



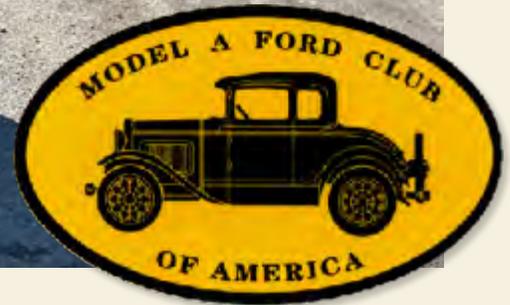
UTAH VALLEY

Model A Club

- 2014/2015/2019/2021 Newsletter of Merit • 2016 Newsletter of Distinction
- 2017/2020 Newsletter of Excellence • 2018 Newsletter of the Year
- 2013 Most Improved Newsletter

Vol. 13 No. 5

May 2025



Remember...

Be sure to track your 2025 car mileage.
 Pay your UVMAC club dues today.
 Join MAFCA and enjoy the benefits.
 Previous editions of this newsletter are available on the club's website.
 The deadline for MAFCA Youth Scholarships is May 1st.





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

Past and Current Club Presidents

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

President's Message

May - Model A Youth Month

From Roger Davis



I had the great chance to have 11 young boys, aged 7-9, from our Church come to my garage to learn about Model As. I started off with letting them wander around the garage and then asked if they had any questions. One youngster asked what I did with those big wrenches. Another asked if those were the skinny tires that really came on the car. Of course, another asked how fast they will go.



We had a good discussion when one asked what a carburetor did. This led us to talk about spark plugs, fuel, and electricity. That allowed me to show them on a modern car where the spark plugs are and how the fuel injection does what the carburetor does. I was able to teach them the importance of a differential by showing them how only one rear wheel drives our kiddy car. They loved it when I lifted up my Fordor on the lift and they could see the entire undercarriage. Even one of the female adult leaders was intrigued by walking under the car on the lift.

Of course, we took them for a ride in the 31 Mail Truck—they loved the Ahooga horn. We ended our garage day looking at photos from the Rat Fink Festival, the Flying Caduceus, and the 1951 Studebaker Commander used in the Muppet Movie. Fun day with fun little boys. I hope one will be inspired to own a vintage car.

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Earn the UVMAC Golden Wrench Award by writing about something you have done to your Model A and then submitting it to the Editor of the Motometer for publication. It's that easy!



Utah Valley Model A Club Meeting

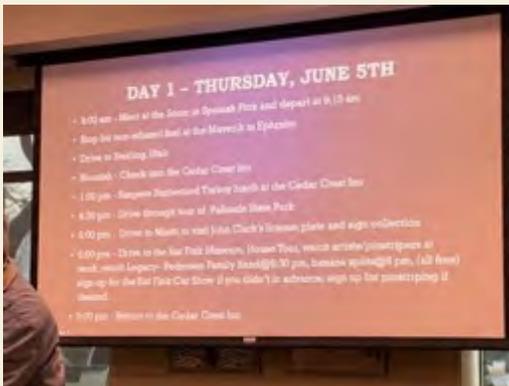
17 April 2025

The April 2025 meeting of the Utah Valley Model A Club was called to order by club President, Roger Davis, at 7:05pm on the 17th of April 2025 in the Clyde Company Building in Orem, Utah.

The meeting began with a short presentation by Bill Thompson about the upcoming 23rd Annual Rat Fink Reunion that is scheduled for June 5,6,7 in Manti, Utah. Bill gave the club members a short history of the reunion and how it got started. Then he presented the itinerary for the three-day event, in which he invited our club members to participate in June this year.



As in the past, the event will include great food, interesting sites, pinstripers, and the famous Rat Fink Museum and Car Show. Club members are encouraged to reserve rooms at the Cedar Crest Inn, during their stay in Manti, and enjoy the reunion as one of our club events for the busy month of June.



DAY 1 - THURSDAY, JUNE 5TH

- 8:00 am - Meet at the Store at Spanish Fork and depart at 8:15 am
- Stop for non-refundable food at the Mercantile in Epzagon
- Drive to meeting site
- Breakfast - Check into the Cedar Crest Inn
- 1:00 pm - Register for National Truck Show at the Cedar Crest Inn
- 4:30 pm - Drive through town of Palmdale State Park
- 6:00 pm - Drive to Manti to visit John Clark's museum, photo and sign in/registration
- 6:00 pm - Drive to the Star Trek Museum, Home Town, watch arrive/present/piece at meet - meet Legacy - Postman Party 8:00-10:30 pm, bar/cocktail 9:00-11 pm, (all fees) sign up for the Rat Fink Car Show (if you didn't in advance) sign up for pinstriping if needed.
- 9:00 pm - Return to the Cedar Crest Inn

ED "BIG DADDY" ROTH'S
23RD ANNUAL
RAT FINK REUNION
JUNE 5-6-7, 2025
404 EAST 300 NORTH MANTI, UT

SPONSORS
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WELCOMING COMMITTEE
TOM & DEANN VALK

Thanks to LEON "Detho" ANDERSON for the amazing Green Team!

WWW.RATFINK.COM
rtr@ratfink.com 435-4312444

REUNION T-SHIRT & POSTER DESIGN
CATHY "CHICAFINK" MEJIA
MICHAEL HILL
SAMIE HILL
SK DESIGN ROGER NITTI

Next on the agenda, Roger welcomed new members and visitors to the meeting. They included long time club member Syd Crockett, Conner Crockett, and Dennis Thompson. Dennis is a member of the Beehive A's and owns the electric Model A Pickup that was on display at the National Awards Banquet this past December.

Next, Roger encouraged anyone who still had not paid their club dues, to get with Diane Brimley and pay their club dues, which are now \$30 for 2025. While Diane had the floor, she gave the club financial statement. We currently have \$254.55 in checking, \$1903.74 in savings, and \$3010.88 in our new CD.

Roger mentioned that we have some leftover Carburetor parts from our recent activity that are available for purchase.

Roger, next, turned the microphone over to Robert Mack for two items of business. First, he announced that he is working on the new club roster and needs to collect any updates and corrections that members found on the draft versions that were distributed.

Secondly, Robert announced our club had qualified for the MAFCA Chapter Touring Award, due to the number of miles that our club members had driven in 2024. He asked for all those members who had sent him their yearly car mileages for 2024, to come forward for a group photo. As you can see from the group photo, it took a lot of members to drive more than 24,024 miles, which was our club goal last year. This year, our club goal is to drive our cars 25,025 miles before the end of the year. That will require that each of



our members will need to drive an average of more than 500 miles per car this year. And based in how we did last year, we are confident that we can earn the Chapter Touring Award for 2025 as well. Great job, everyone!

Next, Roger turned the time over to Clyde Munson to present the club awards for this past month. The only award to present at this meeting was the Bent Rod Award, which is awarded to those members who have car problems, for which they are the cause. Nominations for the Bent Rod Award for this month were solicited from the members and were:

- Tyler Lewallen – Egged on by his dad, who was revving his engine and popping the clutch on his classic Chevy, Tyler did the same with his Model A Coupe. It was a bad idea, as he quickly learned, and his car starting making a tapping sound from somewhere in the car.
- Roger Davis – Roger was using an old rag to stuff in the intake of his water pump riser in order to keep crud from getting into the opening when he was cleaning the engine with a wire brush attached to a high-speed electric drill. Suddenly he got the spinning brush too close to the rag, which was immediately and violently caught up into a spinning mass of cloth, that whipped around and caused both physical pain to his body as well as some minor damage to nearby delicate engine parts. That act alone might qualify anyone for the Bent Rod Award, but just to make sure, Roger repeated the accident exactly as he had just done, causing additional pain and further damage.



Fortunately, none of the other members admitted to ever having done something similar.

- Clyde Munson – Clyde described how he carefully removed both E-brake backing plate assemblies from one of his many Model A's. Then he meticulously cleaned everything and replaced all worn parts and reassembled both backing plates accurately, according to the proper procedures and processes. Then he carefully attached the first backing plate to one side of the car being careful to make sure it was done accurately, with utmost care and attention. When he went to attach the other backing plate to the other side of the car, he realized that he had accidentally installed the first one on the wrong side, and thus he had to remove the first backing plate and attach it to the correct side. Here again, it was fortunate that none of the other members of the club had ever done anything like this with their cars.

With three nominations for the two award trophies, it was necessary that the club members have a vote to determine which two would get to take home the coveted Bent Rod Trophies and keep them in a place of honor for the next month. The voting was close, but the winners of the award were Tyler and Roger.

Tyler mentioned that he has not yet determined where the tapping noise is coming from, but his car still seems to run okay.

Howard Eckstein was next on the agenda and he described the recent Carburetor Garage Day that was held on March 27. Clyde Munson, who is one of the most experienced Model A mechanics in the entire world, commented on how impressed he was that Tyler was able to overhaul the rust encased Carburetor that he had purchased for \$5 and brought to the activity. Howard said the activity was very successful, and we thank Roger for letting the club use his garage and personal tools for the event.



Howard next described the upcoming event for the club for the month of April. It is to be a Progressive Luncheon on Saturday, April 19th, starting at 10am. The plan is to meet at the Phillips 66 Gas Station on State Street in American Fork at 10:00am and then drive from there to



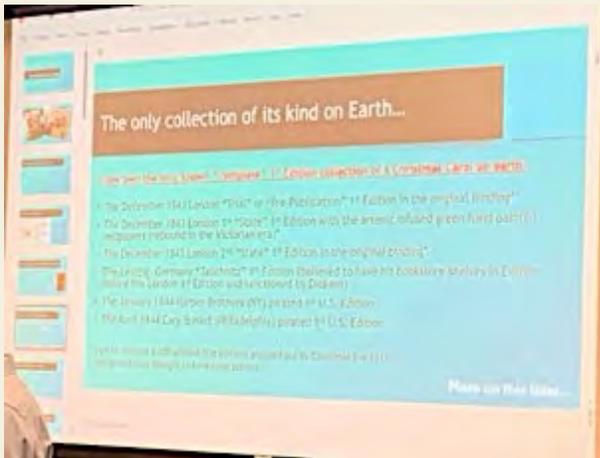
PROGRESSIVE LUNCHEON
 Saturday April 19, 2025
 10:00 a.m.
 Meet at the Phillips 66 station at
 585 E. State St, American Fork
 Appetizer at Zupas 3750 N. Thanksgiving Way, Lehi
 - Reservation at 11:00
 Entree at Sol Agave Mexican Restaurant
 749 W. 100 N American Fork
 Reservation at 12:00
 Dessert at Gourmandise Bakery
 215 E. State St., American Fork

Zuppas in Lehi for Appetizers, then to Sol Agave Mexican Restaurant in American Fork for the main course and finally to Gourmandise Bakery in American Fork for Dessert. An attractive invitation (left) was handed out to the club members, with all the details.

Next, Howard invited Jeff Niven to stand and briefly describe the activity he is planning for the club for the month of May. It will be a historical tour of the old town of Thistle, Utah, that was destroyed by a mudslide and subsequent flood that occurred in April 1983. (Note: A more thorough presentation of the history of that tragedy is included starting on page 10 of this edition of the Motometer in preparation for the club historical tour on Saturday, May 10th. In addition, a copy of the reminder postcard along with a short introduction of the activity by Howard Eckstein is included on page 47 of this Motometer.)

At this time (8:05pm), refreshments were served during a ten-minute break. A big “Thank you” to Robert Mack for the delicious refreshments this month.

At 8:15, club member, Paul Jerome, began an interesting presentation on his hobby of collecting rare first-



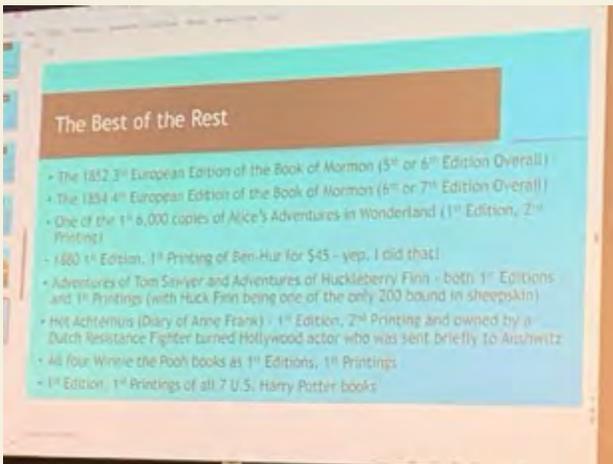
edition books. Perhaps the most impressive part of Paul's hobby is his extremely rare "1st Edition



collection of A Christmas Carol" which he said

is “the only collection of its kind on Earth”.

Paul described other items in his rare book collection as can be seen in the Vu-Graph slide shown here (below).



Paul's presentation was very interesting as he briefly described the history of book collecting, as well as the details and criteria for what constitutes a 1st Edition and ways to identify them.

I know that I speak for others of our club when I say that I feel honored to have such a rare book collector in our Model A Club.

The meeting was adjourned at 9:08pm, but members of the club remained well past the ending time, to talk with Paul and ask him questions.

Club Progressive Luncheon

19 Apr 2025

By Roger Davis

Howard and Gemma Eckstein did a great job organizing our April activity: A progressive luncheon. April 19 was a beautiful Spring morning here in Utah Valley amidst the surrounding Rocky Mountains. It was a bit brisk in the early morning in the



mid-40s but the sun was shining and warmed our hearts and our hands. It was a perfect day to get our



cars on the road. We had 22 members and 10 Model As (and one modern car) join us. Our first stop was Café Zupas for salad and

a sandwich—and everyone knows how good those are at Zupas. We all enjoyed catching up with each other after a chilly winter. After enjoying our first course, we



proceeded in a well-organized convoy to the local Sol Agave, an upscale Mexican restaurant with an excellent menu. We all ate our fill and even enough to take home for Sunday's lunch. We capped off our delightful activity with



decadent pastries from Gourmandise, a local pastry house that makes the most delicious pastries and desserts. We had

chocolate and berry eclairs, strawberry rings, peach delights, cheesecakes, and decadent chocolates. Mmmmmmmmm!



What a great way to start off our 2025 touring season! Our goal is 25,025 miles as a club which will require about 500 miles each from our ~50 members. This year our focus is on driving our cars and enjoying great sites, fun activities, and good friends. What a great start to our touring year.



The Thistle Disaster

By Jeff Niven (In preparation for the club's May tour)

Introduction – In April 1983, a huge mud slide moved down the mountain on the west side of the sleepy little town of Thistle, Utah, (population about 50 homes), nestled in the narrow Spanish Fork Canyon. This mudslide covered much of the town, Utah Highway 6 that connected east and western Utah, and the main artery of the Denver & Rio Grande Western Railroad line between Salt Lake City and Denver, Colorado. Perhaps worst of all, it formed an earthen dam across Spanish Fork River, which created a lake of water that quickly covered the remaining portions of the town of Thistle, to a depth of about 160 feet, and threatened several cities down-stream. Work commenced quickly to build an overflow



Diversion Tunnel to prevent the lake from overflowing the dam. Work also began on two railroad tunnels through the nearby mountain to enable to railroad to open by July 4th, 1983. In addition, work began to restore Highway 6. And finally, after much deliberation, a decision was made to drain the huge lake that had formed, using a uniquely designed Drain Tunnel that allowed the lake to be emptied by February, the next year. The railroad line, the highway and the river were all rerouted as planned, and the lake was eventually drained. However, the city of Thistle



was tragically gone forever.

Pre-Disaster History – The first permanent settlers arrived in the lower Utah Valley in 1850. The Indians, who already lived there were not friendly to the new arrivals, and forbid them from using Spanish Fork Canyon, where they lived. This forced the new settlers to travel around the canyon via Payson Canyon, Birdseye, north to Thistle, and then up Soldier Creek heading east. In the 1870's the Indians were forced to leave their homes and the travel restrictions went away.





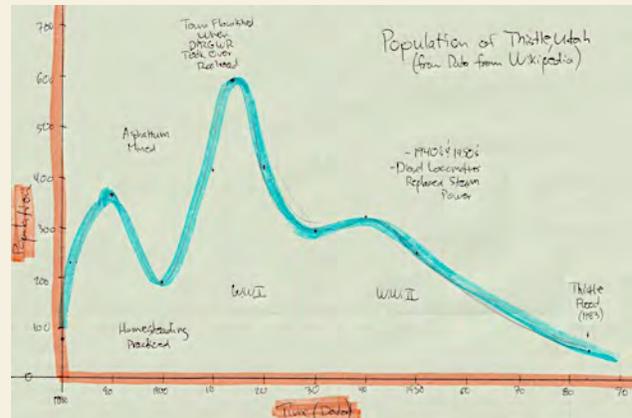
Soon, coal was discovered in Pleasant Valley, and a 36-inch wide narrow-gauge railroad was hastily constructed, in 1879, to transport the coal from its source through the town of Thistle and down to Provo. Because of poor materials, poor workmanship, and a lack of funds to replace it, the railroad closed down three years later, in 1882.

The need for the railroad, however, did not go away, and the Denver & Rio Grande Western Railway took over the narrow-gauge system in early 1883, eventually converting it to a standard gauge rail spacing in 1890. When a line was added to Manti, that same year, the fork in the rail, became known as Thistle Junction. The goal of the new railroad was to connect the city of Denver, Colorado, through Provo and Salt Lake City, all the way up to Ogden, Utah. This huge source of coal enabled all of those cities to grow and expand.



Another early view of Thistle looking toward the slide zone. Thistle is beginning to look like a town.

The tiny town of Thistle also grew in population and size, and eventually became a major terminal along the route. In order to satisfy the needs of the railroad that went through their town, numerous yard tracks and a large roundhouse were constructed, in Thistle, as well as machine shops, and repair facilities to service the steam engines and rail cars that constantly passed through town needing water and repairs. However, the single railroad line was soon to face competition.



In addition to the construction of railroad buildings, the population of Thistle built stores,



a bakery, a barber shop, a pool hall, a saloon, numerous other stores and shops and a post office. A one room school house was built in 1874, followed by a new red sandstone school in 1890 (shown here left). By 1917 the population of Thistle had grown to more than 600 people.

Before long, a group of coal operators in Carbon County organized the Utah Railroad Company, in 1912, and constructed a parallel railroad line that followed the D&RGW starting in Provo, up through Spanish Fork Canyon, over Soldier Summit and into Carbon County. The two companies eventually

agreed to operate a double line from Provo to Helper, Utah.



All of these railroads generally followed the paths of Soldier Creek and Thistle Creek, and then the Spanish Fork River down into Spanish Fork. Of course, there was a road for wagon traffic from Spanish Fork, heading east through the canyon, which became known as Highway 6. It was connected to another highway that left Thistle and headed south toward Manti, (currently Highway 89). Originally the road through Spanish Fork Canyon was on the right side of the tracks (heading east) and the Spanish Fork River was on the left side. In 1930, the road was moved to the left side of the tracks, with the river in the center and the tracks on the right side against the slope of the mountain.



Increasing early view of Thistle side area taken about the summer of 1930 showing standard gauge track.

With the conversion from steam power to Diesel starting in the mid 1950's, the improved reliability of the new Diesel locomotives spelled doom for the little railroad town of Thistle. By 1972 the depot was torn down; the last of the railroad buildings to go. Only a small track maintenance building was left. And with the loss of railroad business, the population dropped dramatically until there were fewer than 50 homes.



The Mud Slide and Flood of 1983 – There had always been the small

yearly mud slides coming down the mountain to the west of Thistle. They would often cover portions of the rail siding between the mountain and the tracks. But usually they were never more than 2 feet deep, and after the winter snow melt, the siding tracks would be cleaned off.

However, during the winter of 1982/83 there was a tremendous storm that hit across the western United States. I remember that year, when my young family and I lived in California and our back yard was flooded for weeks from the downpour that never seemed to end. That year was the first time that the overflow tubes on Hoover Dam were opened to prevent excess water in Lake Mead from overflowing the dam.

The associated torrential rain and showers which fell on Thistle began on the evening of

September 25, 1982 and continued through September 30th. That amount of moisture had never been seen before, and as a result, the ground would remain saturated through May 1983. Also, the Winter of 1982-83 was warmer than usual and as a result, the snow melted and soaked into the ground, rather than staying frozen and thawing slowly in the Spring. Thus, in April 1983, the moisture content in the Wasatch mountains was the highest it had ever been. Then Disaster struck.



April 13 - On the morning of April 13, 1983, a railroad track maintenance employee noticed that mud had begun moving from the base of the mountain, east onto the siding tracks, and had covered it with what had previously been the typical 2 feet of soil for a year. Then he measured the main rail road tracks a few feet further east of that slide and noticed that the rails were several inches out of alignment. He immediately put in a “slow order” for all trains coming through this portion of the tracks. At 7:30pm that evening, they noticed that the tracks were beginning to “Heave” and lift up. At 6:30am the next morning, **April 14**, two Highway Patrolmen heading along Highway 6 at that point hit a bump in the road that caused both of them to hit their heads on the roof of their patrol car. At this point, Highway 6 was closed and the high priority work began to save the railroad, due its tremendous economical connection to the state of Utah. Railroad employees began slowly raising the track by placing additional ballast (rock) under the rails and creating a hump over the growing mud slide. Trains were still able to drive over the hump until on **April 15** they could not keep up with the rate with which the hump was growing and had to abandon their efforts to save the railroad tracks. Now their main focus turned toward the small lake of water that had been building up as the flow of the Spanish Fork River had essentially been stopped.



A large construction company brought in six Caterpillar backhoe tractors in an effort to unblock the river and allow the water to pass. As they pulled mud out of the riverbed, large dozers, loaders and dump trucks worked feverishly to move the mud to either side of the dam. However, by **April 16**, the mud slide was moving at a rate of one foot per hour, covering the tracks, Highway 6 and completely blocking the river. The tractors were unable to keep up. The water behind the “Thistle Dam” was now rising at a rate of six inches per hour, and the residents of

Thistle were advised to evacuate.

On Sunday, **April 17**, calculations made by some engineers, predicted that the dam could rise to a height of 200 to 300 feet. At this point the dam was already 60 feet high, and the thought of getting to 200 feet seemed inconceivable. Little did they know, then, that the dam would eventually reach a height of 240 feet! With this bad news, the residents of Thistle were ordered to evacuate. They no longer had a choice. Someone suggested siphoning the water over the top of the dam, but that idea was quickly attempted and then abandoned, as the dam was rising much faster than the water.

By **April 18**, the mud flow from the mountain was over 1000 feet wide and 1-1/2 miles long, coming down the





mountain. The magnitude of the slide is still visible today. The mud was now moving at a rate of 2 feet per hour! The financial impact of 250,000 tons of coal per month being stopped due to loss of the railroad and even truck transportation, was now becoming more worrisome to the government, the coal company executives and railroad management. The impact to the small population of Thistle almost seemed insignificant. Many options and solutions were considered but no decisions were being made. They were losing time, and the newly named "Thistle Lake" was steadily rising. By Tuesday, **April 19th**, the water was rising at four inches per hour and the mountain was sliding downhill at a rate of



three to five feet per hour. Most of the residents of Thistle were working night and day to move their belongings to higher ground, while some stubbornly tried to save their homes, hoping that the depth of the lake would soon stabilize. Meanwhile there was fear that the dam might fail, and that the City of Spanish Fork and other residents down-stream would be caught in the flood. Heavy equipment was now being used to "stabilize" the dam and prevent its failure, but still there were no decisions from



the people in charge, as to what to do in this terrible situation.

Big Decisions Are Finally Made - On **April 21**, with "Thistle Lake" at 5092 feet elevation and still rising, a decision was finally made to dig a 600-foot long, 12-foot diameter "Diversion Tunnel" at the 5180-foot elevation, which would act as an overflow drain, and prevent water from flowing over the top of the dam and flooding the cities below. They chose the elevation based on their belief in their ability to finish digging the Diversion Tunnel before the water reached that elevation. Shortly thereafter, on **April 22**, another important decision was made to dig a new tunnel for the railroad through



Billies Mountain (on the east of

Thistle) starting on the down-stream side of the dam at the 5180-foot elevation, and heading east, sloping upward to exit the mountain 3000 feet later at the 5210-foot elevation. They believed that this exit hole elevation would be higher than the maximum predicted level of the lake, according to their current estimates. If not, the water would flow downhill from the east end of the tunnel, through Billies Mountain and exit the tunnel on the front side





of the dam. They agreed that the workers would work two twelve-hour shifts, 24 hours per day, 7 days a week to complete the railroad tunnel. They estimated that the train tunnel would be completed in three months; about the end of July.

Digging the Diversion Tunnel – With the elevation of Thistle Lake still rising steadily, the first explosive charge in the construction of the Diversion Tunnel was set off at 1pm on **April 26**. The drilling continued at a fast pace, and the tunnel was “holed through” on **May 4th**, at its elevation of 5180 feet. The lake was then about 50 feet below the entrance to the tunnel.

By **May 13th** work had been completed on a 12-foot diameter metal pipe which was installed in a concrete box at the exit of the tunnel. Water was to continue flowing through sections of this pipe along the east edge of the canyon before spilling out well past the



dam. This long metal pipe was anchored with huge blocks of concrete at each of the joints, due to all of water that it would carry. These concrete anchors were completed by **May 18th**. At the entrance to the Diversion Tunnel, a huge metal grating was fabricated to serve as a “Trash Rack” (essentially a filter) to catch

debris that might clog the tunnel.

All of this work was completed just in time, as water began flowing through the Diversion Tunnel that same day. At the lake’s highest elevation of 5204.5 feet, the water had risen to 24.5 feet above the floor of the Diversion Tunnel, and that water pressure nearly filled the 12-foot diameter pipe to full capacity. The tremendous flow of water that gushed from the 12-foot diameter pipe was named “Hall’s Falls” after popular project manager Coombs Hall, who worked for Elbert Lowdermilk Inc., the major construction company on the job. As a back-up to the Diversion Tunnel a barge with giant water pumps was floated in the lake near the dam, and





six 24-inch diameter PVC pipes began pumping water over the top of the dam and well into the canyon on the other side. On **May 31**, they commented that the flow into the lake now equaled the flow out through the pumps and the diversion Tunnel and thus the elevation of Thistle Lake had reached its maximum elevation at 5204.5 feet. The entrance to the Diversion Tunnel was over 20 beneath the surface of the lake.

Digging the Railroad Tunnel – On the day following the explosive charge that signaled the start of the Diversion Tunnel, other workers brought their attention back to the railroad tunnels. On **April 27**, work began on the western portal to the railroad tunnel. With the flow of the river stopped, the canyon on the western side of the dam was dry except for a few puddles. Work on the railroad tunnels was slow at first, but once the workers got the process figured out, the work proceeded quickly. By **May 18**, the west end of the tunnel was 111-feet into the mountain, and the east end was 115-feet long.



Work had already begun on grading for the new railroad path towards the opening of the tunnel, but occasionally the crew had to be pulled off to deal with other emergencies, which included dealing with flood control lower down Spanish Fork Canyon, due to the high flow of water from the Diversion Tunnel and the pumps coming from the barge in the lake. Work was still proceeding 24 hours per day.

By **May 31**, 850 feet of the required 3000 feet long railroad tunnel had been dug. They were a little over a quarter of the way through the mountain. On this same day, the elevation of Utah Lake, downstream from Thistle, was also rising at an alarming rate, due to the weather and runoff from the rivers that fed it, which included the drainage from Thistle Lake. The Jordan River then feeds into the Great Salt Lake north of Provo. Previously in 1885, the two counties of Utah and Salt Lake had made an agreement which established the maximum height of Utah Lake, and they were now five feet above that level. Already farms next to the Utah Lake were being flooded, and on **June 2**, crews had to be pulled off the Thistle job to repair damage from this downstream flooding including some bridge repair crossing the Jordan River on the way to the Great Salt Lake.



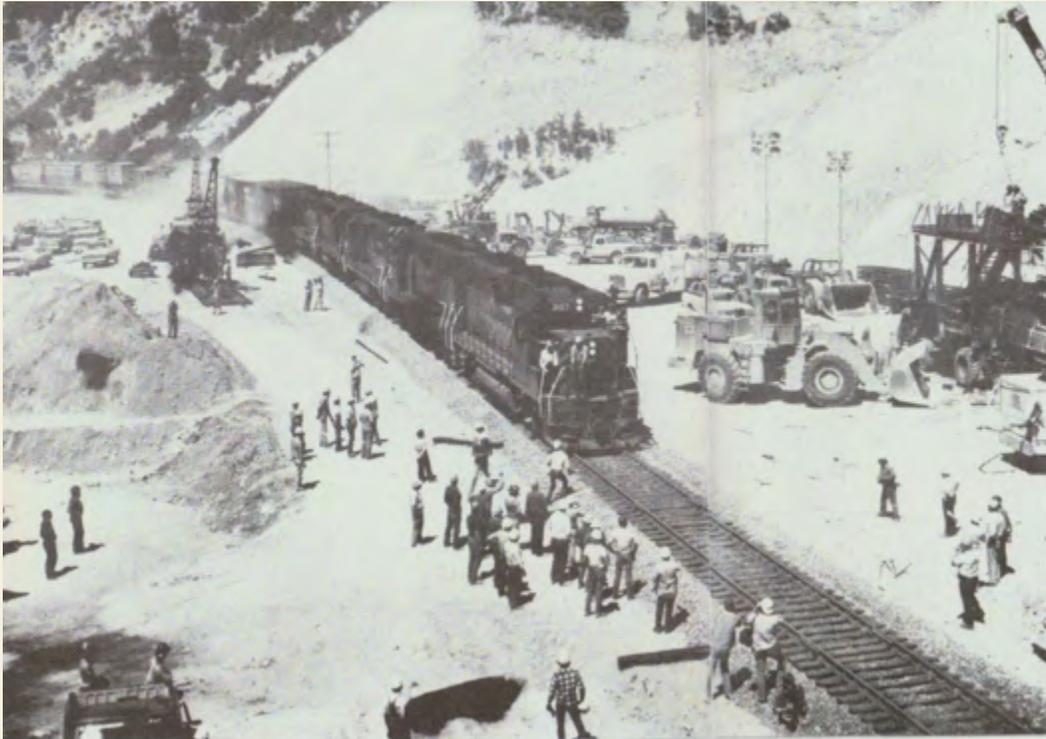
On **June 13th**, railroad crews were busy laying new panels of preassembled train tracks on the newly graded approach



to the north entrance to the new tunnel. By **June 9th**, the train tunnel was half done, and management predicted that they would “hole through” by **July 5th**. The workers had some bad luck on **June 14th**, when a new landslide on the north side of the dam forced the track layers to move a section of the newly laid track about 50-feet further west from the mountain. Because of the delay, the construction management resumed the 24 hours per day schedule that had previously been reduced to 12 hours per day.

On **June 24th**, they had completed the grading on the approaches to both entrances to the tunnel, and while work continued feverishly inside the mountain, men were assigned to begin facing off the openings to a 2nd tunnel. By **July 3rd**, only 36 feet remained. At 2:15pm on that day, they broke through and started cleaning up the interior walls and floor. They planned to begin laying tracks at 11pm that night, but due to delays, they were not able to start until 3am early the next morning. Quickly the track panels were laid, and at 10:30am the ballast was being poured from both ends. The last track panel was laid at 1:30pm, and tamping began from the east end of the tunnel.

At 2:50pm, on **July 4th** project manager, Jim Ozment walked the length of the tunnel from east to west as a final check to make sure everything had been completed, and what a sight awaited him when he exited the west end of the tunnel! There was a train No. 146 waiting to enter the tunnel, which it did at 3:12pm. That eastbound train from Ogden, Utah to Pueblo, Colorado, drew cheers from the railroad and construction people present, and the exciting moment was



photographed and publicized in the media throughout the world. The 81-day closure had been the longest in the history of the Denver & Rio Grande Western Railroad. That day more than 9 trains passed through the tunnel and within 24 hours after opening the tunnel, more than 21 freight trains



had passed through. It was not until July 16, that the first passenger train would pass through the tunnel. It was an Amtrack California Zepher. The final cost to the railroad for this tunnel was \$40 million, at a rate of about half a million dollars per day!

Restoring Highway 6 – At first, the Utah State officials believed that the original route, now under water, was the only way to route Highways 6 and 89. However, after further consideration and \$22.5M in funding from the Federal Government, it was decided that Highway 6 would follow a new path over the top of Billies Mountain. Highway 89 would fork off of Highway 6 on the east side of Billies Mountain, and head west before turning south on much the same route that it originally followed.

The detailed process of producing plans and specifications was accelerated and more than 60 sets of plans were sent out for bid to contractors in Utah, Texas, and Colorado. The bids were opened on **May 24**, 1983 and the contract was awarded to W.W. Clyde & Company of Springville, Utah for their low bid of \$22,702,158.40. In addition, there was a penalty clause in the contract that required Clyde & Company to complete portions of the job by December 1, 1983 or pay a \$50,000 per day penalty.

The plan was not to use tunnels, but to route the 6.5-mile stretch of four-lane highway using open cuts over the top of Billies Mountain. Work commenced soon after the contract was awarded. Due to extreme pressure to open Highway 6 as soon as possible, it was opened temporarily on September 6 with reduced speed over a gravel surface.

Progress on the new highway route was plagued by constant landslides throughout the summer of 1983, and on Sunday, November 13 and Monday, November 14, a major rock slide covered the roadway with between 30,000 and 50,000 cubic yards of rock. Construction officials claimed that there were at least eight rock slides in the canyon during construction of the highway.



As a result of all the problems, Utah officials were pessimistic about the completion of the highway by the deadline, but Clyde & Company were determined to finish on time.

The highway was completed on **December 30**, 1983, and a formal dedication ceremony was planned for the following day. However,

once news spread that the highway had been completed, cars and trucks began lining up on both sides of the new highway, and the Utah Highway Patrol was unable to get the crowds to disperse. It was requested that they skip the ceremony and open the road for traffic on the 30th.



When the first traffic starting moving through the new section of highway, some of the final work had still not been completed, including painting the stripes on the highway. In addition, the asphalt that had been laid was not expected to last, and there were still rocks falling on the roadway. The state of Utah, had two full time crews of workers assigned to monitor the roadway for falling rocks, and they would close the road, quickly, while the debris was cleared.

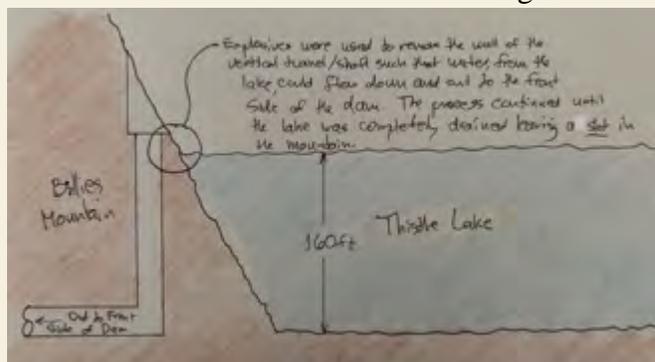
Finally, after installing proper asphalt and stabilizing the cuts from falling rocks, the new sections of Highway 6 and 89 were opened “again” almost a year later, in **November 1984**.

Draining the Lake – Believe it or not, there was a lot of debate in the state about whether or not to drain Thistle Lake. Some people thought that it should be kept for recreational purposes including water skiing and fishing. However, those with a knowledge of the proper way to construct earthen dams, insisted that the lake be drained, as soon as possible, to prevent a failure of the dam that would endanger people and property in Spanish Fork, and other communities down-stream to the west. Finally, the decision was made to drain the lake, but the problem was how does one drain a lake, when there is no drain?



The solution to how the lake was drained was not well publicized, and I have found very little information and few details about how they accomplished this difficult task. However, there are a number of excellent photographs that were taken of the drain, and I have spoken to a number of people from Utah County Government as well as from Clyde & Company who have first-hand knowledge of the drain’s design and construction.

Basically, the general idea was to dig two tunnels; one horizontally into Billies Mountain from the front east side of the dam at the lowest elevation, and a vertical tunnel/shaft, also into Billies Mountain next to the edge of the lake on the



back side of the dam. They would connect to each other inside Billies

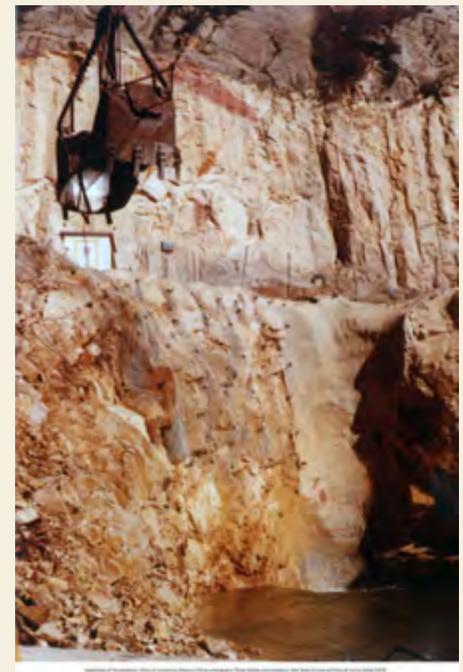
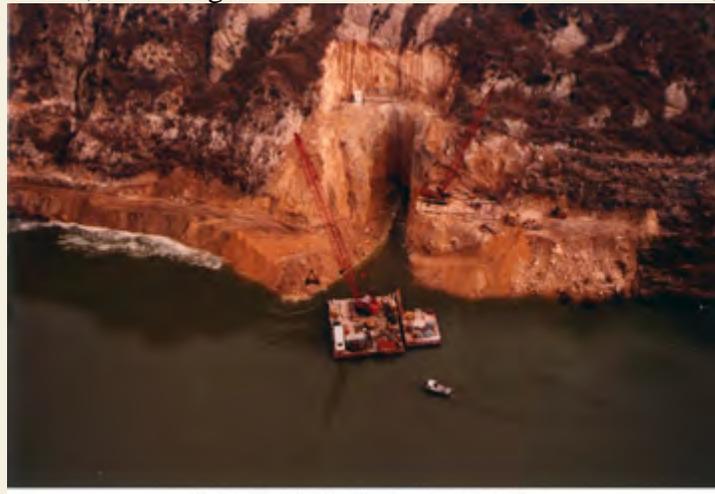
Mountain. To activate the drain, an explosive charge was set off at the top of the vertical tunnel such that it blew out the side of a portion of the upper end of the vertical tunnel, allowing water from the lake to flow into the vertical tunnel.

The water would then flow down the vertical tunnel until it met the horizontal tunnel, whereupon it changed direction and flowed towards the exit of the horizontal tunnel on the front side of the

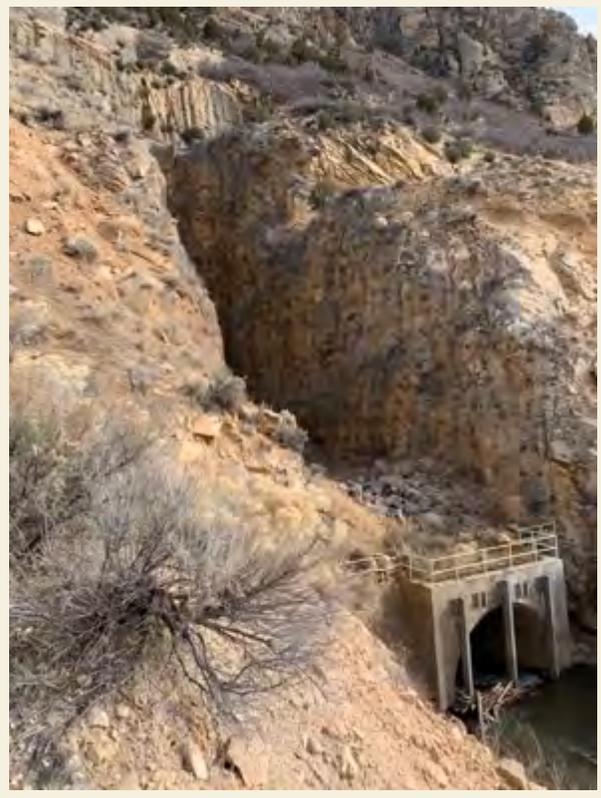




dam. The exit of the horizontal tunnel was located far away from the face of the dam to prevent erosion of the dam. After the elevation of the lake had dropped to the height of the opening in the vertical tunnel, another explosive charge was set off, removing more of the side of the vertical tunnel, thus

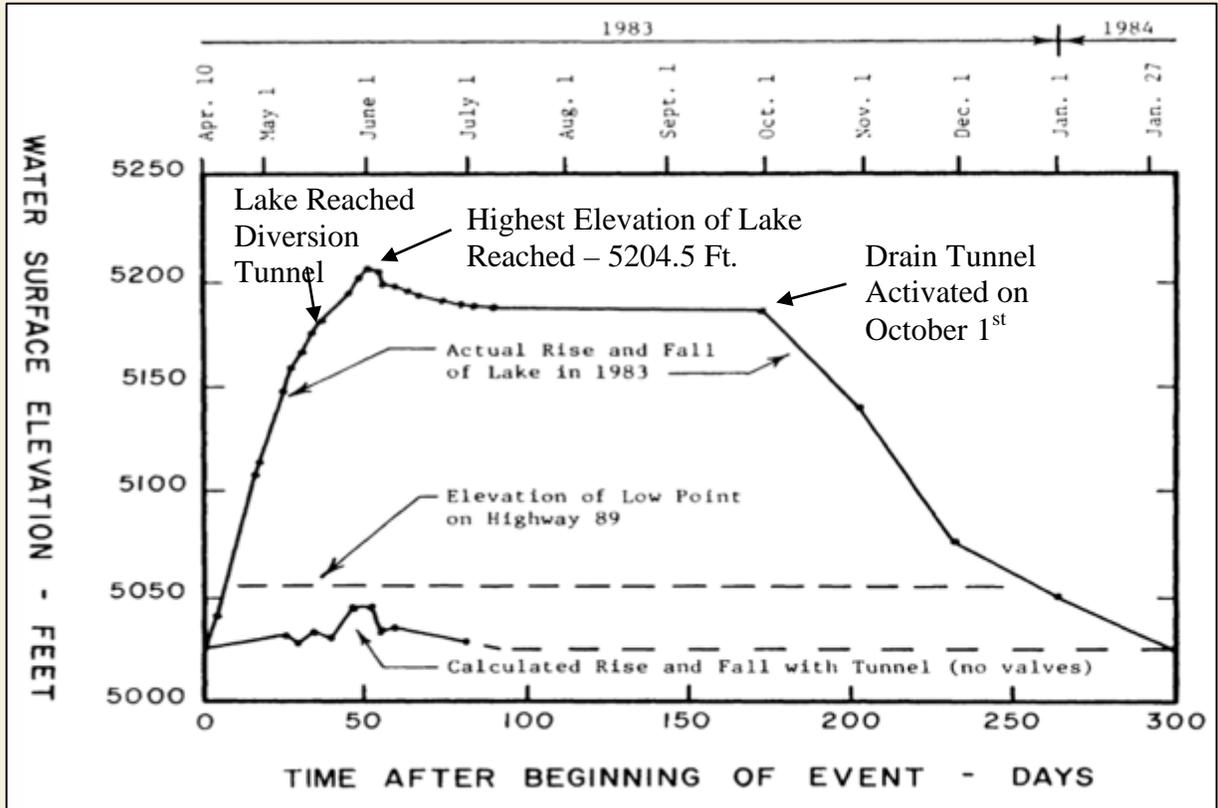


allowing more water to flow out of the lake. This process continued from **October 1, 1983** until the lake was completely drained in **February 1984**. At that point, the side of the vertical shaft was completely gone, and the river water simply flowed into the opening, where the vertical





tunnel had once been, and turned to flow down the horizontal tunnel to the front side of the dam. The graph here, shows the history of the entire Thistle Lake elevation between when the



slide first blocked the river on **April 14**, until the lake was drained in **February 1984**. The highest elevation of the lake (5204.5ft) is visible even after it reached the elevation of the Diversion Tunnel (5180ft) and begin flowing out through this tunnel on **May 18, 1983**. The lake continued to rise to its max level before draining back down to a level, which was then maintained by the Diversion Tunnel until the Drain Tunnel was activated on **October 1st**.



To this day, this Drain Tunnel continues to allow all the water from both Thistle Creek, and Soldier Creek, to pass from behind the dam. The entrance to the Drain Tunnel is visible today (here) on the back side of the dam, and the exit to the tunnel is visible near the face of the dam. As long as the flow from those two creeks does not



exceed the capacity of the drain tunnel, everything should remain stable. However, if the flowrate were to exceed that limit, then water would once again begin to back up behind the dam. This concern continues to plague the Utah County government to this day, and the passage ways are constantly being monitored, for blockage. In addition, personnel examine the interior of the Drain Tunnel on a regular basis, by walking through the tunnel and looking for damage to the tunnel walls, or other potential problems.

What About the Citizens of Thistle? – At the time of the disaster, the population of Thistle had dwindled, from its peak population of over 600, during WWI, to less than 50 families,



in 1983. And nearly every one of those families lost their homes, and

much of what they owned inside. FEMA agreed to pay for one year of housing, as well as some groceries and other necessities. A special fund, called the Thistle Relief Fund



was set up to collect money to help the families who had endured so much. Many of the families were too old to borrow money for a new home, and only one of them “qualified”. Besides, the “Low-Interest Loans” offered by the government in 1983, were 11.5% interest. The home of one elderly couple, Evan and Evelyn Nelson, (shown here with their beloved retirement home in 1983, and below left, what you can see of it today from Highway 89), still stands half covered with water. It continues to be a constant reminder of all that happened to the residents and their small town of Thistle in 1983.

REFERENCES:

1. [Thistle...Focus on Disaster](#) by Oneita Burnside Sumsion, 1983
2. Wikipedia – “Thistle, Utah”
3. Utah History Encyclopedia
4. www://utahrails.net/images/thistle-vanished
5. Committee to State of Utah (Duncan et all 1986)
6. <https://images.archives.utah.gov/digital/collection/p17010coll74/search/searchterm/disasters%20--%20utah-spanish%20fork%20canyon/field/subject/mode/exact/conn/and>
7. <https://geology.utah.gov/map-pub/survey-notes/geosights/thistle-landslide/>
8. Scrapbook of Gwen Dockstader

MAFCA/MARC News

Youth Scholarships Available

The application form and instructions are available on the MARC website.

<https://model-a-ford.org/top-page-1/programs-awards/youth-and-scholarship/youth-scholarships/>



Application Instructions

Purpose: The purpose of the Model A Ford Scholarship is to assist young Model A hobbyists with the financial burden of an education beyond high school. The Fund will provide up to \$4,000 total over a four-year period to qualified applicants. Accredited trade schools, junior colleges and four-year colleges are acceptable. The principal requirement for financial aid is a demonstrated continuing interest in the Model A Ford hobby, plus a demonstrated ability to succeed in school.

For Award consideration – please forward this application, along with transcripts, college acceptance notification, and photographs to:

Heather Smith, President

Model A Ford Youth Scholarship Fund
 P.O. Box 229
 Melvin Village, NH 03050
 Email: _____

Submission deadline: Postmarked no later than May 1st

Eligibility Requirements:

The Applicant must be a member, or a child, grandchild, great-grandchild of a member in good standing of either the Model A Restorers Club (MARC) or the Model A Ford Club of America (MAFCA)

The Applicant must have graduated high school.

The Applicant must be accepted into a postsecondary educational institution.

(Members of the Scholarship Selection Committee and their family members are NOT eligible to apply for this scholarship.)

This award may be renewed up to three consecutive additional years by confirming academic enrollment, maintaining a 2.5 (out of 4) grade point average, and remaining active with a regional club of either MARC or MAFCA. In order to continue to receive this award, notification of meeting this criterion MUST be received by Heather Smith prior to August 15th.

This beautiful drawing of a Model A Ford was taken from the “Script ‘A’ News”, published by the Script “A” Club, Ford Model “A” Club of Michigan - Thank You.



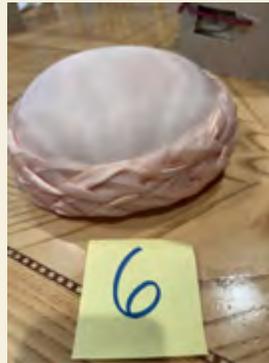
2016 JACK PUMMEY



Items for Sale

Women's Vintage Hats and Dresses

The hats shown below, as well as some dresses, are being offered for sale by Madeline Reed. You may contact her by phone (435) 590-5066, or Email (madelinejreed58@gmail.com). Prices vary from \$20 to \$35.



Model AA Flatbed for Sale

A friend of mine who lives here in Manti has a AA flatbed truck located in Chester for sale. This truck is listed in the online classifieds of KSL, at classifieds.ksl.com/listing/78490289. Although my friend is asking a high price for the truck, he indicated that he may sell to the person with the best offer. Anyone interested in this truck can contact the owner through KSL or contact me and I can put them in touch with my friend. Ralph Nair (rnair@mail.manti.com)



A Note on Authenticity

By Roger Davis



One of our youth members recently asked on a text thread what kind of paint was originally applied on our Model As. He had attended a local car show with his coupe. A gentleman commented that the fenders had been repainted because they were originally lacquer.

Well, asking about the paint finish to a Model A group is a lot like asking what oil to use in your Model A: 100 people will respond with 145 different opinions.

But, we're in luck on this one because the Restoration Guidelines, Section 14, give us good guidance on paints and finishes: "The body was originally painted with nitro-cellulose lacquer and rubbed out on passenger vehicles. Commercial vehicles were rarely rubbed out as this was an extra cost option. Fenders and splash shields were painted with black enamel (actually dipped in enamel and then baked)."

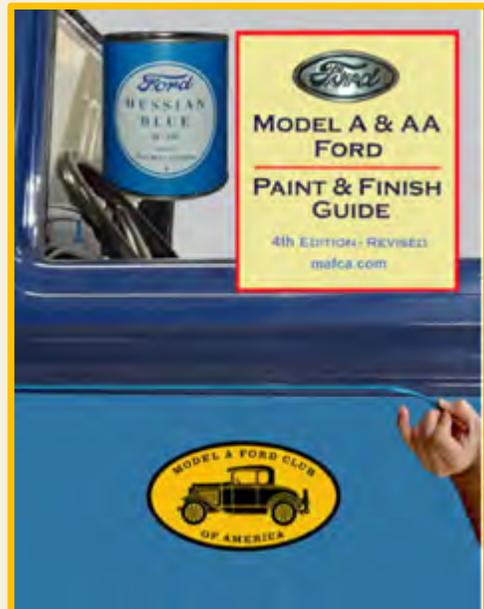
The Guidelines also contain a very comprehensive listing of color combinations available for each year and body style. Here is an example for the 31 Phaeton and Roadster, Deluxe.

1931 PHAETON and ROADSTER, Deluxe (180-A, 40-B)

Body	Belt & Moulding, Sill Moulding	Pinstripe	Wheels
Washington Blue	Riviera Blue	Tacoma Cream	Tacoma Cream
Stone Brown	Stone Deep Gray	Tacoma Cream	Tacoma Cream
Brewster Green	Black	Apple Green	Apple Green
Black	Black	Apple Green	Apple Green

Adding to this information, there is a separate, very comprehensive book on Model A paint finishes: The Model A and AA Ford Paint and Finish Guide, Fourth Edition. This Guide is available on both the MAFCA and MARC websites. The Finish Guide has paint chips that you can use that are the best color matches the Model A community has been able to research over the years.

Between the two documents, you should be able to determine the paint finish and color for your car for every painted surface on your car. Be authentic!



Calendar of Club Birthdays, Events, Activities, and Holidays

MAY 2025

SUN	MON	TUE	WED	THU	FRI	SAT
27	28	29	30	1	2	3
4 Jana Hudspeth	5	6 Andrew Watson	7 Karl Pope	8 Victory in Europe Day	9	10 Club Thistle Tour -10am
11 Mother's Day	12 Club Bd. Mtg.	13	14	15 May Club Mtg.	16	17 Armed Forces Day
18	19	20 Larry Layman Becky Mack	21	22	23	24
25	26 Memorial Day	27	28	29	30	31

www.GrabCalendar.com

Upcoming 2025/6 MAFCA Events:

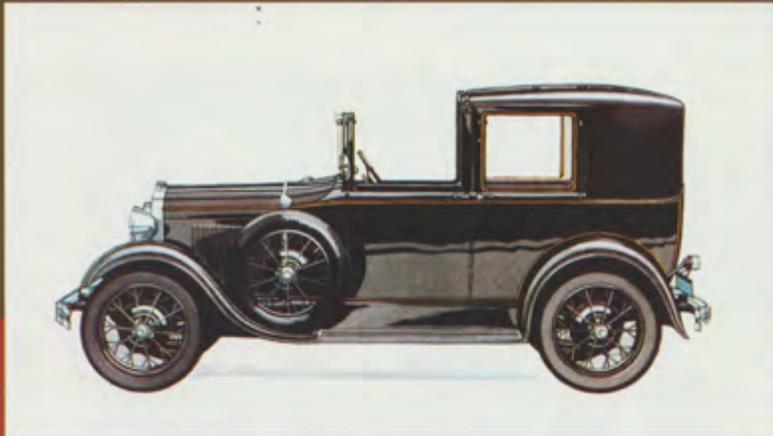
National Tour – Virginia – June 15-22

National Awards Banquet – Alabama – December 3-6

National Convention – Oregon – May 31-June 7, 2026

Model A Ford – Model of the Month

TOWN CAR



	TOTAL	1928	1929	1930
Ford Body Style		140-A	140-A	140-B
Weight (pounds)		2,500	2,500	2,525
Price (FOB Detroit)		NA	\$1400	\$1200
Units Produced (U.S.)	1,065	89	913	63
Number of U.S. Ads				
Primary Formats	2	-	2	-
Ad Variations	3	-	3	-
Magazine Insertions	10	-	10	-

The Model A Ford Town Car was first available in early 1929. The production run for this unique Model A body style was quite low – with only slightly over 1,000 units built. This was the most luxurious Model A body style and commanded an introduction price of \$1,400 – almost twice that charged for any other Ford Model A body type.

The Town Car, with only a snap-on fabric cover for the open chauffer's compartment, provided plenty of "snob appeal" for the otherwise fairly common Model A Ford automobile line. With a body inspired by LaBaron, the Town Car was the first chauffeur-driven car offered by an American manufacturer in the medium- or low-priced fields. A Model A Town Car Delivery vehicle (295-A) was also produced in 1931.

Only two basic magazine ads (one with a headline and text variation) were produced for the Model A Ford Town Car. There were no individual magazine ads for the Town Car Delivery vehicle. However, this body style did appear as small vignette illustrations in several magazine ads featuring multiple Model A Ford light commercial vehicles and Model AA trucks.

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The Fan Belt

By Howard Eckstein

The fan belt is a simple device that distributes power to mechanical components on the front of your engine. For proper transfer of power, friction between the belt and pulleys is required. The power needed to spin the fan and water pump is minimal. The alternator consumes about one horsepower on average depending on factors such as the battery's state of charge, accessories running, and the speed of the engine.

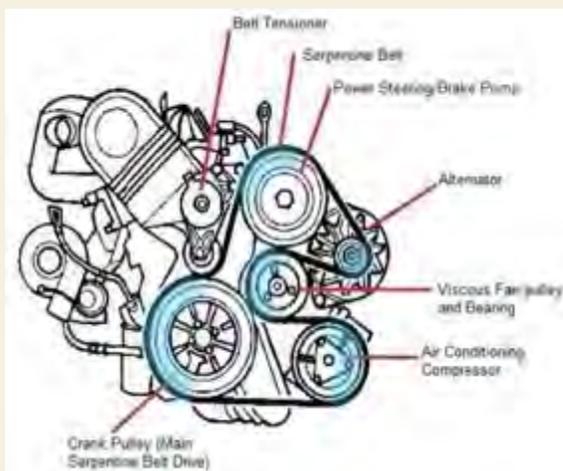
Fan belts are constructed so that they do not stretch during use. They are built with multiple layers of rubber and cord that are vulcanized together to the thickness specified by its engineers. The rubber component supplies friction while the cords maintain stability of the belt's dimensions.

Fan belts have been constructed of different materials and in various configurations. For example, the 1925 Buick I once owned ran a flat leather belt. This material stretched over time, but that was no problem as only the fan was run by the belt. The water pump and generator were gear-driven.

By the time our Model As were produced, the familiar vee-belt came onto the scene due to the demands placed on it by the generator along with the water pump and fan assembly.

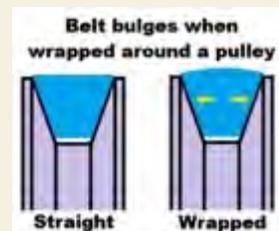
The friction areas of the belt are on the sides. If a belt is worn so much that its bottom edge comes in contact with the bottom of the pulley, it is overdue for replacement.

Sometimes owners will try to extend the life of a worn belt by applying belt dressing in an effort to stop squealing. It's a Band-Aid at best with little longevity. By the time a belt is worn that much, it is usually cracked and ready to break apart.



The contact area of a belt in a pulley plays an important role in the transfer of power. It is best for a belt to go around a pulley as far as possible. This is achieved by the design of the belt threading engineered in the placement of components. In the accompanying illustration of a late-model car, the blue area shows the contact area of the pulleys. The belt tension is controlled by a spring-loaded idler wheel.

The grip of the belt against the pulley is enhanced by the bulging of the belt as it is bent around



the pulley. To achieve this, proper tension of the belt is required.



In designing belt threading, the direction of belt travel is important. When looking at your Model A engine from the front, you'll see that the crankshaft pulley rotates in a clockwise direction. This causes the right side of the pulley to pull the belt around itself. This action causes the belt to pull the generator pulley around clockwise, as well as the water pump. The other side of the belt becomes the slack side. This is why the generator is on the left side of the engine. If the generator were on the slack side, the belt would try to push the pulley rather than pull it, thus diminishing the transfer of power.



Excessive belt tension will prematurely wear out the bearings of the components driven by the belt. On the Model A, the slack side of the belt should have a deflection of about 1/2 inch.

Most vee belts are sold in half-inch length increments. Different belt widths have been designed to transfer varying horsepower needed in a system. The Model A uses a B-width belt which is 0.66 inches wide at the top (nominally 5/8 inches). The length of the belt is measured as if it were cut and laid out straight. For our cars, 43 inches is a good length. Most auto parts stores stock a B-width 43-inch belt under proprietary part numbers. For example, O'Reilly sells one under their catalogue number TR20426.

When installing a new belt, if it is too tight to fit around all the pulleys with the generator retracted, then get the next size longer belt. Forcing the belt over the last pulley with a screwdriver will damage it.

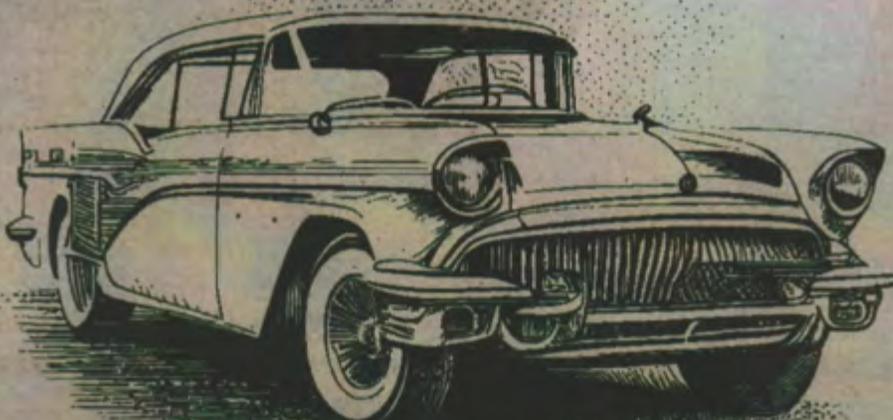
Sometimes it's hard to get the belt around the bottom of the crankshaft pulley. This is because the front motor mount has sagged causing the pulley to be too close to the front crossmember. You can jack up the front of the engine enough to install the belt under the pulley.

Inspect your fan belt once a year for cracks or wear. If necessary, re-tension it by adjusting the generator. This is good practice before embarking on a long tour with the club.

If a belt should break while you are on a trip, remove the broken pieces before continuing. You can drive a moderate distance without a belt. You won't have a generator charging the battery or a water pump. As long as there is coolant in the engine, it will survive. Find the nearest auto parts store or industrial supply house and ask for a 43-inch B-width belt. You'll be on your way again.

Look what I found hiding behind the old Sinclair Gas Station in Elberta. Can you identify the make and year of this beauty?





THE ANNUAL OREMFEST
CAR SHOW
IN SUPPORT OF
American Legion Post 72

SPONSORED BY
WALKER SANDERSON
FUNERAL HOME & CREMATORY

In support of American Legion Post 72, rev up your engines and get ready for a night of stunning cars, prizes, and free food at the Oremfest Car Show on June 2nd, 2025 at Scera Park! All proceeds from the event will be donated to American Legion Post 72.

📍 Scera Park - 600 S State St. Orem, UT 84058

\$25 - FOR THE FIRST CAR
\$15 - FOR EACH ADDITIONAL CAR
Register at oremfest.org/carshow

JUNE 2ND
6-8PM

Oremfest
FAMILY CITY USA
OREM
FAMILY CITY USA

Tour Highlights

- Shenandoah National Park
- Harpers Ferry
- Gettysburg
- Antietam
- Amish Towns & Covered Bridges
- Monocacy
- Manassas/ Bull Run
- Fredericksburg
- Chancellorsville
- Spotsylvania
- The Wilderness
- White House of the Confederacy
- Petersburg
- Civil War Museums
- Appomattox Courthouse
- Sailors Creek

2025 MAFCA National Tour
Bull Run to Appomattox
 and everything in between
 June 15-22, 2025



Join the Dallas Model A Ford Club on an adventure to visit beautiful historic places.

The tour will start and end in Waynesboro, Virginia, traverse the Skyline Drive through Shenandoah National Park, and visit multiple Civil War battlefields.

Make sure you brush up on your history by checking out the recommended viewing from the tour website.

Hosted by the Dallas Model A Ford Club
www.dmafc.com



Get your registrations in soon! Late fee applies after April 15, 2025



Tour website: Scan the QR code or visit <https://sites.google.com/view/mafca-2025-national-tour>



SCAN ME



Have Some Fun

By Jeff Niven

In each horizontal group of four Model A's, decide which one is not like the others.
(Answers on page 34 of this newsletter)



New UVMAC Club Roster

Contact Robert Mack for your copy, today!



UTAH VALLEY MODEL A CLUB

Roster
2025

The Utah Valley Model A Club was organized on August 25, 2012 when Robert Mack called seven Model A owners together to organize the club. The founding members were: Robert, Greg, and Nicholas Mack, Kelly and Lloyd Barker, Georgia & Dan Berg, Vern Cope, Joe Fazzio, Jim & Jennette Haire. Clyde Munson, Bob & Jenell Todd, and Tony & Janice Jacobs were unable to attend the first meeting. Since then the club has continued to grow. We now have 76 club members and their families and 53 Model As.

The Utah Valley Model A Club is a chapter of the Model A Ford Club of America (MAFCA). Membership with MAFCA is highly encouraged. Follow this link to join:
https://www.mafca.com/cart/index.php?mafca_new_member=yes

The roster contains the names of club members who are current on their dues. If you have paid your dues and do not find your name listed, please contact Robert Mack either by cell phone (801) 682-3731, or e-mail at mack4759@yahoo.com to update your listing.

Birthdays are listed on a voluntary basis so the club can celebrate with you. If you choose to provide this information, only provide the month and day of your birthday, not the year.

If you notice any errors or need to update information please contact Robert Mack.

B

1926 Roadster

Bruce Bogges Jan 22
bbogges@hotmail.com
Colleen Bogges 12/19
7415 Chapel Hill Circle
Midvale, UT 84047
(801) 255-7473 (home)
(801) 541-0124 (cell)

1930 Sport Coupe

Diane Brimley Dec 9
brimleydiane@gmail.com
436 E. 380 N.
American Fork, UT 84003
(801) 756-3688 (cell)

Recipe of the Month

3-Ingredient Banana Bread

From "Taste of Home"

Total Time: Prep: 5 min. Bake: 45 min. + cooling

Yield: 16 Servings

"It won't be long before you'll be able to make this 3-ingredient banana bread without looking at the recipe!"

Ingredients:

- 2 large eggs, room temperature, lightly beaten
- 1-1/2 cups mashed ripe bananas (3-4 medium bananas)
- 1 package of yellow cake mix (regular size)



Directions:

1. Preheat oven to 350 deg. In a large bowl, combine eggs and bananas. Gradually stir in cake mix just until combined. Pour into a greased 9x5-inch loaf pan.
2. Bake until a toothpick inserted in center comes out clean, 45-50 minutes. Cool in pan 15 minutes before removing from pan to wire rack to cool.

Answers to "Have Some Fun"

From Page 32

Line 1 – No.2 is a 30-31 Station Wagon. The other three are 28-29.

Line 2 – No.2 is a 30-31 Phaeton. The other three are 28-29.

Line 3 – No.1 is a Fordor with a Briggs body. The other three have Murray bodies.

Line 4 – No.1 is a 30-31 Tudor. The other three are 28-29 Tudors.

Line 5 – No.1 is a Fordor Sedan. The other three are Tudors.

Line 6 – No.2 is a 30-31 Pick-up Truck. The other three are 28-29 Pick-ups.

Line 7 – No.1 is a Sport Coupe. The other three are Business Coupes.

Period Fashion

Taken from Restorer Magazine – January 2014

PAJAMAS

By Lois Przywitowski

"Because they have grace and chic — because they are equally practical and comfortable — pajamas are the outstanding and best-beloved of all fashions. The little girl, the dignified hostess and her youthful guests . . . all attire themselves smartly for almost every occasion in these smart new designs." Pictorial Review, June 1931

Pajamas have a long history in clothing. According to Wikipedia the original pajama was worn by both sexes in South and West Asia. It was known as *pajama*, a "loose, lightweight trouser fitted with drawstring waistband." The word *pyjama* or pajama derives from the Persian word *payjameh*.

The British adopted the pajama during the period of their expansion, adding a top and jacket. By the Model A era, the pajama was worn for beach wear, sporting activities, entertaining at home, and dancing, as well as sleeping and lounging.

The following images show the many styles and uses of the pajama.



These smart two-piece pajamas could be purchased with or without the Coolie Coat. Both the pajamas and the coat were made from knitted Rayon Jersey, hand-painted and guaranteed washable.

The pajama top is a contrasting color slipover with matching trouser trim at the neckline, arm holes and lower edge.

The trouser legs have contrasting trim to match the top.

The Coolie Coat features contrasting color trim around the sleeves and the entire coat.

As a set, it makes a lovely negligee or lounging ensemble.

National Bellas Hess, F/W 1928-29



The pajama on the left is for girls, aged 6 to 14 years. These two-piece pajamas are made from knitted Rayon, in a solid and printed design. The trousers have an elastic waistband and matching trim. The slip-on top is trimmed with matching trouser material.

The striped pajama on the right is made of Windsor Fancy Cotton Flannel, perfect for cold winter nights. The trousers are full-cut, with a drawstring at the waist-line. It came in bust sizes 34 to 44.

National Bellas Hess, F/W 1928-29

The 1931 Spring and Summer *National Bellas Hess* Catalog includes these fancy print pajamas. According to the catalog, **"Up-to-date women all over the country have discovered the enormous chic and great convenience of Pajamas like these. They're swaggerly cut with the new flared trousers and have a cunning blouse to tuck into the yoke top trousers."** Harmonizing solid tone fabrics are used to trim both the blouse and the trousers. An all purpose Pajama, meant for lounging, gardening or working about the home. They are made from vat-dyed cotton broadcloth, in Women's and Misses sizes.

National Bellas Hess, S/S 1931





This smart Paris ensemble, shown in both a front and back view, features front fitted yoke trousers, beach jacket and hat. The blouse is described as a bathing suit. The front and back views display the use of contrasting materials.

McCall's, May 1930, Pattern Number 6044

This, too, is McCall's Pattern Number 6044, with a much clearer view of the bathing suit top. According to *McCall's*, "the trousers may be cut very short."

McCall's, May 1930





Contrasting appliques show off this stylish beach ensemble. It consists of trousers, blouse, jacket and hat. The yardage requirements for each ensemble in a size 36 follow:

Left - 4 1/2 yards dotted fabric; contrasting bands, 5/8 yard; hat, 7/8 yard; all 39-inch wide material.

Right - white, 4 yards; blue 3 1/4 yards, red 1 1/8 yards; all 35-inch wide material.

McCall's, May 1930, Pattern Number 6069

"Pajamas, not content with capturing lounging, teeing, and dancing honors, invade the sports world in this swagger, well-tailored model...We adore the short trouser length...The pajama takes on a new role and might easily be confused with a sports frock." The smartly tailored button top sets off the shorter trousers. It is designed for sizes 14 to 42. *Pictorial Review*, July 1931

"Even if you confine your dress prints to small figures, you will want to find a gorgeously colored and strikingly patterned print for these pajamas with slim smart hips and graceful long lines." *Pictorial Review*, July 1931, Pattern Number 5725





This formal pajama, just right for entertaining, features a contrasting bell-sleeved jacket.

Pictorial Review, June 1931, Pattern Number 5668

Straight from Paris, this graceful, floral, print pajama is perfect for formal evening wear and dancing. Designed for sizes 14 to 42, size 16 requires 5 3/8 yards of 39-inch print.

Pictorial Review, June 1931, Pattern Number 5668

This formal pajama ensemble is just right for entertaining. The pajama is set off by a sheer bell-sleeved wrap. The graceful hemline of the wrap begins above the knee and tapers beyond floor-length. Designed for sizes 14 to 42, size 16 requires 4 7/8 yards of 39-inch material and 5 3/8 yards of sheer fabric for the wrap.

Pictorial Review, June 1931, Pattern Number 5479





Model A Ford Club of America National Awards Banquet

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Mobile, Alabama
December 3-6, 2025

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Mobile History Trolley Tour

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Fashion with Sherry Winkinhofer
Mechanics with Paul Shinn
The History of Mobile





Letters to the Editor

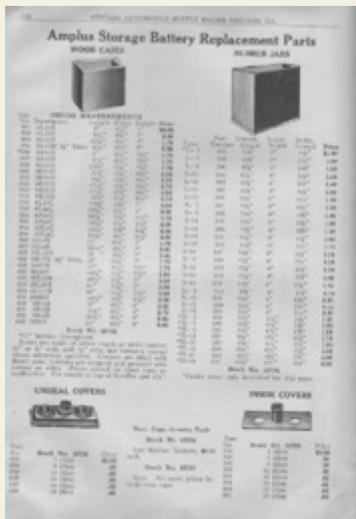
Dear Editor: Someone recently asked, “Why are we told not to put a car battery on a concrete floor?” What do you say?

Curious

Dear Curious,

To answer that question, you have to go back to the early 1900’s. Back then, the first automobile batteries were completely rebuildable, and expensive. And instead of being made from polypropylene or hard rubber, the battery cases were made out of wood, with a rubber liner. Adjusted for inflation, the battery for a Model T might cost you \$274, and for an expensive car, nearly \$900! You can see why it was less expensive to rebuild them, than to buy a new one.

All of the parts of the battery were available for purchase including the lead plates, the treated wood separators, the positive and negative plate straps, the cell connectors, covers, the containers of battery acid, rubber battery jars, and everything else you needed to rebuild your battery, right in your own home.



The wood cases were made from maple or birch lumber, assembled carefully with dowel pins, tongue and groove joints, and screws. As you can imagine, these wood cases were porous and thus they might discharge if the electrolyte leaked past the rubber jar, or through the tar that was used to seal the cover onto the battery. If you kept the battery on a concrete floor, you can imagine the possible result as the concrete began to absorb electrolyte.

In addition, it is well known that concrete is porous and could absorb water from below the concrete floor. Thus, it was possible that the wooden battery case, could absorb some of the water and warp and change shape as it warmed and cooled. Eventually the battery case would come apart with predictable results.

For all these reasons, the battery customers were advised not to place their car batteries on a concrete floor. While this was an important warning back in the early 1900’s, it is not applicable with today’s modern car batteries and their polypropylene cases. However, as is the case with many warnings, that were prevalent long ago, it is hard for people to forget them, especially if people do not understand the basis for the warnings or how they came to be.



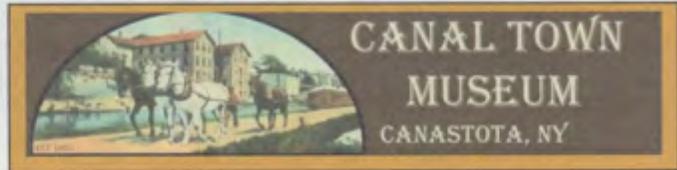
Weed Chains

From the Sullivan Trail A's of Northern Pennsylvania – January 2025

MODEL A'S PREFER WEED CHAINS TO SLIDES 'N SKIDS

Snow chains were invented in 1904 by Harry D. Weed in Canastota, New York. Weed received a U.S. patent of 0,768,495 for his "Grip-Tread for Pneumatic Tires" on August 23, 1904. Weed's great-grandson, James Weed, said Harry got the idea of creating chains for tires when he saw drivers wrap rope or vines around their tires to increase traction on muddy or snowy roads. At this time, most people in rural Northern regions wouldn't bother driving automobiles in the winter at all since roads were usually rolled for use with horse-drawn sleighs rather than plowed. In some areas, automobiles were generally not winter vehicles for various reasons until the 1930s or 1940s. Only in urban areas was it possible to remove snow from streets. He sought to make a traction device that was more durable and would work with snow as well as mud. [wikipedia](https://en.wikipedia.org/wiki/Snow_chains)

STA's Julie Costie is from Canastota and visited the Canastota Canal Town Museum in the summer of 2024. The Museum features a Weed Chains exhibit, portions of which are on these pages. If you're in the Canastota area, this Museum is worth a visit.



If you plan to drive your treasured Model A this winter, you might want to look on eBay for a set of Weed Chains. Be loyal to your common sense and use Weed Chains for traction in snow, slush, or mud.

The Weed Tire Chain

The first tire chain was created out of necessity.

In the early 1900's, Herman Casler of the Marvin and Casler Company in Canastota had one of the first automobiles in the village. The cars of that time had wooden spoke wheels and narrow tires with little traction. When he had difficulty getting up the slippery hills and was often stuck in the mud or snow in his car (probably a Locomobile or early Franklin), Mr. Casler knew something had to be done.

He first tried rope. William Wakefield, an employee, wound rope in and out of the spokes and around the outside of the rear tires. This procedure worked for a while, but the rope finally frayed. Next he used chain purchased at Farr's store with much greater success. The idea of the tire chain was conceived.

At the same time, Harry Marvin's cousin, Harry D. Weed, had been given the opportunity to work on his own project – a special kind of gas engine – in the company plant. He also did some drafting work for Marvin and Casler. He made drawings of the tire chain and patented it under the name of the Weed Tire Chain. It became nationally famous.

Museum display photo by Julie Costie

Back in Time

Can you identify this club member? The photograph was taken in American Fork at a large Turkey Ranch where this young man worked. I have looked carefully, but I haven't found any Model A's in the photo. See if you can count the number of turkeys. They were not pets, so they didn't have names.



Turkey Facts - Turkeys in Utah

Utah has a thriving wild turkey population, with around 30,000 to 35,000 birds. Two subspecies, Rio Grande and Merriam's, are found in the state. Rio Grande turkeys are common in river bottoms and cottonwood areas, while Merriam's turkeys are found in mountain habitats at higher elevations.

There are also a large number of turkeys on ranches in Utah that are being raised for food. These ranches can easily contain nearly 10,000 turkeys, each. Sanpete County is a major turkey-producing region in the state. Norbest, a Utah-based company, is a significant producer and distributor of turkey and turkey products, with some of its farms in Moroni, Utah. There are also organic turkey farms like the one in Circleville.

Big vs Small Cars – The Debate Continues Today

This Article was taken from the Orange Blossom A's February 2025 Newsletter



Are Midget Autos Coming?



A Survey of the Current Tendency in Automobile Design and Some Conjectures on the Trend of Future Development

By William Ullman

(Reprinted from Touring Topics magazine, May, 1925)

WHAT of the car of the future? Will the 1935 model essentially be the same as the car of today?

Will congestion, new ideas of city planning, the diminishing supply of crude petroleum and other important factors alter of necessity the size and design of our automobiles in the years to come?

These are questions that are being discussed seriously by automobile manufacturers, city planners and other public officials. And throughout these discussions the practicability of the small car for city use is being advanced. The midget car, seen on the streets of European cities, is attracting attention as the logical solution of our constantly growing traffic problem in this country.

Several of our leading car manufacturers are of the opinion that within a comparatively short while the average automobile will be about the size of a desk, being fleet, comfortable and extremely economical. Already several cars on the American market are pointing the way in this direction. According to those who are following this development carefully the very small automobile will become a reality in America when, and only when, there is a need for it. Some weight is given to this opinion by the fact that the only reason European motorists have demanded a midget type of automobile is because their pocketbooks have forced them to. The best European cars, and the ones the European motorist buys when money is no consideration, are big machines.

Why will Americans want extremely small cars? Just what are the future developments that may make the European type of car a necessity here? What is there in the future that would render our present sizes in cars obsolete?

Students of automotive trends support the case of the midget car with logical reasoning. They contend that the future streets and highways, even with widening, cannot accommodate the future registration of cars if the average machine is as bulky as it is at present. Modern engineering will make it possible to design small cars that will do exactly what we now expect of cars two or three times as big. Rapid improvements in highways will simplify the comfort feature of automobile designing. Automobiles will become "one-man" cars because everybody wants to drive his or her own car. The trend toward apartment house life necessitates great efficiency in the matter of garage space. Rising cost of operation and motor vehicle taxation will render small cars with small engines a necessity. The automobile will continue to follow the trend so apparent during the last ten years, namely, the elimination of unnecessary weight and the discovery that it is design and not weight that makes for comfort. Trade competition will result in forcing manufacturers to endeavor to get the same performance and general results with less car.

On the other hand, there are as many equally earnest students who hold that the small car will not become a necessity because the building of wider roads and re-designing of cities, which are being undertaken in all parts of the country will make it possible to drive cars of today's dimensions with the same comfort we would now have with midget cars, and without any of the disadvantages. If modern engineering can make a midget car do the work of a real one why do the American people not pay the premium of high duty and buy the miniature European cars now available?

The motorist will want to travel farther from home in 1935 than he does now. Of the 2,941,294 miles of highways in the United States, only 455,000 miles are improved, many thousands of miles of which will have to be rebuilt.

These suggestions are taken as evidence that the very small car is not confidently anticipated as a future development.



1935 Ford

Club Garage Day – March 29

Carburetor Overhaul

Organized by Howard Eckstein

At 10am on Saturday, March 29, 2025, about 30 members of the Utah Valley Model A Club and members from neighboring clubs, gathered in Roger Davis’s garage to be instructed by the some of the best Model A mechanics in the business, on how to overhaul the Model A carburetor. The club had already purchased the necessary parts to overhaul a number of carburetors and club members had been encouraged to bring their carburetors to the event (no matter what condition, as you will soon see) and actually overhaul them under the guidance of Model A professionals, including Howard Eckstein and Clyde Munson, as well as other club members who had experience with the process.

Clyde Munson took one look at the rusted hulk of a carburetor that Tyler Lewallen wanted to overhaul, and told him to not waste his time with that one. Undaunted, Tyler proceeded to disassemble the block of rust, using a torch and hammer, and plenty of carburetor cleaner, and then clean and reassemble it such that he was able to send the club members a video, the next day, of his project Fordor Sedan running with the overhauled carburetor. Everyone was impressed! Howard remarked that Tyler reminded him of himself when he was that age working on

his own Coupe.

After initial instruction from Howard, Robert Todd was the first club member to enthusiastically volunteer to overhaul his carburetor. He was quickly joined at the small work bench by Steve Dutton with his box of carburetors and spare parts.

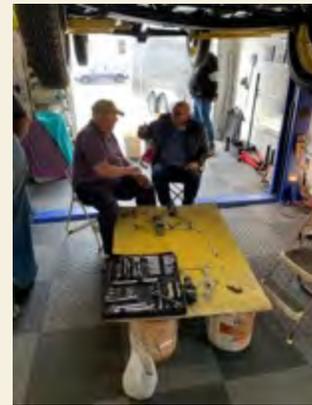




Before long, Roger had set up additional work areas using sheets of plywood on large cans of paint. Roger supplied plenty of refreshments for everyone to eat, and many of the attendees sat and watched the activities and munched happily.

A lot of work was accomplished during the event and it was satisfying to see such a happy group of club members as they left with refurbished carburetors that might one day power their Model A's or simply serve as a spare carburetor in the event that they get stuck on the road.

GREAT JOB EVERYONE!



Club Tour for May Announced

Thistle History Tour

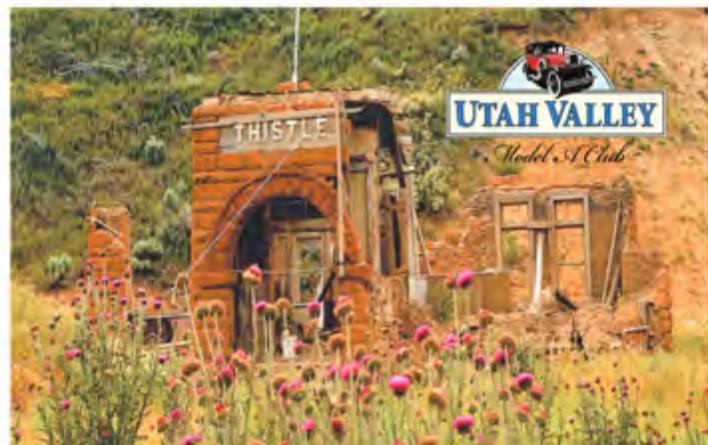
The Thistle History Tour has been moved to **Saturday May 10th**. Please check your calendars to be sure you can come along to enjoy this tour with Jeff Niven as our guide. We'll meet at the Chevron station at the mouth of Spanish Fork Canyon at 10 a.m.. There we will grab lunch at the Little Acorn eatery.

You may recall that Jeff gave a seminar at the recent National Awards Banquet about the history of Utah. We'll see a lot on this tour including where the Dominguez and Escalante expedition entered the Utah Valley in 1776.

As we drive through Spanish Fork Canyon, verdant landscapes will greet us on every side. Near the Diamond Fork turnoff is an entrance to the Spanish Fork River Park. We'll pull in there where Jeff will help us get the lay of the land and talk about some of the history we'll see on our drive.

We'll continue on a short distance to the intersection of Highways 6 and 89. It's here that our journey takes us to the flooded town of Thistle. There's more to the history of Thistle than flood and mud. Jeff will take us on a road trip through the area and tell us stories about the people who lived in that little town. Roger Davis has had connections with the erstwhile denizens of Thistle and will likely tell us about those whom he personally knew.

Now is the time to see the ruins of Thistle before they are all gone.
Howard Eckstein



Thistle History Tour

Saturday May 10 at 10:00 a.m.
Meet at the Chevron Station at the
mouth of Spanish Fork Canyon on
Highway 6



Application for Club Awards

Today's Date _____

Club Member's Name _____

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

Justification/Details/Information, etc. _____



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

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Model A Ford Foundation Inc.
Yes! Count Me In!

Name: _____
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 Chapter: _____ Email Address: _____
 Check here if you prefer to receive your newsletter via email.

Family Membership:
 Annual \$25.00 3 Year \$70.00 Life \$350

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

I wish to make an additional tax deductible contribution of: \$ _____
 Please apply additional contributions: Displays or Endowment Fund. Total Contribution Enclosed: \$ _____

Please print and mail this form to: MAFFI, PO Box 28, Pectone, IL 60458-0028