

The



Distributor

The Monthly Newsletter of Queen City Model A Club, Charlotte NC

Dedicated to the Restoration and Preservation of the Model A Ford and we like to drive them too.

Our Website is queencitymodelaclub.com

March, 2024

The Prez Sez,

I hope I don't sound like a broken record, but I have mentioned in the last two newsletters that we need help from our members. We still need one or two volunteers for the Augusta Tour. All you must do is lead the club members back to Charlotte. Everything else is already done. We need someone to volunteer to plan and lead the trip up to Asheville for the National Meet.

Did you enjoy last year's picnic with the Model A games? I know I did. Bob Wessmiller has volunteered to help get a picnic set up but we need more help. Please volunteer.

We had a great showing for the shop day on Jan 27th. We got the car running (lots of smoke as promised) but sure glad it was decided to tear into the engine. It has some issues. Bob wessmiller has purchased the car and we have started a refurbishment. Congratulations Bob!

The Yellow Deli Tour is approaching on March 15th. Ron has had some health issues lately but assures us he will lead the tour. We will make it happen. Expect updates via email on time and meeting location.

See you down the road, Troy



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QCMAC 2024 CALENDAR

<p>January</p> <p>11th Key West Tour Meeting @ Sports Page 6:00 pm 15th General Meeting @ Golden Corral Host – Brad & Jane Fisher 27th Shop Time @ Townsend Shop 10:00 am Host – Jim Townsend</p>	<p>February</p> <p>9th Club Breakfast @big View Diner 9 am. Manny Kothe - host 19th General Meeting @ John's Restaurant Host – Carrie & Glen Swann</p>	<p>March</p> <p>15th Yellow Deli Tour Host - Ron & Joanne Bryant 18th General Meeting @ Sports Page Host- Heather and Jon Fowler</p>	<p>April</p> <p>4th-7th Charlotte Auto Fair 14th QCMAC Car Show @ White Home Host – Jim T. & Rhea F. 15th General Meeting @ Showmars Host – Bertha & John Haack</p>
<p>May</p> <p>18th Landsford Canal Tour Host – Carrie and Glen 20th General Meeting @ Golden Corral Host – Sandeep & Tom Berry</p>	<p>June</p> <p>1st-2nd Augusta Ga Tour Host -? 1st-14th Key West Tour Host - Troy D. & Kalei U. 17th General Meeting @ John's Restaurant Host – Bill & Ann M</p>	<p>July</p> <p>15th-19th Marc National Meet in Asheville 15th General Meeting @ Marc National Meet.</p>	<p>August</p> <p>19th General Meeting @ Showmars Host 28th- 29th Mountain Tour Blowing Rock Host – Jim Townsend</p>
<p>September</p> <p>5th-7th Charlotte Auto Fair 16th General Meeting @ Golden Corral Host – Geoffrey & Clare Leek ?th Murray Mill Tour Host – Carrie & Glen S.</p>	<p>October</p> <p>21st General Meeting @ Showmars Host – Jim & Laura Silver ?th - ?th Mystery Tour Host – Berrys, Phillips & Crosbys</p>	<p>November</p> <p>9th Veterans Day Tour Host – Kalei U. 18th General Meeting @ Sports Page Host – Kalei U.</p>	<p>December</p> <p>7th Harvey Hood Memorial Christmas Parade Tour 7th Denver NC Parade 9th Christmas Party @ Johns Restaurant 6:00pm</p>

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Meeting Place Addresses:

- Golden Coral – 11025 E. Independence Blvd., Matthews, NC
- John's Restaurant – 2002 Westinghouse Blvd, Charlotte, NC
- Sports Page – 8400 Bellhaven Blvd, Charlotte, NC
- Showmars – 7260 Hwy 73, Unit 119, Denver, NC

February Meeting Minutes

By Carrie Swann, Secretary

The Queen City Model A Club monthly meeting was held February 19th at John's Restaurant, Charlotte, NC. There were 18 members in attendance. President Troy Dalsing opened the meeting at 6:54, Jim Townsend offered the blessing, Glenn & Carrie Swann were the host for the evening. Minutes and treasurers report were motioned to stand as written in the newsletter by Bertha Haack and 2nd by Kalei Unea.

Committee report for **Membership**: by John Haack: there were 6 members lost from last year, we gained 1 new member so far, we have 14 honorary members. **Clouds & Sunshine**: report by Bertha Haack: Wayne Heiderman is recuperating from a broken hip and femur and physical therapy is on going, Frank Gerosa has a spacer in his shoulder to help with healing of infection, Ron Bryant is in the hospital, Sandeep Berry & family are recovering from COVID, Geoffrey Leek is recovering from COVID also. **Newsletter**: Jim Townsend the works of the news letter are going well. Anyone that wants to write an article is welcome but must be received by Jim on the 24th of the month. Karsen Titus has an upcoming addition for the newsletter. **Mileage**: Frank Gerosa the club drove a total of 23,451 mile in 2023. Frank was 1st with most mileage and Sandeep Berry was 2nd.

Old Business: **Yellow Deli Tour** March 15th if you are planning on going please call Ron & Jo Anne Bryant. If Ron is unable to lead the tour we will have someone to lead the tour for him. **White House Tour** in Rock Hill April 14th 12 – 4pm, flier to be sent at a later date. Plans are still in the works, Manifold Cooking?, craft show, Vendors for food and drink. **Troy had statistics** on our **Instagram** account and is most impressive, QCMAC has 9,585 followings and 1.3 million views. This shows that social media has boosted interest in our club with videos of Troy Dalsing starting his car for the first time and the starting of the "Burtz-Block". **Depot Hack**: Jim Townsend and John Strickland have been working several weekends working to get the woodwork and making sure everything is in order to put it all together, fenders to arrive soon. **Key Tour** Troy Dalsing has the route, dates, accommodations, meetings with other clubs along the way. June 1st the tour starts and drive to Augusta, Ga for the first leg of the trip. If you would like to go on this first leg but can't make the entire tour you are more than welcome to come along. Give Troy a call.

New Business: **Bob Wessmiller** bought one of the cars from Troy that came from passed member Yates Gilbert. It is the new project of the shop. Bob says "**Thank You All**" for your help on this project and come help us finish the work in the future. **Brad & Jane Fisher** are in Antarctica on vacation!! Burr! **Members Breakfast**: Manny Kothe @ **Stacks** in Waxhaw, NC, March 6th, @9:00 am, All are welcome!!

Financial

By John Haack, Treasurer

February 2024, Review of QCMAC Checkbook

Beginning Balance as of February 1, 2024		\$6,271.66
Income:		
2024 Dues Renewals		\$75.00
Feb. 2024 New Member		\$25.00
Feb. 50/50		\$40.00
Total:		\$6,411.66
Expenses:		
MARC Annual Renewal, add'l pmt. for 2024		\$15.00
Awards Express, name badges		\$98.02
Ending Balance as of February 29, 2024		\$6,298.64

Editorial – by Jim Townsend, Editor

I've served as President for two terms and as co-president one more. I know the individual effort it takes and the need for membership participation needed to make a great club. These activities we enjoy don't just happen. Somebody did a lot of work in planning them, making trial runs of tour routes and shepherding the attendees along the way. I'll admit, it is stressful though enjoyable to see everyone having fun. I try to take my turn in planing events and leading them. I think that is my duty because I enjoy it and want to see the club succeed. I'll be the first to admit that it is not for everyone to lead activities but at least consider contributing by assisting or as a minimum participating. If you don't participate in club activities, you won't meet other members, enjoy the hobby and just have fun. We need you to be active. So when Troy asks for volunteers, step up.

We used to play spin the bottle when I was a kid. A girl would spin the bottle, and if the bottle pointed to you when it stopped, the girl could either kiss you or give you a nickel. By the time I was 14, I owned my own house.

Me: Please bring me a screwdriver.

Wife: Flat head, Phillips, or Vodka?

And that was when I knew she was the one

Clouds and Sunshine

Keep the members below in your special prayers

Danny Foster as he recovers from shoulder repair.

Carl Adams as his Parkinson's disease limits his mobility.

Wayne and Barbara Helderman both with health problems. Wayne fell recently and broke his hip. Make a note to send him a card or give him a call to cheer him up.

Ron and JoAnn Bryant both with health problems.

Jim Townsend as he receives cancer treatments

Dawn Frintner and her family as they grieve the loss of Dave. Dave passed January 11th. He was a friend to all he met.



**We'd most certainly
like to wish You
a very Happy Birthday!**

A man, shocked by how his buddy is dressed, asks him, "How long have you been wearing that bra?"

The friend replies, "Ever since my wife found it in the glove compartment."

March Birthdays

Nettie Robinson	3-10
Don Houser	3-11
Sandra Crosby	3-19
Danny Phillips	3/20
Steve Robinson	3-21
Lisa Mayes	3-27

Starting of the Fordor

By Karsen Palmer Titus



On Saturday, Jan. 27th, QCMAC had a great turnout for Shop Day at Jim Townsend's shop in Rock Hill. Thirty-one club members participated in an engine restart on one of President Troy Dalsing's latest acquisitions, a 1930 Fordor that previously belonged to the late Yates Gilbert. The Fordor hadn't been driven in many years, and when it did run, it was known for mechanical issues, tracing back to the 2014 Mystery Tour to Greenville, S.C.

There was plenty of "fuel" for the QCMAC team that morning, including doughnuts, sausage biscuits, hot coffee and good conversation. Several new members were in attendance, including Mike McQuinn and Kevin Heimbaugh. Also in attendance was Carl Adams, a longtime QCMAC member with a history of building cars for NASCAR.

At 10 a.m., Troy called us to business. The first order of the day was to drain the oil to see if water was present. Sandeep Berry offered to do the honors, jumping under the car without a creeper. After a little manipulation the old oil was drained; there was no water but the "oil" was heavy sludge.

Jim removed the Zenith carburetor and held a separate carburetor seminar in his workshop. Simultaneously, the engine team took out the plugs and ran a compression check on the valves and pistons. The results were even throughout. Next, the team

replaced the frayed dash panel wiring harness. The timing for the distributor was set and point gap checked. Points were filed to clean. The spark plugs were cleaned, gap re-set and reinstalled.

By this time, the carburetor was complete. With Troy and Jim leading the efforts, a start was attempted, but the engine failed to fire due to no spark at spark plugs or the high tension wire. The team swapped the coil, with no change. The distributor was removed and tested on bench. The lower plate was changed and ignition cable on car changed; the ignition cable had been direct wired to the points. The condenser was replaced and reinstalled with no change.

They jumped out the ignition switch and tried again. The engine started at 12:33 p.m. to cheers! (Video can be found on QCMAC's Instagram page.) However, it ran rough with lots of backfiring, and the garage soon filled with smoke. The engine cut out, and re-start attempts failed.

Another hour was spent tinkering on the engine. The distributor was pulled again because they couldn't always get voltage across points. The team checked for ground fault, finding none. They replaced the points, getting consistent ohm readings. Then the distributor was reinstalled and the timing set again. They got a weak spark from high voltage wire to block. The coil was replaced and got strong spark from the high voltage wire, but no spark at plugs. They replaced the rotor button and at 1:30 p.m. the engine started and then ran smoothly. There is still much work needed on this car. The water pump bearings are noisy and it leaks, the engine needs to be cleaned of the sludge buildup and bearings checked, the steering is very difficult, the brakes need inspection etc.

Jim offered this after-thought: "Never, ever replace an old ignition part and save the old one. The coil we put on the car was an old one from who knows where. The previous owner was known to make shade-tree type repairs and we had to correct some of his mistakes."

Troy noted, "The second run was clearly a Model A mystery connection-failure correction. As an engineer, I would say we had an intermittent electrical failure."

Overall the event proved to be a wonderful training tool, a great way to meet and see club members, and a fun way to spend a cold, rainy Saturday!

Troy and Jim took the lead in starting the engine.



Shop Day: Carburetor Tips & Tricks with Jim

A small crowd gathered to watch Jim breakdown the Zenith carburetor from Troy's 1930 Fordor, and a fascinating seminar on carburetors commenced. It was like solving a mystery, discovering a host of mistakes from an earlier mechanic!

Three of the four jets were replaced. One was the wrong jet in that position. The idle jet had been cut in length (who knows why!) and the main jet delivered twice the fuel rate when tested. The float valve was loose and undoubtedly leaked. The previous mechanic had incorrectly used Teflon tape on several gaskets, which contributed to extra clean-up. The float valve was replaced to insure no leaks.



Here are a few tips gleaned from Jim's class:

Tip 1: Before working on a carburetor, put it in a bucket with lacquer thinner, and leave overnight. This dissolves old varnished gas, and softens the old paint so can remove it. Jim usually repaints them, but didn't due to time.

Tip 2: Use a white towel when taking a carburetor apart, so you'll know you've used all of your parts. If you have parts left over, that's not good!

Tip 3: When replacing float valves, Jim normally puts two gaskets on the valve, which drops the fuel level down a little, and makes the carburetor less likely to overflow.

Tip 4: Never replace a jet without testing it first, even if it's new. In general, new repro jets can't be trusted and must be tested.

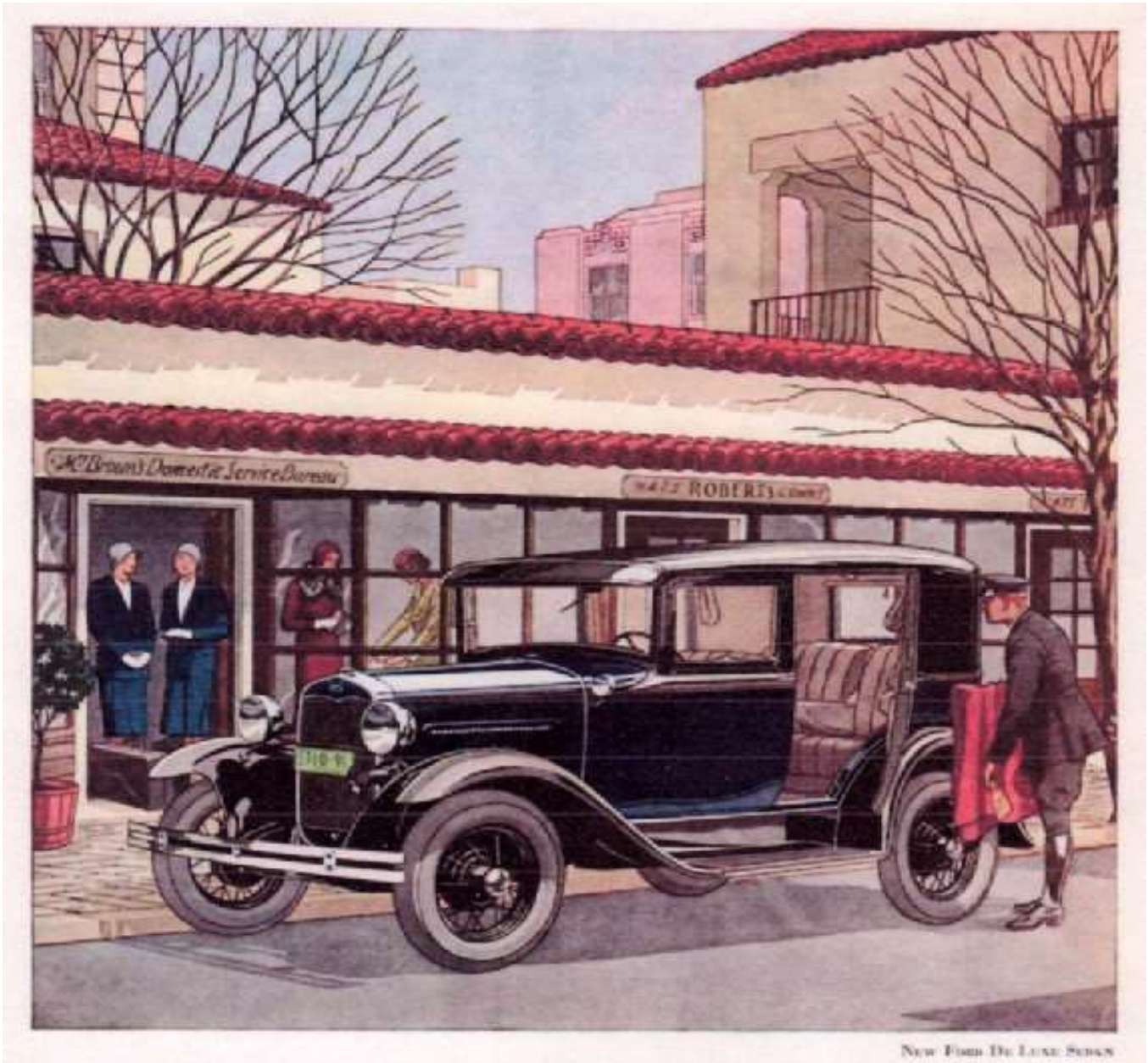
Tip 4: Ford's original parts are better than reproduction parts. Use them where possible.



Sandeep volunteered to change the oil before startup. Who says girls don't do dirty work? Sludge was so thick, she had to stick her finger in the drain hole to get oil flowing. Although no water was noted in the oil, we later found it in the new oil after the start.



As is the custom at the end of a work session in the shop, we enjoy sitting and talking with maybe a chance to have a beer before going home.



The Beauty of Fine Upholstery

The Beauty of fine upholstery gives charm and distinction to the interior of the new Ford De Luxe Sedan.

In this car, as in the Town Sedan and De Luxe coupe, you may choose either a rich tan Bedford cord or brown mohair. The Bedford cord has an all-worsted face and heavy woolen yarns under each cord. The soft, luxurious mohair will not crush easily and is long-wearing

because it is faced with genuine Angora mohair and fine wool worsted. In both types of upholstery, utility and beauty have been combined in unusual degree.

Great care is taken to maintain the quality of the fabrics used for the Ford cars. Laboratory tests for weight, the character of the cloth and the grade of the yarns

are constantly being made. There are also daily tests of the dyes, the count in the warp and woof, the percentage of wool, the thickness of the mohair pile and the rubbing tests equivalent to years of actual wear.

In every detail of the trim and finish, as in mechanical performance, you will note the substantial worth that has been built into the Ford car. It has been made to endure.

Tech – Solving a Mystery Problem

By Jim Townsend, information taken from Model T Times article by Chris Killian, Stevensville, MD

Chris had built his Model T in 1961 from parts just after he finished high school. Parts were scavenged from the desert near his then home in California. He bought the engine which had been used to power a winch in a gold mine from a gas station for \$25. The car was used in parades and for enjoyment.

Around 1989, he experienced a “Mystery Problem” that took two years to solve. It started one day when, all of a sudden and with no warning, the engine power dropped to practically nothing. The engine was still running but lacked power to move the car forward. After shutting it down and checking for gas and a visual of under the hood, all seemed normal. When he cranked it, the engine came to life and he drove home with no further issue.

He thought, maybe this was a one time fault as the car ran fine the next trip out but after a few weeks, it happened again. This time, he checked for spark at each cylinder but the engine was running so weak, it was difficult to see if all cylinders were firing. He shut the engine off and cranked again to fine full power again and the problem did not come back on the way home.

Over the next two years, he tried about every thing he could think of to solve the mystery, replaced the carburetor, different coils, different distributor, none of which helped. He rigged a coffee can to feed gas to eliminate the possibility of a fuel line problem. He pulled the head to verify everything was working – it was. Every two or three outings, the mystery problem would occur. His kids said this was driving him “bananas”. Then, in October of 1991 after two years of frustration, he pulled the car out of the barn one day and hit a bump at the doorway at which time the car lost power. He suddenly remembered something a friend had once told him and grabbing a broom handle, stuck it into the exhaust pipe all the way up to the muffler and heard a faint “clink”, a sound as if a piece of metal had fallen. Apparently a piece of metal from a baffle had fallen. The loose piece would lie on the bottom of the muffler at the rear and when the car hit a bump, it would bounce up and the exhaust would press it against the muffler outlet, causing the engine to loose power. When the engine was shut down, the loose piece would fall away from the muffler outlet, and the engine would then run normally.

While I have not heard of this exact problem occurring on a Model A, it is possible. I have heard of an old muffler becoming stopped up causing back pressure which limits engine power and contributes to overheating. It is good food for thought.



The Ford Piquette Plant

By Jim Townsend with some information from Steve Shotwell of Model T Automotive Heritage complex, DBA the Ford Piquette Avenue Plant.



The birthplace of the Ford Model Car, the Ford Piquette Avenue Plant is recognized as one of the most significant automotive heritage sites in the world. It was built in 1904 at a cost of \$76,500 and Ford models B, C, F, N, R, S and T were assembled there. The building is 402 feet long, 56 feet wide and three stories high. It is actually the second home for Ford, the first being a rental space on Mack Ave in Detroit. The Model T was developed here and introduced in 1908 as a 1909 model. The first 12,000 Model T's were assembled here and shipped out by railroad. Ford Motor company sold the building to Studebaker in 1911 moving to the new Highland Park Plant. In 2000, the building was purchased by Model T Automotive to preserve it and operate it as a museum. Several of us attending the MARC national Meet in Dearborn a few years ago were able to visit the museum when only the second and third floors were open.

A major problem exists as the building renovation continues. The 1926 vintage electrical system has already caused a small fire and the cloth covered wire and fuse boxes must be replaced. There is a club, the Early Ford Registry that has come to the aid volunteering match the Preserving the Legion campaign with a donation of \$8,000. But the need about \$2 million. The photos below show volunteers at work.



Please CONSIDER DONATING NOW to help us replace our aging electrical hazards!
This project will remove and replace the vast 1926 infrastructure wiring and fuse boxes throughout the building. It is not too late to make your donation to help us save Piquette. Use your smart phone on the QR code to the left to download a donation form. Thank you for your support!

A Blast From The Past

January 1914, Henry Ford and VP James Couzens surprised everyone by doubling Ford Motor Company workers' wages to \$5 per day. This move, a revolutionary one for assembly line workers, garnered global praise. Despite initial resistance, Ford later pioneered the 5 – day, 40 – hour workweek in 1926, challenging the norm of grueling 100-hour weeks for manufacturing employees which had been in place since 1890. Ford's progressive approach reshaped industry standards and set a precedent for fair labor practices.

“Nothing is particularly hard if you divide it into small jobs.”

Henry Ford



For Sale ads from the Past

Model A horns, \$35. Most door handles, \$.50, Carburetors, \$8.50, 28-29 tail light brackets, \$8.50 ea. Wrecking many A's. Write wants, Grand Rapids Minn. 55744 (March/April, 1970)

Precision rebuilt Model A Distributors. All cams and shafts gauged for eccentricity and lobe variance. None better built. Satisfaction guaranteed or money back. \$10.50 exchange or \$13.00 outright. All post paid. Lombard Ill. (March/April, 1970)

1939 Ford Pickup, restored from frame up, new \$400 upholstery job, drive anywhere, nice whitewalls, Needs only rear fenders and running boards. \$750.00 Orlando Fla. 32808 (March/April 1970)

1929 Restored Tudor, New paint, all plating, interior, tube links, five Goodyear tires, original stems and covers, round tube radiator, must sell, \$1,200.00..Watertown, Wisc. (March/April 1970)

1930 Standard Roadster, Rumble seat, cowl lights, Beautifully restored except no top. Professionally painted and stripped in chicle drab and cobra with cream wheels. New LaBaron-Bonney upholstery. \$1600 Wheaton Ill. (May/June 1967)

1930 Sport Coupe. Completely restored, rust free California car. Only 3000 miles on rebuilt engine. Car is in excellent condition and is a very dependable driver. \$8000. or offer. Garibaldi, OR (1988)

1981 Edition of Model A Judging Standards, MAFCA, \$12.00

Recent Happenings

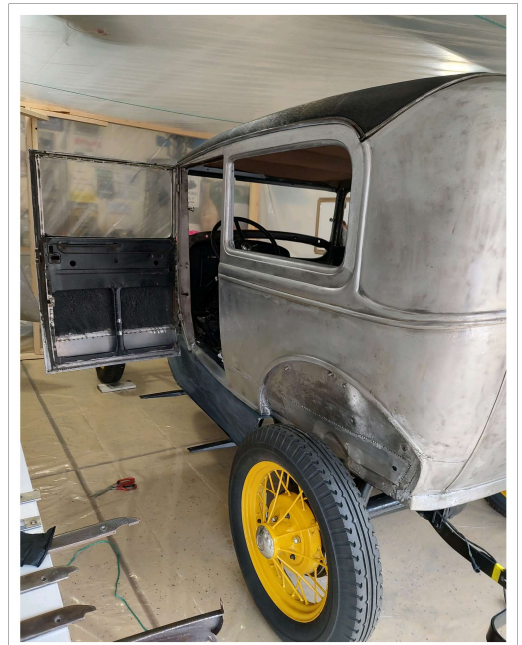
After the Shoptime start-up of the Fordor engine, we decided to pull it for cleaning and internal review. Bob Wessmiller on left is the new owner along with Kalei Unea and John Haack. We found water in the fresh oil installed for start up, $\frac{3}{4}$ inch of heavy sludge in the oil pan and a 2 inch square piece of a piston in the oil pan as well. Bob purchased a rebuilt engine. While the engine is out, we pulled the front end out, replaced the king pins and will rebuild the complete steering. Brakes appear to be in good order but will be cleaned before re installing.



Another car Troy bought from Yates Gilbert's estate was this '30 Cabriolet. Fourteen year old Jon (Troy's son) asked for the car so he could prepare it for touring with QCMAC when he is old enough to get his

licence. Troy gave it to him and this is Jon on his first test drive (in a parking lot) after the two of them successfully started the engine.

Meanwhile, Jerry LaQuerre has been restoring the Tudor he bought from Don Houser and is about ready to start repainting. He is doing this in his home garage. The restored car will be for wife Marie. Jerry, while being a fan of more modern powerful cars obviously has taken a liking to the Model A.





Member Russ Winters is in the process of restoring two A's. Check out his paint booth with four wheels just primed. In addition to the two he is restoring from ground up, he has a '30 older restoration roadster and a fresh '29 Tudor not to mention a 40 Ford coupe.

The picture to the right is of Mike McQuinn. Mike came to the start up of the Fordor and joined QCMAC. He and his wife, Connie recently moved to Rock Hill from Anderson, SC. They have a 1930 coupe that has been sitting for a while and we will assist him in getting it running again soon..



Troy is finishing up his trailer built for the Key West tour and to be pulled by his . It has model A wheels, fenders bumper and tail lights so it looks like it belongs behind his black Tudor.

The Depot hack took a major leap forward with the installation of the engine and transmission. Club member John Strickland lead Jim with the build of the transmission and started the engine on his test stand. It was music to hear it run with out knocks, confirming my work as good on my first T engine build. The radiator is due from the radiator shop within a week and the fenders are due within two weeks. Our goal is to complete the Hack in time for the April 14th car show at White Home.



For Sale and Wanted



Zenith Carburetors - Cleaned, jets calibrated, and painted. New parts installed as needed. Perfect for touring or showing in touring class judging.

\$125 with exchange of rebuildable Zenith
\$200 without exchange

Contact Jim Townsend 828/964-3425
or townsendj@comporium.net

Model A Generator - 6 volt positive ground. Rebuilt for the Fordor project but replaced with alternator. \$50.00 Danny Foster 803-627-3021

18th Annual All Model A Parts Swap Meet Old 96 district Model A Club

314 Old Mount Moriah Rd, Greenwood, SC 29646

April 19-20, 2024, Friday 8 am – 5 pm, Saturday 8 am – until
srweynolds1946@gmail.com

Flea Market at MARC National Meet

July 15 – 19, 2024, Ashveille, NC

Mid Atlantic Pre-War Swap Meet

May 10-12, Luray, VA

dennis@fairviewnet.com

**If all the toilets in your
house are in use and you
are waiting,
Switch off the wi-fi.**

National Club Information

Model A Restorer's Club (MARC)

Dues are \$50.00 per year, due on a 12 month rolling from last date last paid. This includes a subscription to *The Model A News Magazine*.

Send to: MARC, 6721 Merriman Rd, Garden City, MI 48135

MARC membership is required of all QCMAC members

Website: www.modelarestorersclub.org



Model A Ford Foundation Inc (MAFFI)

Dues are \$25 per year which includes a subscription to: *The Preserver Quarterly* newsletter

Send to: 28 Peotone, IL 60468-0028

Application is online @ Website www.maffi.org



Model A Ford Club of America (MAFCA)

Dues are \$50 per year which includes a subscription to: *The Restorer magazine*.

Send to: MAFCA
250 South Cypress Street
La Habra, CA 90631

Website: www.mafca.com



You may join any of the above national clubs on line or download the application forms to join. When you join QCMAC, you **MUST** also join MARC and furnish your MARC membership number when renewing your membership to QCMAC.

2024 MARC National Meet **July 15-18,2024** **Asheville, North Carolina**

Sunday, July 14 **Registration**

Monday, July 15 **Swap Meet** **Board & Committee Meetings** **Fashion Seminar** **Burtz Engine Seminar** **Town Car Seminar** **Model A Upholstery Seminar** **Welcome Party** **Queen City Model A Club** **Monthly Meeting**

Tuesday July 16 **Model A differential and overdrive seminar.** **Hubley Derby Race** **Membership Meeting** **Judging participant meetings**

Wednesday, July 17 **Fine and touring class judging** **Swap meet** **Asheville tour** **Fashion Show** **Ice Cream Social**

Thursday, July 18 **Swap Meet** **Grand Tour of Blue Ridge Pkway** **Picnic Lunch, Tour only** **Raffle Drawings** **Cocktail social** **Awards Banquet**