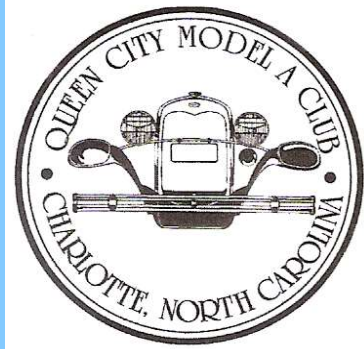


# Distributor



April, 2022

## *The Vice Pres Says,*

Spring is finally here and hopefully the cold snaps will be gone until late fall. April 1st will be the date of our first tour of the season. We will meet at Ron Bryant's house in Iron Station and travel rural roads along the foot hills of the Blue Ridge mountains stopping in Hiddenite for lunch at the Yellow Delli. Watch for details. If you plan to go with us, you will need to make a reservation with Ron so space will be available for lunch.

I was really pleased that Sandeep Berry, our newest member and first time attendee at the February meeting, not only volunteered to host a monthly meeting but also to work on reestablishing our web site. For those of you missing the meeting, she and her husband have just purchased a '30 Model A Fordor blindback and are learning to work on it and drive it. Sandeep and her four year old son Oliver visited us in Jim's shop earlier this month to learn more about the mechanics of the Model A. Welcome to the Berry's!

I'm writing this before the March meeting but we need ideas for 2022 tours and volunteers to plan them. Claude Palmer will be planning a fall beach trip and Jim Townsend will be looking into a summer mountain trip. What can you do to add interest for our club members?

See you down the road.

*Kalei*



## QCMAC OFFICERS

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828/964-3425

## March Meeting Minutes

*By Carrie Swann, secretary*

The March QCMAC Meeting was held on March 22, 2022 at Town Tavern in Fort Mill, SC. The prayer was offered by Glenn Swann. We had 29 in attendance with one visitor, Don Houser's friend Linda Brown. Kalei opened the meeting with encouragement for members to get to know the new members joining. Glenn Swann gave a report illustrating how we can attract new members just by driving our cars. He had a Model A enthusiast follow him home when he went out in his A.

Nancy Gustafson gave the treasurer's report that we had \$6,125.58 in our checking account with 40 active members. Ron Bryant reported that the phone tree is still down due to a fault in the wiring in his home. He also reported on the tool crib which he maintains for the club. Carrie Swann brought club clothing she has in stock and much of it was bought by those present.

It was reported that past members Carole Helms ( sister of Barbara Helderman) and Linda Molenaar have passed recently. A motion was made by Jim Townsend and seconded by Geoff Leek to donate \$50 each to Model A Ford Foundation Inc (MAFFI). The motion passed with unanimous consent.

Ron Bryant discussed the day trip to Yellow Deli on April 1<sup>st</sup>. If you plan to go it is mandatory that you call Ron and make reservations. He will give details as to meeting time etc when you call. The round trip from his home will be about 50 miles through the foot hills and over country roads.

Jim Townsend discussed the upcoming QCMAC car show to be held at the White Home in Rock Hill on Sunday April 24<sup>th</sup> from 1 until 4 pm. He asked for members to join in and participate commenting that we would like more members to show their cars than did last year.

Carrie Swann reminded us of the All Model A Parts Swap at Old 96 on April 15<sup>th</sup> and 16<sup>th</sup> 8-5. Promo sheets were distributed at last meeting. She also reminded everyone of the Spring AutoFair at Charlotte Motor speedway on April 7<sup>th</sup> – 10<sup>th</sup>. Sonny Sain brought free passes for anyone wishing to attend.






## MARC Mileage Program – Editorial Comment


MARC has a program to recognize how many miles we drive our A's. It is a simple program to follow. Those wishing to participate pay a one time fee of \$1.00 per car listed and report the odometer reading as of December 31<sup>st</sup> each year. The region assigns the duty to coordinate between members and MARC and Frank Gerosa is the coordinator for QCMAC. MARC Mileage Awards are given to program participants recognizing total mileage reported of 2,000, 5,000, 10,000, 15,000, 20,000 continuing in 5,000 increments with the largest award given in 2021 of 265,000.

QCMAC has eleven members registered in the program but only six reported their 2021 ending odometer readings. Of those, Frank Gerosa drove the most miles at 3,720. Walter O'Neal drove his truck 2,789, Jim Butler drove his truck 1,176, Glenn Swann drove his Tudor 699 and Jim Townsend drove his phaeton and pickup a total of 615 miles. Awards will be coming for those who reached new cumulative miles driven in the program. Those who did not report year end mileage are not out of the program but not eligible for awards until odometer readings are reported. Members not in the program may join by contacting Frank Gerosa.

With the national club reporting more than a million miles per year, QCMAC's participation is disappointing.

April	
Jo Anne Bryant	04/18/22
Anne McDonough	04/25/22
Jasper Evans	04/02/22
Sue Evans	04/21/22
Bruce Hyland	04/09/22
Jim Townsend	04/09/22
Julie Klutz	04/07/22
Sandeep Berry	04/24/22

Treasurer's Report		
Beginning Balance February 22, 2022	\$5,985.58	
Receipts:		
Dues:	\$75.00	
Other:	\$65.00	
Total Income:	\$140.00	
Disbursements:		
Ending Balance, March 22, 2022	\$6,125.58	
submitted by Nancy Gustafson		

## Shipping the A's

This his picture probably tells us why Henry Ford had so many assembly plants. Shipment would be slow on this rig carrying only three cars and probably limited to 30 miles an hour behind the AA tow vehicle. A trip from Detroit to Charlotte would be a long and expensive trip. Parts were shipped by rail to assembly plants cutting transportation costs.



# April Fashion Page

If old enough, you will remember paper dolls.



## Positive or Negative Ground, and Why?

By Jim Townsend

Our Model A's and Chrysler products of the time were built using a positive ground electrical system. The early Chevrolet and many other cars were built using a negative ground system. In the '50s, the American Society of Automotive Engineers adopted a standard followed by American auto manufacturers to use the negative grounding system. The Japanese and British manufacturers standardized using the Positive ground. So, what is the big deal and why is one system better than the other?

First, we all know that standardization is a good thing because it helps keep the cost down on parts. It is a "big deal" if you get it wrong and reverse polarity on your Model A not recognizing that it was built for positive ground. So when installing a battery, care is to be taken to connect the positive terminal to the grounding strap and when charging that battery, connecting the red charging connector to the engine, frame or battery terminal marked Plus (+). Then connect the black connector to the starter terminal or negative battery terminal marked (-).

But "Why" one over the other is the more difficult question to answer. In a direct current circuit, there is a corrosion that takes place on the connections of the negative side of the circuit. In the case of the positive ground systems, the corrosion occurs scattered out over the places where the frame and engine are connected, a very minor concern. In the case of the negative ground system, the sacrificial anode becomes the wiring and wire terminals. This is more significant. My conclusion is that the Brits and Japanese got it right and the ASAE got it wrong. It is likely that Henry Ford decided on the positive ground system because of his experience while working as an engineer at Edison Illuminating Company where telegraph operators noted the extra maintenance required where the negative end of equipment met ground because of corrosion. But in truth, both systems work and standardization savings trumps the corrosion problem.

After the ninety plus years of use of our Model As, an extra layer of rust forms across connecting parts of the body, frame and engine where they are connected in the positive side of the electrical circuit. When this happens, we experience low voltage causing slow starter speed, dim lights, weak horn, etc. A good and simple way to cure that is to run a separate cable from the frame end of the positive ground strap to a bolt connecting the bell housing to the engine. When doing this, it will be a good time to grind off any rust on the frame where the ground strap is attached.



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396 Broadway, N. Y.**



## New Member Highlight – Geoffrey & Clare Leek

By the Leeks



We were both born and raised in New York on Long Island. We have 6 children and 14 grandchildren ranging in age from 5 to 28 years. I grew up on a farm in East Moriches in the 1940's where I learned to drive Model A's. Clare and I met through work. I worked as a Civil Engineer for the Town of Brookhaven for 42 years and retired in 2002. Clare was an Executive Assistant for a large builder on Long Island for 20 years.

We lived by the water all our lives so boating is one of our hobbies. We have a pontoon boat on Lake Wylie. Our other hobbies are Grandkids and Gardening. We use to winter in Florida but decided to settle here in 2020 to be closer to family although we still have 3 children and 5 grandchildren in New York.

We were active in the Long Island Model A Club and Peconic Bay Region of AACA. Over the years, we have restored several Model A's. We enjoy our current car which is a 1930 Model A Cabriolet known as Nellie.

**Edditor's Note:** I had the pleasure of sitting with Geoff and Clare at the February meeting and again with Geoff at the Model A outing. He has a full depth of experiences with Model As having been in the hobby for a number of years. He also is very engaging and willing to share. Take the opportunity to greet them where you can welcoming them into the club.

## Quote of the Month

Success is not Final: Failure is not Fatal:  
It is the *Courage to Continue* that Counts!

*Winston Churchill*

## North Carolina Ruling on Antique License Plates

*Bruce Hyland reminds us of North Carolina's ruling regarding display of year appropriate antique tags on our cars. He says he carries a copy of this house bill in his car in case a rookie patrolman questions his 1930s tag on his car.*

GENERAL ASSEMBLY OF NORTH CAROLINA  
1985 SESSION

CHAPTER 257  
HOUSE BILL 704

AN ACT TO PERMIT THE DRIVERS OF ANTIQUE CARS NOT TO DISPLAY  
THE CURRENT REGISTRATION PLATE UNDER CERTAIN CIRCUMSTANCES.

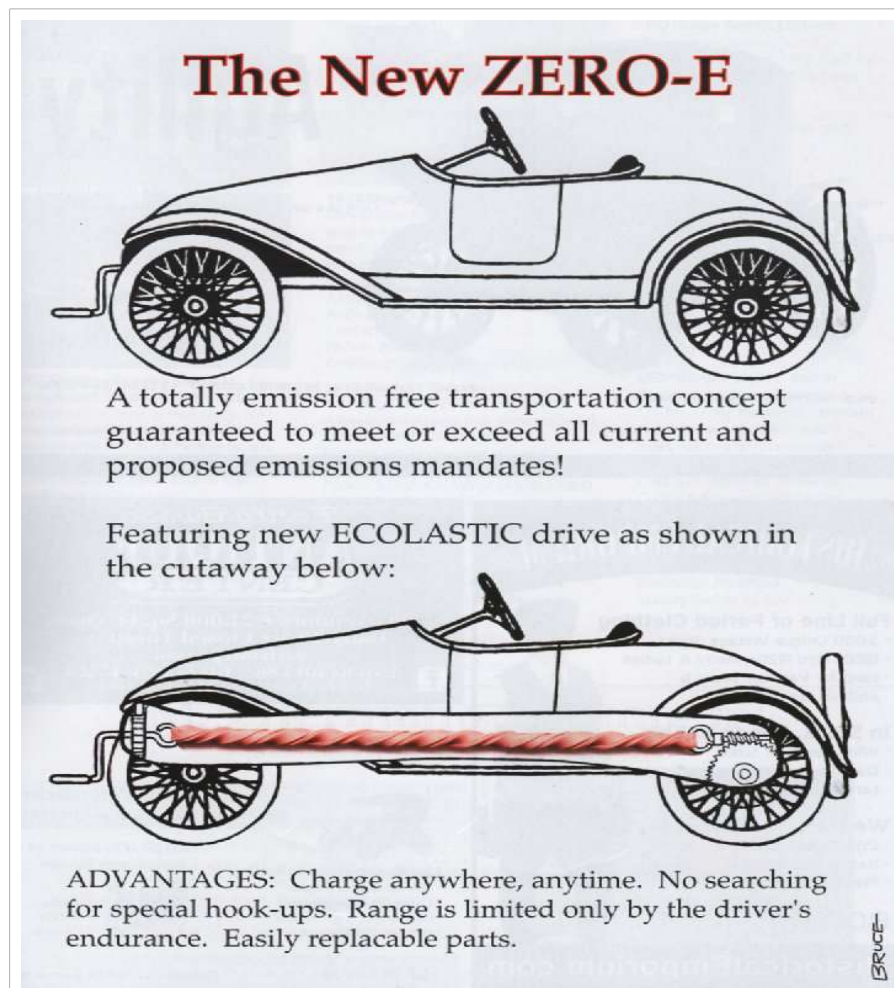
The General Assembly of North Carolina enacts:

Section 1. G.S. 20-63(d) is amended by adding a new sentence at the end to read:

"Any motor vehicle of the age of 35 years or more from the date of manufacture may bear the license plates of the year of manufacture instead of the current registration plates, if the current registration plates are maintained within the vehicle and produced upon request of any person."

Section 2. this act is effective upon ratification.

In the General Assembly read three times and ratified, this day the 24<sup>th</sup> day of May, 1985.



## Thermostat or Not?

By Jim Townsend

My first reaction to the title question is why would someone wish to restrict the flow of water when Model A's are know to run hot, especially when old radiators are partially stopped up. A recent article I read by Tom Eady, a notable Model A guru, had even better insight as to why a thermostat for the Model A may be a bad idea.

Eady and fellow enthusiast Rick Hall from Southern California and a couple more Model A drivers have had recently rebuilt engines fail. The number four piston virtually melted, with the others showing overheating. The cars had been broken in since rebuild and were cruising along at 55-60 in overdrive for about an hour. Ambient temperature was about 60 degrees. Each car was equipped with a very efficient 4 tube radiator and with a 160 degree thermostat installed. Each had a temperature gauge that indicated that the water temperature was below 160 degrees. That means that the thermostat was blocking the flow of water. Water would not be flowing through the block as designed, causing the end of the block to be overheating. The gauge may be showing a value less than 160 degrees at the water outlet but the temperature at number four cylinder had to be much higher. Eady further reported that the thermostat did not seem to restrict flow on a warmer day when water temperatures were above 160 and the thermostat was fully open.

His conclusion was pretty close to mine given at the lead in on this article. More modern engines have a port for bypassing the thermostat that allows flow even when the thermostat is closed. The model A does not. Henry built over 5 million Model A's without thermostats that have run for nearly a century. Why add one now?

### Within This Vail

#### Of Toil and Sin

#### Your Head Grows Bald

#### But Not Your Chin

#### Burma-Shave

#### OUTHOUSE HUMOR Bill Corson

In case you thought country folks didn't have a sense of humor, consider this. For most of my young life in rural Pennsylvania we did not have indoor plumbing. Insteade of our house having 3 bedrooms and a bath, it was 3 bedrooms and a PATH. My dad built the outhouse himself and over the years one end had settled, making it have a noticeable tilt, similar to the famous Leaning Tower of Pisa in Italy.

It became such a conversation issue with our neighbors, we dubbed it, The Leaning tower of Pee-sa. *That's my story and I'm sticking to it.*

Addendum to outhouse humor:

Raystown Lake and Dam in in Huntington County, PA. As a body of water 30 miles long, it host a variety of watercraft including canoes, kayaks, houseboats, sailboats, etc. Smack dab in the middle is a "necessary room". Not sure if it is anchored, or floating but it is appropriately named the SS COMFORT, and gives relief to boaters from all over the United States. More "outhouse humor"...

Amos, an Amish friend had just unhitched his buggy when his wife Sarah asked if he could find time to fix the outhouse. He checked it out and could find nothing wrong. Sarah insisted she go along with him, indicating it had something to do with the seat. He took a cursory look and still could see a problem. Upon doing a closer inspection. As he lifted his head from the seat, he did not see a crack in the front of it and got his beard's chin whiskers caught, pulling some out. This caused him to utter "ouch", to which Sarah responded "aggravating, ain't it?".



*Stolen from another newsletter, sorry, I didn't save the name of the club*



## April Happenings



This group of happy QCMAC members enjoyed Friday February 25<sup>th</sup> lunch together at Model A Brewery in Fort Mill. This marked the first official outing of the club with spring weather beginning to break in the Carolinas. The food was good, the beer better and fellowship the best. Seven Model As showed up along with two modern cars. The truck sold to the brewery was absent due to an electrical problem.

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Price Range (f. o. b. factory) of 23 Nash "400" Models, \$885 to \$2190 including Touring, Roadster, Coupe, Cabriolet, Victoria and Sedan Models

**Sadler-Neely Motor Co., Inc.**  
East White Street Phone 525

A friend sent this May 31, 1929 ad to me not because of the time period, or the old car topic but because the advertiser was my grandfather, J Thorn Neely. Some may recognize the company name as the sign on my pickup door is "Sadler-Neely Motor Co." Hope Sadler was my grandfather's brother-in-law and they sold Anderson Motor cars in the early '20s, Nash and Oldsmobile in the late 20's and early 30's and Dodge/Plymouth starting in 37. My shop is the building built for the Dodge/Plymouth dealership in 37. Nash of that era was a much heavier car than the Model A and as you can see, considerably more money.





The roadster project chassis is now sporting its rebuilt engine and transmission and radiator. This day, Dave Frintner visited the shop with Bill McDonough. Brad Fisher is in the background working while Jim explains the project to Dave. Bill McDonough took the picture.

Claude Palmer and Jim Townsend are doing final sanding of the bondo used to level small dents and where patch panels were welded in place. Don Houser has done most of the welding of new structure into the body. Kalei Unea has been part of the team preparing the body for its next coat of primer. The X brace in the top of the body is tack welded in place to stabilize the body while off the frame and the structure is being reinforced.







This is the normal scene at lunch in my shop. Rocking chairs, a pack of Lance crackers and a Bud Light. The young man is Oliver Berry, son of Sandeep and Tom. Sandeep took the shot.



At newsletter printing time, the body on the project roadster is in its final prime coat ready for a light sanding and painting. Six wheels are painted Tacoma Cream. Running board splash aprons are ready for paint. Front fenders are under restoration. The roadster won't be finished in time for the car show but should be on the field looking good.



## For Sale and Wanted

### For Sale By Geoffery Leek

516-319-6607 (cell) or 803-228-3427

1930 Model A Ford Cabriolet 68B

New Motor with high compression head (Schwalm's)  
New Top with Boot, New Carpet, Heater, Trunk, Car  
Cover (full), 6 volt Alternator, Seat Belts, Signal and Fog  
Lights, Assorted small parts and signs, Additional  
pictures available, Clear Title.  
\$21,000



### For Sale by Rion Rutledge

1931 Roadster

- Great running and driving car
- Ford Diamond block engine
- LeBaron Bonney side curtains & top
- Seat Belts and turn signals
- Clear SC title.
- Fiber glass body with rumble seat
- \$14,000 OBO

803-323-7206 or [rion@comporium.net](mailto:rion@comporium.net)

### For Sale by Howie Hanson

704/591-8547

1931 Tudor

- Rebuilt engine with few miles
- 12 volt conversion
- N C Title
- Selling due to health
- Sell for \$16,500 or best offer



**Many will remember John and Pat Troutman and their 1930 Deluxe Roadster.** Pat died in 2020 and John suffers from dementia and has been moved near his son in Raleigh. Their son, Scott Troutman is offering the roadster for sale. It is an early 2000 restoration by Butch Cook of Vintage Cars Inc near Fort Mill and has been in dry storage since. It is offered at \$21,000 obo. If interested, contact Scott Troutman at [wscotttroutman@gmail.com](mailto:wscotttroutman@gmail.com) or 919/218-3556



**Exhaust & Intake Manifold** - with cast iron AutoLite heater box that bolts to the manifold & On – Off heater control valve that goes through the firewall. \$110.00 Contact Jim Buter 704/799-0503.

**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  
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Contact Jim Townsend 828/964-3425  
 or [townsendj@comporium.net](mailto:townsendj@comporium.net)



**Two rear 1930-31 fenders.**  
 Fits coupe, pickup, roadster etc.  
 nice condition, \$150 ea.  
 Bruce Hyland 704/488-6118





## National Club Information

### Model A Restorer's Club (MARC)

Dues are \$50.00 per calendar year.

This includes a subscription to the *Model A News* magazine.



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

"MARC" membership is required of all members"  
Membership Application is online @

Website: [www.modelarestorers.org](http://www.modelarestorers.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](http://www.mafca.com)

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

## 2022 Model A Days

at Gilmore Car Museums

Hickory Corners, MI 49060

September 16 & 17

- 2-day Swap Meet
- Fashion Seminars
- Technical Seminars
- Tour Model A Museum

Delta Hotels by Marriott in Kalamazoo MI  
269/375-6000

## MARC 2022 National Meet

June 5<sup>th</sup> - 11<sup>th</sup>

Morgantown, PA.

"Follow Us In Your A, We're Headed to  
Morgantown, PA"

Hosted by the North Penn Model A Ford  
Club

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.

GRANDMA, WHAT HAPPENED TO  
THE MONEY YOU GOT FROM  
SELLING GRANDPA'S CLASSIC  
CAR??

