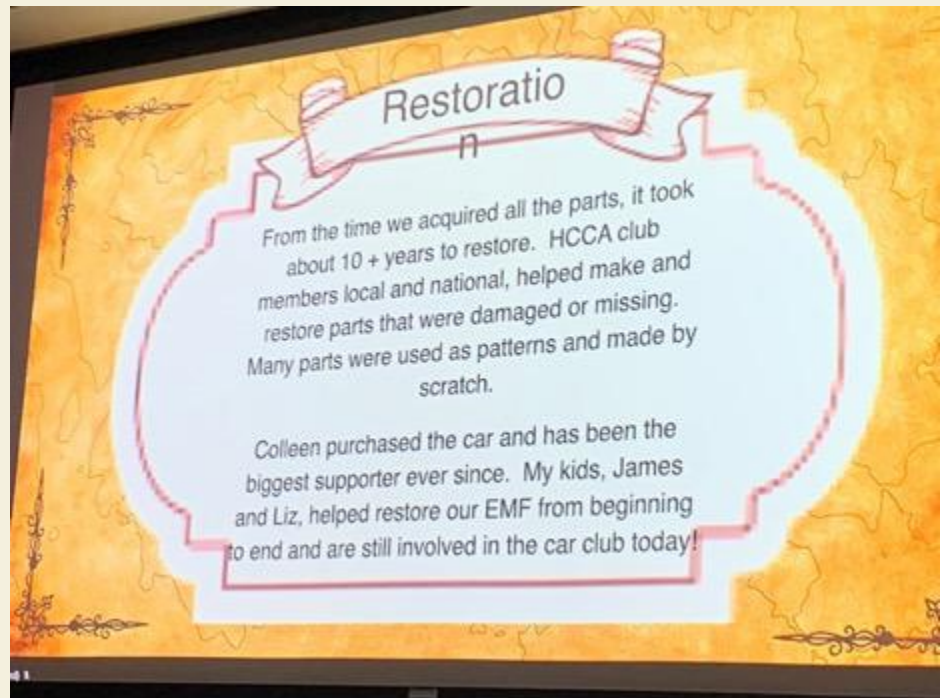


first acquired the car, it was basically a basket case and its restoration required extensive work including the fabrication and purchase of parts that were not provided in the “basket”. Bruce explained the history of the EMF Motor Company and its relationship to Studebaker. Here are some of the slides from the presentation.



The club members had a lot of questions for Bruce and Liz, and thoroughly enjoyed the presentation.

After the presentation, and questions, Roger closed the meeting at 9:00pm.



Robert Todd Passes Away

It is with great sadness that our club learned of the passing of our dear friend and club member, Robert Todd, on Friday, October 31. Bob's son, Sam, said that his dad passed away peacefully surrounded by his family. Bob's death came as a shock as he had just recently been diagnosed with T-Cell Lymphoma only a week ago.

I know I share many of the same feelings that all of our club members felt when we heard the news. To me Bob was an active member of the club, a dear friend, a mentor, a colleague, and a powerful example of a righteous husband and father.

Our thoughts and prayers are with his sweet wife and companion, Janell, and his wonderful family.



Report on the Salty A's Pumpkin Carving Activity

From Robert Mack – Photos from Howard Eckstein

Bruce Boggess, a member of both UVMAC and the Salty A's, called Robert Mack and left the invitation below. Then Howard attended and sent me the photos below of the activity.

“All of the UVMAC club members are invited to join the Salty A's in a pumpkin carving activity. It will be held on Saturday October 18th from 10:00 to noon at Wheeler Farm which is located at 6351 S 900 E, Murray, UT 8412. Everyone will meet at the north parking lot, by the barn. Please bring your Model A if you can, they will be on display. Also bring chairs because there might not be enough for the whole group. They will provide carving tools and prizes to Woody's Hamburgers. One pumpkin will be given to each family, you can buy extras at the farm. Afterward, the group will drive over to Woody's for lunch.

Hope to see you there,

Larry Harrison, Bruce Boggess, Judd Houser,
and Andy Hudspeth”



Local Legacy

From Howard Eckstein

I recently came across this story about my 2nd great uncle Thomas Snelson Jr. (see photo)

He (Thomas Snelson Jr. – 1851-1929) had one frightening experience and that was while coming from his farm in Mapleton on old Frank, his fast horse. On Saturday June 28, 1895, a bold bank robbery was perpetrated at the Springville Bank. Two rough looking men drove into town about 10 o'clock a.m. from Mapleton in front of the Bank and walked into the building. Cashier H. L. Comings had just gone to answer the telephone call and assistant cashier A. O. Packard was alone. The fellows made inquiry as to whether any money had been left on deposit for them, and on being answered in the negative, expressed surprise and engaged Mr. Packard in conversation for a moment in relation to the matter.

At length Mr. Packard turned from the teller's window and as he again turned his head toward it, he found he was looking down the barrels of two revolvers and was commanded in a stern voice "Throw up your hands".

The thieves left with about \$3,000.00 in all. An electric alarm was sounded. The bandits jumped into their buggy and started for Mapleton. Soon Joseph Stores and Marshall Gammell were mounted and on the trail of the desperados. Several



citizens, well-armed, jumped into the wagon of Thomas Kerswell and were in pursuit. Just on the rise of Mapleton bench, the robbers met Thomas Snelson Jr. who was on his fast horse, and as their horses were nearly winded, demanded his horse and enforced their request at the point of a revolver. Snelson did not deem it advisable to hesitate and got down. In no time one of the outlaws leaped onto the horse's back and the other threw Snelson \$46.50 as they again urged their steeds forward at their utmost speed.

As they neared the mouth of Hobble Creek Canyon, the pursuers were within shooting distance and commenced to send a few shots ahead and Snelson with his hands still in the air they took him for one of the bandits and the shots barely missed him. This compelled the free-booters to leave their animals and take cover in the dense thicket just where the dugway turns to enter the canyon's mouth and were all out of sight. The advance parties took strategic positions to prevent the escape of the bold robbers. Other parties arrived from town and in one hour 50 persons arrived

on wheels, horses and vehicles of every description. At the point where the thieves left the road, about \$18.50 was found in the dust.

Guards were placed around the thicket [about 40 acres in area]. George Packard, Wm. Clyde, James B. Whitehead and James Whitmore discovered the chief bank robber and induced him to come out in the open, at the point of several guns. He was soaked with water, having waded the creek and he had about \$2,000.00 of the money with him. He had no arms as he had concealed them. Sheriff George A. Stores from Provo took charge of the prisoner and sent him to town in irons.

Within minutes someone called out, "Keep your places all, here he is!" meaning the other one. Words were exchanged, then five or six shots were exchanged, and a cry rang out, "My God I'm shot". This was Joseph Allan. The bandit shot him through the leg. Things were quiet for a moment, then movement of the bushes, then someone said, "We will get him", a few more shots were fired, then a voice, "You will never rob another bank."

Joseph Allan had his leg amputated and received \$350.00 of the \$500.00 reward and \$1,000.00 from the State. The bank paid the doctors services and lost about \$600.00 that was never recovered.



L to R: Charlotte Snelson (2nd g. grandmother) Thomas Jr, Lauraette Roundy (wife of Thomas)

Out and About

Logan, Utah - Pumpkin Walk

By Jeff Niven

On Saturday, October 18th, our family drove up to Logan to see their annual “Pumpkin Walk”. This was the first time I had attended it, and it was wonderful. I found out about the history of the Pumpkin Walk on Wikipedia. Here is what it says:

“The **Pumpkin Walk** is a free, public event held annually in October in North Logan, Utah. The Pumpkin Walk features displays created from hundreds of pumpkins by North Logan residents, and the shared theme of these displays changes from year to year. The first Pumpkin Walk took place in North Logan resident Ida Beutler's backyard in 1983, and was already drawing 20,000 visitors by 1987. By 2013, that number had grown to more than



60,000.

History: Retired teacher Ida Beutler hosted the first version of the Pumpkin Walk on her farm during the Halloween of 1983. This first version was quite simple, just using a few pumpkins to create cheerful Halloween figures. A few young boys from the neighborhood vandalized the display, but Beutler offered them treats instead of getting angry about the destruction, and she arranged for them to help her with another display the following year.





In 1984, the same boys helped her make the display bigger, and Beutler also brought in her own family, friends, and neighbors to help create more displays and pass out treats to guests. One friend, artist Nancy Israelsen, became a co-organizer for the event; Israelsen, her husband Lyle, and Beutler's husband Wallace ("Wally") continued to work on the pumpkin displays of the newly inaugurated Pumpkin Walk for several years. Beutler's neighbors also supported the event by helping the Beutler family harvest pumpkins, by making and serving refreshments, and by creating the pumpkin-based scenes that had made the first Pumpkin Walk so popular.

By 1989, six years after the inaugural event, the Pumpkin Walk had outgrown both the Beutler farm and the Beutlers' volunteer efforts, especially with thousands of guests now coming from across the Wasatch Front and neighboring states such as Idaho. Beutler agreed to let the city of North Logan run the Pumpkin Walk, so long as the event would always remain free to the public and wouldn't use advertising. The city agreed to her conditions and the event has continued since, moving to Elk Ridge Park in 1992 and quickly becoming an even more popular Cache Valley tradition. North Logan residents and event visitors have shared many photographs and memories from past Pumpkin Walks.

Today: Over 30 years after its founding, the Pumpkin Walk regularly draws more than 30,000 visitors during its five-day run time. Hundreds of volunteers, from pumpkin carvers and painters to electricians and handymen, participate in helping create the event each year, and there are many ways to get involved."



Back in Time

Taken from "The Improvement ERA" – October 1930

Here's the **GREATEST BATTERY** **EVER BUILT** for Individual Electric Plants

*Gives 50% more service than any
other battery of similar size*

Not just another battery but an utterly new type—now offered for the first time to owners of farm electric plants.

It's called the Delco-Light IRONCLAD and it is different than any battery you ever saw before. First, it's heavier and more rugged. It has tremendous reserve power that you can depend on for any emergency. It lasts longer, gives better service and costs less to use. It's the same type battery that is now used on Uncle Sam's submarine boats—in mine locomotives—in industrial trucks and tractors—in fact, wherever the last word in battery service is demanded.

*Good for
4,000,000 Watt Hours!*

Think of it! That's half again as long as the life of the average battery of similar size. And here's the reason. The positive plate is

built in accordance with a revolutionary new design. Active material is placed in tiny, slotted, hard-rubber tubes so it can't break away and shed, crack or peel. The negative plates are extra heavy and armor plated to resist wear. The elements are suspended from the cover. The space beneath is entirely clear. No bridges or plate supports to catch sediment and cause short circuits.

The Battery for YOU

If you want a battery that will modernize your farm electric plant—a battery that will give you years of super-service—a battery that will last half again as long as the next best—then the Delco-Light IRONCLAD is the battery for you. Write today for illustrated literature that tells all about this marvelous battery. Mail the coupon now—before you forget.

The nearest distributors are listed below. In addition there is a Delco-Light Dealer in every community.

Electric Light & Refrigeration Co.

13-15 East First South St.,
Salt Lake City, Utah



You can get this famous battery from any authorized Delco-Light dealer. Be sure the battery you buy has "Delco-Light IRONCLAD" on the cover of the jar, on the battery strap, on the negative plates and on the glass battery jars.

DELCO-LIGHT Ironclad Battery

DELCO-LIGHT COMPANY, Dept. F-32,
Subsidiary of General Motors Corporation,
Rochester, N. Y.

Please send me your illustrated folder and further facts about the Delco-Light IRONCLAD Battery.

Name.....

R. F. D.....Town.....

County.....State.....

A Note on Authenticity

By Roger Davis



In search of hens' teeth—an original fan belt. This one is certainly one of the hardest original parts to find. Obviously, fan belts are going to wear out and be changed, even early in the life of our Model As. Page 3-5 in the Standards says, "The original fan belt was either black or reddish brown." I was able to find a red fan belt I was told was an original Model A fan belt and looked to be the correct size. (see photo right) However, it is just a bit too small for my Model A and is too thick to slide between the frame and the pulley.



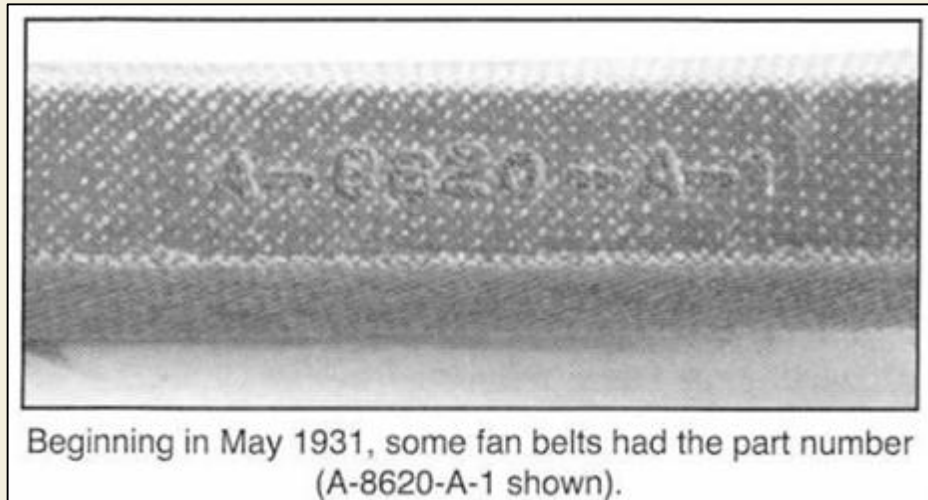
While my search for an original fan belt continues, I did find that I could make my fan belt appear to be original, at least in color, by painting the outside edge with some colonial red spray paint. It's not perfect as the brand markings on the belt bleed through the paint and may not withstand a judge's scrutiny. (see photos below).

If you can find what appears to be an original fan belt, there are a couple of things to look for. The Standards say, "Beginning in May 1931, some had a Ford script with a part number (A-8620-A1 or A-8620-A2) on the inside surface of the belt. (see photo below)

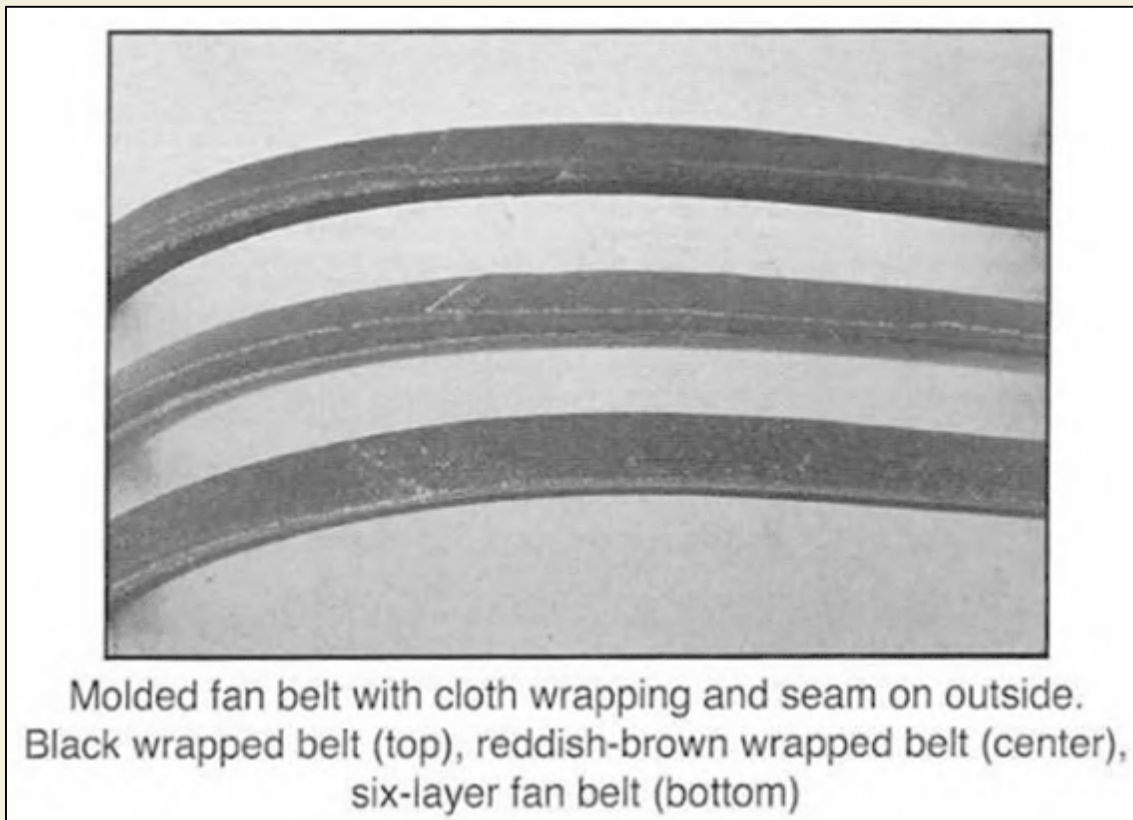


Thus, if I understand correctly, if your car was manufactured before May 1931, your belt would not have the part number on it.

The standard continues, "The "A1" belt was of molded construction with a lapped seam on the outside. The " A2" belt was made up of six fabric layers with visible raw edges." (see photo below)



That's the extent of what is documented in the Standards on fan belts. I've heard that some award-winners actually share some of those hard-to-find original parts. So, one of the award winners temporarily removes the fan belt from his car that has already won top awards to be installed on another car to be judged. (Betcha didn't think about that one, eh?) Be authentic!





Have Some Fun

To complete the Sudoku puzzle, enter numbers into the spaces so that each row, column and 3×3 box contains the digits 1 to 9 without repeats. Solution is on page 28 of this newsletter.

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

Lehi & Points West History Tour

11 October 2025

Tour Organizer – Paul Jerome, Handout – Howard Eckstein

It was beautiful crisp Fall morning, on 11 October, when 16 members of the Utah Valley Model A Club met at the Smith's in Saratoga Springs, Utah, to begin the Old Cedar County, Lehi, and Points West History Tour. There were 8 Model A's and four modern cars to provide transportation to the historical sites on the tour.



Paul Jerome did an excellent job of organizing the event. In addition, Howard Eckstein had used his printing skills to assemble a wonderful pamphlet to document the event and provide the club members with the results of his research of the history of old Cedar County including Lehi, Saratoga Springs and Eagle Mountain. As the members assembled in the Smith's parking lot, they



attracted a lot of attention with their handsome Model A's, parked in rows ready to leave.

If you click on the link below, you should be able to view and listen to all eight of the Model A's on their journey, along with appropriate music.

<https://www.youtube.com/watch?v=UYJ0YDRb7BY>





At each of the sites along the tour, Paul would spend a few

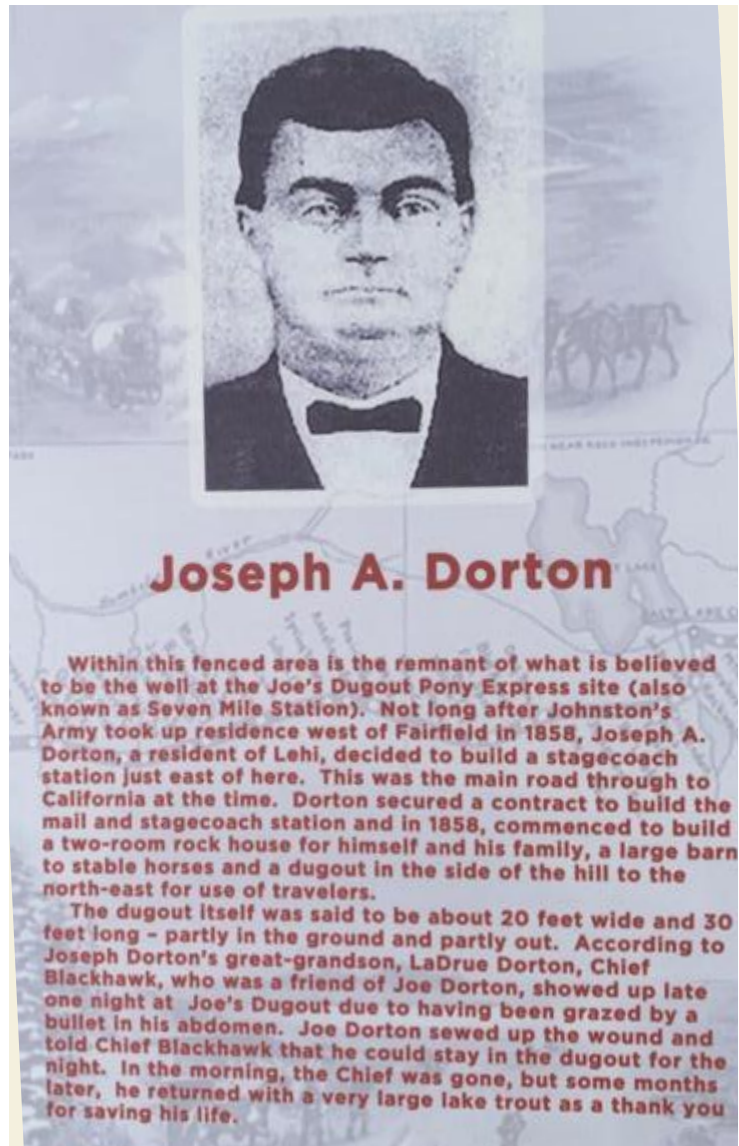
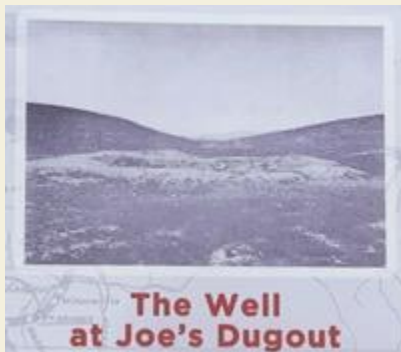
minutes explaining what we were about to see, as well as provide some of his own insights gained while serving as the City Manager of Eagle Mountain.

The first stop on the tour was the remnant of what is believed to be the well at the Joe's Dugout Pony Express site (also known as Seven Mile Station). You can read about the site

in the



close-up photo (here) from the display at the site. In the old photo, below, you can see the how the hills in the distance, match those in the background of the display photo.



Joseph A. Dorton

Within this fenced area is the remnant of what is believed to be the well at the Joe's Dugout Pony Express site (also known as Seven Mile Station). Not long after Johnston's Army took up residence west of Fairfield in 1858, Joseph A. Dorton, a resident of Lehi, decided to build a stagecoach station just east of here. This was the main road through to California at the time. Dorton secured a contract to build the mail and stagecoach station and in 1858, commenced to build a two-room rock house for himself and his family, a large barn to stable horses and a dugout in the side of the hill to the north-east for use of travelers.

The dugout itself was said to be about 20 feet wide and 30 feet long - partly in the ground and partly out. According to Joseph Dorton's great-grandson, LaDrue Dorton, Chief Blackhawk, who was a friend of Joe Dorton, showed up late one night at Joe's Dugout due to having been grazed by a bullet in his abdomen. Joe Dorton sewed up the wound and told Chief Blackhawk that he could stay in the dugout for the night. In the morning, the Chief was gone, but some months later, he returned with a very large lake trout as a thank you for saving his life.

The next stop on the tour was the site of a number of petroglyphs found in this area. These artifacts are located on the actual Pony Express Route. They are currently protected in numerous fenced-in areas, which are planned to be included in a future Eagle Mountain City Park. One of them is shown below.



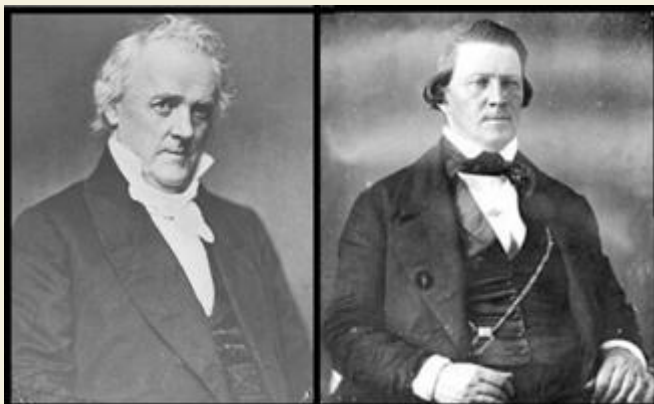
Next on the tour, Paul led us to the old town of Cedar Fort, which is located on Utah Highway 73. The town was originally settled in 1852, by order of Brigham Young. A picket fort was built to protect the settlers from the Indians, but a more permanent fort, made of stones, was started, but never completed. A portion of that fort's thick stone wall is still standing. The thickness of the wall is apparent in the two end views of the wall shown below.



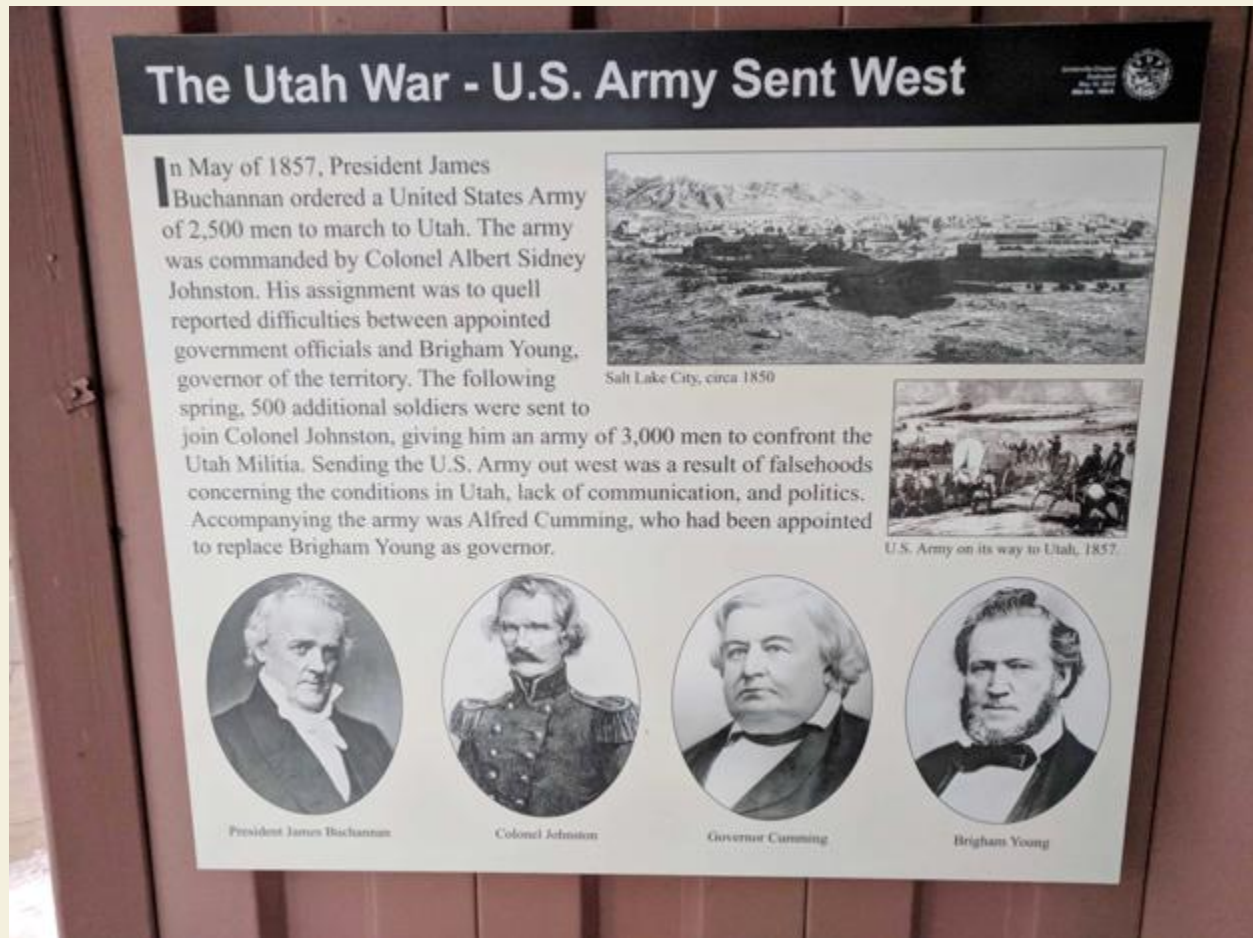
Next on the tour, we headed over to Fairfield, Utah, to visit the site of what was once Camp Floyd. In the history of the Mormon Church and the state of Utah, the story of the Utah War in the 1850's is an unfortunate chapter, indeed. The Utah War would eventually be called "Buchanan's Blunder" named after an order by then US President



James Buchanan to send over 1/3 of the US Army to Salt Lake City to quell a rebellion, that never took place. The detachment consisted of more than 3500 military and civilian employees, including cavalry, artillery, infantry,



and support units. As the troops tried make their way to Salt Lake City, they ran into difficulty at every turn.



General Daniel H. Wells, who headed up the Nauvoo Legion, that was organized in Salt Lake City, had been tasked by Brigham Young to prevent the troops from getting to Salt Lake by burning the praries and wagons ahead of the troops, but without taking any lives. They even burned Fort Bridger (then owned by the Church) to the ground to prevent the troops from seeking refuge there. Finally after the misrepresentations of the rebellion became known, the US troops were allowed to pass through Salt Lake City. Brigham Young, who was the Territorial Governor, ordered the troops not to stop in Salt Lake City, but to continue on and to camp more than 40 miles out of the city. The troops headed south and finally made camp in what became known as Camp Floyd, about 45 miles South-South-West of the Salt Lake Valley. Despite there being no rebellion to put down, the troops remained at Camp Floyd to “monitor the situation”. While there, their routine garrison duty then consisted of protecting the Pony Express and the Overland Stage routes,

preventing Indian marauding, as well as mapping and surveying. The army remained at Camp Floyd until the start of the US Civil War in 1861, at which time there were approximately 7000 people there. When the Civil War began, the troops were recalled to Washington, DC, and Camp Floyd was disassembled, destroyed, transported or sold.

Editor's Note: My Great Great Grandfather, David Sabin along with three other men, purchased a thousand of the army wagons with four chains and ox yokes for each wagon. The iron from those chains and parts of the wagons was melted down and made into Square-Cut Nails, which are still found in some of the old homes in and around Payson, Utah, where they lived. (Ref. "Peteetneet Town", by Madoline Dixon, 1974)



As Paul Jerome led the UVMAC club members into the current city of Fairfield, Utah, there is little evidence of the large Army outpost ever being there. We were able to visit a small museum in town, as well as an old restored hotel and a one-room school house, as you can see from the photos below.





UTAH VALLEY

Motometer

- Model A Club -

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UTAH VALLEY

- Model A Club -

Motometer

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Thanks to Paul Jerome for organizing this wonderful tour and to Howard Eckstein for putting together the educational booklet. And thanks to everyone who attended!



Youth Spotlight – Jason Beadle

We continue to receive weekly letters from club member, Jason Beadle (1929 Tudor), who is currently serving a two-year mission for the Church of Jesus Christ of Latter-day Saints in Liberia, West Africa. Jason (Elder Beadle) has been serving in the town of Weala (shown in the

photos below) for many months and has found much success. He speaks the “language” well and loves the people.



He reported this week that he and his companion’s gas stove ran out of gas right in the middle of cooking their chicken dinner. And based on the photos we have seen of their typical meals, cooking is essential! They had to resort to borrowing a Coal Pot (see photo below) and buy coal to burn in it, for that evening meal as well as the following day, until their gas supply could be replenished. Take a look at the food in the bowls in front of these two missionaries. Yum!!

Jason has less than a year to go before he returns home. We miss you, Jason. Keep up the good work!





Solution to Have Some Fun

(From page 18 of this newsletter)

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

New Feature

UVMAC – “A” of the Month

I am adding a new feature to the Motometer this month. It is called the “Utah Valley Model A Club – “A” of the Month”. In each edition, I want to include a photo of a Model A that belongs to one of our club members. The feature takes its name from the MAFCA website which has a similar feature where they include a similar photo but on a daily basis, and call it the “A of the Day”.

What I need from the club members is for you to send me a nice, clear, detailed photo of your Model A against a nice background, along with a sentence or two about your car (model and year) as well as where you were when you took the photo. I will try to include one of these photos each month in this newsletter. As an example, I am starting off with my own 1930 Model A Tudor Sedan. The photo was taken along Boat Harbor Drive near Utah Lake State Park in Provo. I believe this will be a lot of fun, and give the club members to an opportunity to show their cars, and for the other club members to learn about the cars of other members of the club. So, start sending your photos. I will need one for next month’s edition of the Motometer. Thanks, Editor



Jeff and Barbara Niven
1930 Tudor – 55-B

Impromptu Fish Lake Tour

From Roger Davis

During the last week of September, Bill and Collette Thompson made a quiet drive to Fish Lake and said that the Aspen Trees were especially bright this year. They invited all the club members, who were able, to join them the following week, on Thursday, October 2nd, for an impromptu trip to Fish Lake to see the colors. Those members who lived up north, trailered their cars and unloaded at the Fish Lake Pavillion at 9am. The plan was to see the colors and enjoy a sack lunch at the water's edge.

Club President Roger Davis reported that the attendees included Bill and Collette Thompson, Nick and Ronia Lewman, along with Roger and Geena Davis. Roger said that the colors were absolutely stunning as you can see from the following photos. Thanks to Bill and Collette for inviting the club to participate.





UTAH VALLEY

- Model A Club -

Motometer

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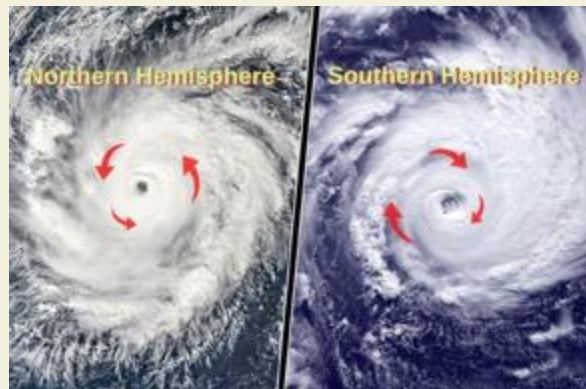


Race Track Rotation Direction

Clock-Wise or Counter Clock-Wise?

By Jeff Niven

When I was a college freshman in Mechanical Engineering, I took a Kinematics Class where I was introduced to the topic of Coriolis Acceleration. Whenever you have an object moving on a rotating body, such as the Earth, there is a small component of acceleration, in a direction that depends on the direction of the rotation of the body. This is called Coriolis Acceleration. In the Northern Hemisphere, this acceleration causes a CCW rotation and in the Southern Hemisphere a CW rotation. This is why hurricanes that hit the United States are always turning in a CCW direction, and Cyclones in the Southern Hemisphere turn CW. It also explains why there are no hurricanes or cyclones on the equator. I have often asked myself, “Does Coriolis Acceleration impact anything else in our lives on the Earth?”



One day I was sitting on a jet airplane that was preparing to take off. I had a window seat just forward of the right wing where I could see the front of the right engine. It was raining very hard and I was a little worried about the rain's impact on our flight. As the pilot increased the throttle to move the aircraft forward towards the runway, I noticed a miniature “hurricane” forming on the ground in front of the engine, as the rainwater was being pulled along the ground towards the huge engine. Low and behold it was rotating in a CCW direction. It was due to Coriolis Acceleration. Since then I have looked for other examples of this phenomenon.

I observed that all horse race tracks, all car race tracks, and all track and field events that I have ever attended moved in the CCW direction. And why was it that when I mowed my lawn, I preferred to mow in a CCW rotation? One day I did an experiment. I went to a private location and began running fast in a circle, first in a CW rotation, and then in a CCW direction. I wanted to see if I could feel any difference, even though I knew the difference would be small. To me it felt more natural and easier to run with the help of Coriolis Acceleration in a CCW direction.

I mentioned my experiment to a professor at the college and he acted like I had lost my mind. He informed me that since Coriolis Acceleration is so small it would be impossible for me to feel the difference. I listened to his explanation, but did not agree with him.

Recently, I found the following article from The Guardian website on the Internet. I have copied it below. It is a collection of explanations from people trying to reason why all track events in the Northern Hemisphere are in the CCW direction. Some are very interesting. Check it out, starting on the next page.

Why Do Athletes Race Around the Track In an Anti-Clockwise Direction?

From Guardian.co.uk

BECAUSE of the effect of the Earth's rotation, an athlete running anti-clockwise will have a slight advantage, resulting in a faster time. In the Southern Hemisphere, this effect is reversed but, as the sport grew up in the Northern Hemisphere, anti-clockwise races have remained, despite the international status of athletics. Evidence of this phenomenon is that none of the current world track records have been set south of the Equator. The question is, if the World Championships are ever held in the Southern Hemisphere, would the IAAF decide that track events should be run in the opposite direction?

Peter Brown, Sheffield.

THE answer involving gravitational effects was not convincing. I think the tradition goes back to the Olympic Games, circa 700 BC. The ancient Hippodrome appears to be based on an anti-clockwise race with competitors coming up to the finishing line at the end of the straight (see the booklet *Olympia, Altis and Museum*, by Nikolaos Yalouris, Verlag Schnell and Steiner Munchen. Zurich Art Editions, Meletzis and Papadakis, Athens). Later, in Rome, the chariot races in the Circus Maximus must also have been anti-clockwise. The Circus was overlooked by the emperors on the Palatine hill, so the finishing line was on the eastern side of the north, where the spina ended (see the model of ancient Rome in the Museo della Civiltà Romana). Perhaps an expert can confirm my speculation?

G. G. Bernard, Gillingham, Dorset.

NOW that chariot races have been mentioned, is it not possibly due to the predominant right-handedness of our species? Overtaking with a long whip in the right hand would be less likely to cause havoc by whipping the wrong horse (or rider)!

Roger Franklin, Stroud, Glos.

ON AVERAGE athletes have stronger right legs, while horses, though leading with the left foreleg, exert greater power through the right hind leg than the left, so it is rational to require the stronger legs to cover the greater distance. This is why both infantry and cavalry commanders have always preferred, if possible, to execute encircling tactics in an anti-clockwise direction.

John Veale, Woodeaton, Oxford.

THE ancient Greeks may have run anti-clockwise round their stadia, but it is a mistake to assume that the tradition was unbroken until modern times. Contemporary illustrations show that when running on tracks was revived in the nineteenth century, clockwise running was probably just as common. Oxford and Cambridge universities ran clockwise - Oxford until 1948, Cambridge until sometime later. The first modern Olympic Games in Athens (1896 and 1906) and Paris (1900)

used the clockwise direction, but in 1906 there were complaints, as many countries had by then settled for the anti-clockwise practice. From 1908, the Games have all been run 'left hand inside'. Peter Lovesey, Bradford-on-Avon, Wilts.

IT is also worth remembering that the Romans drove on the left. If that is the tradition, you would expect people to run anti-clockwise. The anti-clockwise track is shorter.
Quentin Langley, Woking, UK

WHEN the athlete runs, the Earth's spin, the direction of wind, the centripetal acceleration come into act. They directly contribute on the runner's speed, his heart iota to be exact, which is situated to the left, they are all contributing forces. Hence....
Richa Shergil, Tamil Nadu, India

THE Superior vena-cava collects de-oxygenated blood to the heart aided by heart suction. This vein carries blood from left to right. Centrifugal force due to anticlockwise running helps this suction. If we run clockwise, the centrifugal force impedes suction. That is why, in olden days, health officers ensured that all carnival merry-go-rounds were run only in the anti-clockwise direction. As the heart is on the left side, for humans and animals, running anticlockwise makes the centrifugal force in the body to act from left to right. Whereas it is from right to left for clockwise running. Racing tracks, animal shows in circuses, bullock-drawn pelt on wheels, all mostly have only left turns. Stairways in temple towers have only left turns for going up. Clockwise running tires people.
Goteti Mvsr Krishna, Tadepalligudem, India

PART of the reason could also be the very simple fact that, when they are running on the straight part of the track where a race begins and ends, the athletes are running from left to right, and that is construed as moving forwards...
W Boddy, Cambridge, UK

BASED on the known physiological facts, a lot of theories are thrown around to define the reason why athletes always run around the track counter-clockwise. Some say it is related to the heart's position, others content that the direction has been determined to better facilitate a right-handed runner. Equally strong arguments exist for and against the proposition. Experts in biomechanics, however, agree that running counter-clockwise may have some coincidental physiological benefits to the track athlete. The temporal sequence of LV twist. During isovolumic contraction, the LV apex shows brief clockwise rotation that reverses rapidly and becomes counterclockwise during LV ejection.
MOHAMMADHADI TAVAKKOLI, TRIVANDRUM, KERALA INDIA

IT'S also easier to turn left while driving right-hand drive car. I have never driven a left-hand drive. Any connection?
Tom S, Kakamega, Kenya

Why Do We Need Left and Right Hand Threads

By Jeff Niven

During the Summer, I often work at the Pioneer Village in the city of Provo, Utah. One of my titles there is Wheelwright. The largest wagon wheel that I have made, is this 56-inch diameter wheel, that I built for a special display at the village.



The Provo Pioneer Village usually participates in a special parade on July 24th which honors the pioneers who entered the Salt Lake Valley on July 24th, 1847. I am usually called upon to help grease the bearings of the wheels of our antique covered wagon prior to the parade.



We replaced the wheel, the square nut and the metal pin. We did the same for the right rear wheel and then moved over to the other side of the wagon to grease the bearings on that side.

After removing the metal pin on the left front wheel, we tried to remove the large square nut, but found it stuck solid. No amount of pounding and pulling could get it to budge. We sat down on the grass, exhausted.

"You don't suppose those early pioneers knew about left-hand threads?" I asked the fellow who was assisting me.

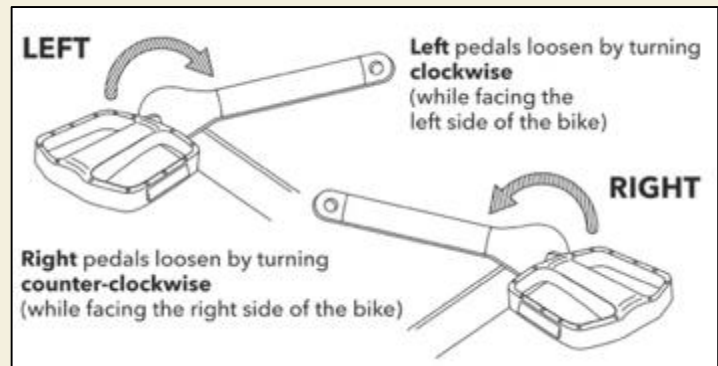
"It's worth a try," he responded.

After repositioning the large wrench on the square nut, I began to apply what I expected to be a huge force, but found that the nut loosened with ease. These incredible pioneers, with their



crude tools and equipment, had made both nuts on the left side of the wagon, with left-hand threads. They had done this to prevent the nut from loosening and falling off, in the event that the metal pin fell out, since the rotation on this side of the wagon, was in the CCW direction, which could cause the nut to loosen as the wheel rotated.

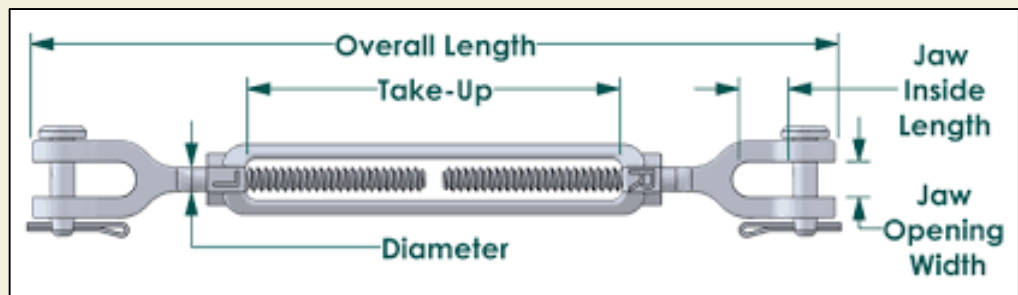
If you have ever installed the pedals on a bicycle crank, you are familiar with similar phenomenon known as Precession wherein the pedals can loosen during pedaling. To prevent this from happening the pedals are different and must be installed on the correct side as shown here.



Another application of left and right hand threads is on the Tie-Rod adjustment for the Model A. One end of the Tie-Rod has a nut with left-hand threads and the other end has right-hand threads. When the clamping adjustment nuts are loosened, the Tie-Rod can be rotated which can either make it longer or shorter, depending on which way it is turned. Once they are properly adjusted, the clamping nuts are tightened, to maintain the correct the correct Tie-Rod length and Toe-in.

If you happen to own a Model T Ford you probably know that there are left and right-hand Spindle Nuts for the front axles. The left-hand threaded nut goes on the right side and the right-hand threaded nut goes on the left side of the car.

A final example of the application of left and right-handed threads is the standard turnbuckle, shown here. One end has left-hand threads and the other has right-hand threads. By holding the two ends from rotating and turning the center body of the turnbuckle, the overall length of the mechanism can



be extended and then shortened with great force. They are used to tighten cables in buildings, fences and bridges. A locking/jam nut is often used to keep the turnbuckle from loosening.

The important thing to know about right and left-hand threads is where they are used so you can know which direction they must be rotated to loosen them. The Spindle/bolt/etc. can be damaged if you try to force them in the wrong direction.

Calendar of Birthdays, Activities & Holidays

NOVEMBER 2025

SUN	MON	TUE	WED	THU	FRI	SAT
26	27	28	29	30	31	1 Lynette Kern
2 Vern Cope Daylight Savings Time Ends	3	4	5	6	7	8
9 Weston Warby	10 UVMAC Bd. Mtg.	11 Veteran's Day	12	13	14	15
16 Andy Hudspeth	17	18	19	20 Hanukkah UVMAC Club Mtg.	21	22 UVMAC Garage Day
23	24	25	26 David Morrell Harley Jacobs	27 THANKSGIVING Roslyn Wilson	28	29
30 Saint Andrew's Day	1	2	3	4	5	6

www.GrabCalendar.com

Upcoming 2025/2026 MAFCA Events:

National Awards Banquet – Alabama – December 3-6
 National Convention – Oregon – May 31 – June 7, 2026

Gwen's Thistle Memories

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

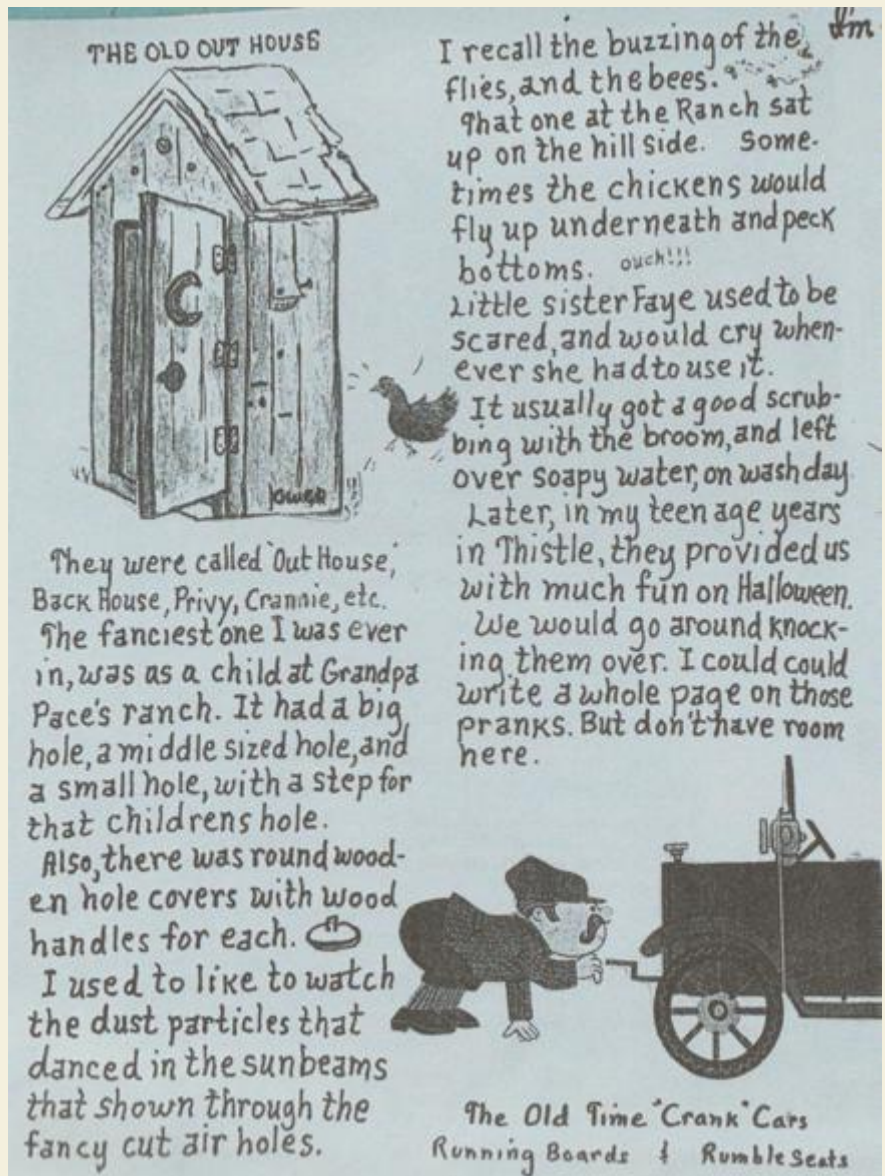


Gwen Dockstader

New Feature

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



Recipe of the Month

Oatmeal Sticks

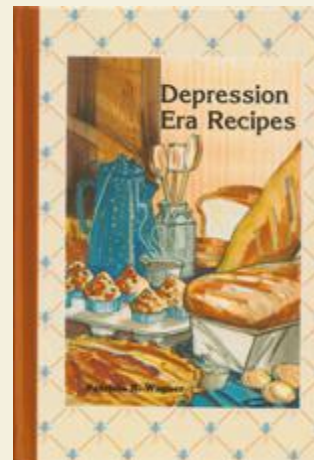
“Depression Era Recipes” by Patricia R. Wagner (1989)

Ingredients:

3 cups of flour
½ teaspoon of salt
1 tablespoon of sugar
¼ cup of shortening
1 ¼ cup of milk (scalded)
½ cup of oatmeal or rolled oats
4 teaspoons of baking powder

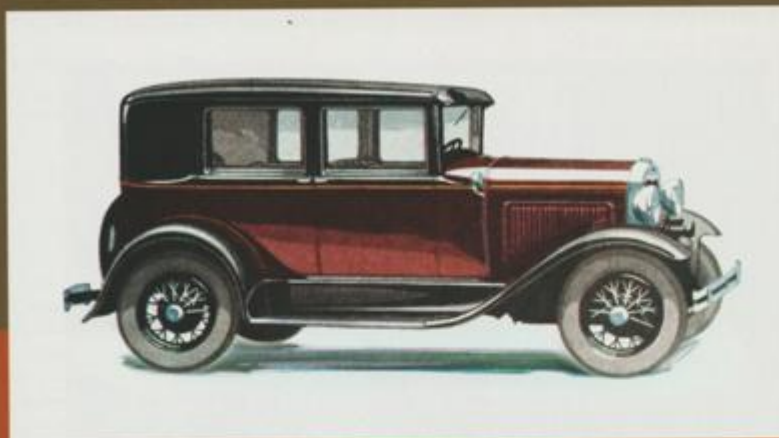
Directions:

Sift together the flour, salt, sugar, and baking powder.
Rub in the shortening.
Pour the hot milk over the oatmeal; cook,
Mix with the other ingredients, working with your hands until dough is smooth.
Roll into sticks about the length and thickness of a lead pencil.
Bake about 10 minutes in a rather hot oven, about 400 degrees.



Model A Ford – Model of the Month

DE LUXE SEDAN



	TOTAL	1930	1931
Ford Body Style		170-B (Dlx.)	170-B (Dlx.) 160-C
Weight (pounds)		2,488	2,488
Price (FOB Detroit)		\$650	\$630
Units Produced (U.S.)	16,105	12,854	3,251
Number of U.S. Ads			
Primary Formats	3	2	1
Ad Variations	7	6	1
Magazine Insertions	38	17	21

Production of the 1929 Model A (standard) Fordor Sedan (170-A) continued into 1930 (as 170-B Standard) and, in May 1930, received an upgraded interior and cowl lights. With these changes, it was reclassified as the De Luxe Sedan (170-B De Luxe). This two-window Model A sedan, produced by Briggs, was available until June 1931. With Ford's change to the slant-windshield models in mid-1931, both Briggs and Murray began producing the two-window De Luxe Sedan in the slant-windshield design (160-C).

Ford did not produce magazine ads for the two-window Fordor Sedan body styles (170-A and 170-B Standard) in 1929 or 1930. However, several ads were created in 1930 and 1931 for the upgraded De Luxe Sedan (170-B De Luxe). The basic illustrations used in the three primary Model A Deluxe Sedan magazine ads ranged from women driving the car in downtown traffic, to a farmer admiring the car in the country, to a chauffeur waiting on the car's passenger to finish her shopping activities. No magazine ads were produced for the slant-windshield De Luxe Sedan (160-C).

- New Feature -

Do You Remember this Car Song?

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

The song featured in this edition of the Motometer is "Little Deuce Coupe" released in 1963 by the Beach Boys. Click on the link below to enjoy this wonderful recording about a souped-up 1932 Model B Ford. If the link does not work, then simply cut-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=TH2MXxoQTLY>

Little Deuce Coupe - 1963

Music by Brian Wilson, Words by Roger Christian

Little deuce coupe
You don't know what I got (you don't know what I got)
Little deuce coupe
You don't know what I got

Well, I'm not bragging, babe, so don't put me down (deuce coupe)
But I've got the fastest set of wheels in town (deuce coupe)
When something comes up to me, he don't even try (deuce coupe)
'Cause if I had a set of wings, man I know she could fly

She's my little deuce coupe
You don't know what I got (my little deuce coupe)
(You don't know what I got)

Just a little deuce coupe with a flathead mill (deuce coupe)
But she'll walk a Thunderbird like she's standing still (deuce coupe)
She's ported and relieved, and she's stroked and bored
She'll do a hundred and forty with the top end floored

She's my little deuce coupe
You don't know what I got (my little deuce coupe)
(You don't know what I got)

She's got a competition clutch with the four on the floor
And she purrs like a kitten 'til the lake pipes roar
And if that ain't enough to make you flip your lid
There's one more thing, I got the pink slip, daddy

And coming off the line when the light turns green (deuce coupe)
Well, she blows them out of the water like you never seen (deuce coupe)
I get pushed out of shape, and it's hard to steer (deuce coupe)
When I get rubber in all four gears

She's my little deuce coupe
You don't know what I got (my little deuce coupe)
(You don't know what I got)
She's my little deuce coupe
You don't know what I got (my little deuce coupe)
(You don't know what I got)
She's my little deuce coupe



Period Fashion

Taken from MAFCA Restorer Magazine – 3-2013

"Wraps" for Formal Events

Janet Gundlach

During the Model A era most furs were worn during the day time except for evening perhaps an all white or black single fox. In the 1930-1931 *Newton Annis Detroit Furs* catalog, only one coat, a slightly below knee length white Ermine coat, was displayed with a formal evening dress. So what was worn for formal afternoon or evening events?

The lady would wear "wraps" of jackets, coats or capes that varied in length and style as to year. The formality of the event determined the fabric.

← The cape to the left appears in *Butterick Quarterly Magazine*, Spring & Early Summer 1928. "One solution of what to wear with the down-in back frock is the cape – shorter in length." Pattern #1933



→ The cape to the right and above right appeared in the *Butterick Quarterly Magazine*, Spring & Early Summer 1928. The description is for an "Evening cape of light weight velvet" or "suitable for evening or afternoon wear." Pattern #1685. The June 1928 monthly handout showed a coat with a similar collar, Pattern #2051, "the crushed collar on this straight wrap is particularly correct for evening wear." The recommended fabric was Moiré silk.



← *Butterick Monthly*, October 1928, department store handout. The coats to the left are Pattern #2210. The one to the far left is "to wear over the irregular hem, the new shortened evening wrap with a straight collar." The fabric recommended was metal cloth with fur banding. The second view is longer with a "mushroom collared version" of velvet and fur banding. The mail order catalogs sold imitation fur banding and the higher end catalogs sold real fur collars and cuffs.



→ *Butterick Quarterly Magazine*, Summer 1929

"Pale pink taffeta makes a straight line cape with little circular flares. Darts fit the wrap very snugly to the shoulder." The pale green wrap appeared in a "Celanese" ad inspired by French designer Molyneux. Both are Pattern #2437.





↔ *Butterick Quarterly Magazine, Winter 1929.*

This was a very popular evening coat since it appeared on the cover and three locations in the magazine along with November monthly handout. "The smart velvet wrap follows the lines of the frock. Low flare and collar of velvet flowers" or a fur collar can be added to the wrap. In all three views, note the low dip of the back of the coat and the shirring on the sleeves. Pattern #2838



↓ *Butterick Quarterly Magazine, Winter 1929.*

"A velvet evening wrap with a cape collar. This is a smart length with long frocks." Shown is a red velvet dress and wrap with a fur collar and cuffs, Pattern #2495.



→ *Pictorial Review Quarterly Magazine, Autumn 1930.*

"This is the silhouette Paris prefers for evening wraps over long gowns developed in heavy satin or velvet," The back view shows a bow at the back of the neck that trails to the lower edge of the wrap. Pattern #5161



← *Pictorial Review Quarterly Magazine, Autumn 1930.*

Chanel style wrap #5063 has a "striking fan shaped shirring (that) accents its French origin and (is) chic."





← *Pictorial Review Catalog, Autumn 1930.*

"This little evening coatee with its flared bordering ruffle is rounded and wrapped tightly at the waist." This same pattern is listed for the "college girl and her evening wardrobe that includes a short velvet wrap for festive wear." Pattern #5347

→ *Pictorial Review Catalog, Autumn 1930.*

"This elbow length cape dips in a point to well below the hips in back. The point of the hem, which follows same dipping line, may reach the ankles or be shortened to the knees." Pattern #5014



← *Vogue Pattern Book, June & July 1930.*

"Evening capes are so important that every wardrobe should include one." This model is of velvet with a scarf collar." Pattern # 5227



← *Vogue Pattern Book, June & July 1930.*

"For summer evenings, short wraps and diaphanous frocks are loveliest." Chiffon wrap has a scarf tie in the back. Pattern #5256

From a "Celanese" Fabric ad in *Vogue*



← *Altman Magazine, Spring 1931.*

A "youthful evening wrap of transparent velvet, waist length with flowing sleeves" offered in bright red, jade green or black. \$16.50

→ *Pictorial Review Fashion Book, Fall 1931.*

"Paris adores this jacket. Imagine it in rich velvet or vivid colored crepe worn over your formal gowns." Pattern # 5757





← *Pictorial Review Fashion Book, Fall 1931.*

Brief jacket, inspired by Paris designer Patou. Pattern #5745



← *Pictorial Review Fashion Book, Fall 1931.*

Another brief jacket by Patou. Pattern #5632.



← *Butterick Quarterly Magazine, Winter 1931.*

This coat is "bulky above, slender and curved in at the waist." The fabric recommended was metallic cloth and fur band-ing. Pattern # 4131

→ *Vogue Pattern Book, Autumn 1931.*

"The long, formal evening coat does not require much fur trimming, for its beauty lies in line & fabric. This wrap of dull velvet is combined with tinted Ermine. The shoulder cape is beautifully shaped."

Vogue Couturier Pattern #122, Price \$2.00.

This was a very expensive pattern for the time.



← *Butterick Monthly department store handout, December 1931.*

"This short velvet wrap is very important fashion this season. Notice the new corded collar and the new sleeve." Pattern # 4156





← *Butterick Quarterly Magazine, Winter 1931.*
Both of these patterns are based on Paris designs.

Pattern #4076 red with black fur.

Pattern #3748 for beige hip length coat with fur.



†Capes found for sale at Internet vintage clothing stores.

Very few of these "wraps" have survived. Consider visiting TheFrock.com. They often display these wraps for sale at exorbitant prices. Other times they can be found on eBay. If you are just looking for a wrap for your sleeveless dress for club events or banquets, consider checking Kohl's or Fred Meyer (Kroger stores). They both had short velvet and metallic little jackets this past holiday season. Since this is past, visit donation or consignment stores. For a summer dress consider making a sheer cape to complement your dress. MAFCA Pattern McCall 5990 could be made as an evening coat.

Four years of Wraps have been shown in this article to give you a brief education to know what to look for to complete your "coordinated apparel" category for judging or just to enjoy wearing.





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- Secret History Tour - Speakeasy's



Letters to the Editor

Hi Jeff,

Being an enjoyer of old music, I listened again to "In My Merry Oldsmobile" after a long pause of about 50 years. Thanks for this new feature in the *Motometer*.

One of my favorite old car songs is "He Had to Get Out and Under...to Fix Up His Automobile".

<https://video.search.yahoo.com/search/video?fr=mcafee&p=he+had+to+get+under+get+out+song&type=E210US1641G0#id=1&vid=b1aee30366d325ed11fdb04f73436f3c&action=click>

-Howard

Dear Howard,

Thanks for the letter and especially the link to one of your favorite car songs. I've included the link (above) and the lyrics (below) so our readers can enjoy this wonderful song. Thanks for your letter.

Editor

He'd Have to Get Under - Get Out and Get Under

Music by Maurice Abrahams, Lyrics by Grant Clark & Edgar Leslie

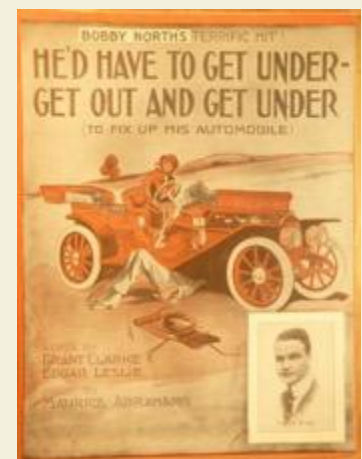
Johnny O'Connor bought an automobile,
 He took his sweet-heart for a ride one Sunday,
 Johnny was togged up in his best Sunday clothes,
 She nestled close to his side.
 Things went just dandy 'till he got down the road,
 Then something happened to the old machinery,
 That engine got his goat, off went his hat and coat,
 Ev'rything needed repairs.

Chorus

He'd have to get under, get out and get under to fix his little machine,
 He was just dying to cuddle his queen,
 But ev'ry minute, when he'd begin it,
 He'd have to get under, get out and get under, then he'd get back at the wheel
 A dozen times they'd start to hug and kiss and then the darned old engine it would miss
 and then he'd have to get under, get out and get under, and fix up his automobile.

Millionaire Wilson said to Johnny one day,
 Your little sweetheart don't appreciate you,
 I have a daughter who is hungry for love,
 She likes to ride every day,
 Johnny had visions of a million in gold,
 He took her riding in his little auto
 But ev'ry time that he went to say "marry me,"
 'Twas the old story again

Chorus



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- Model A Club -

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Justification/Details/Information, etc. _____

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