

# 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.*

**October, 2022**

### *The Prez Sez,*

This year is flying by with more activities coming. Claude, Jim and I made a run to the beach to set the route including stops, and check out eating places. A good group has signed up and we are looking forward to another great tour, good seafood and strengthening relations of the participants.

We also have a good group signed up for the Windy Hill Apple Orchard Tour on International Model A Driving Day. To my knowledge, this is the first time QCMAC has scheduled an event to recognize Model A Day. Sandeep and family will give her '30 blind back Fordor its first tour road test since driving it from the shop to her home in Mathews area and local driving since. Bravo for her as she volunteers for many tasks including setting up the Apple Orchard tour. Her plans are to drive it again on the Beach Tour.

You will notice we are now meeting at three restaurants rather than four, eliminating the North side. This is because we have not found a suitable place on the North side. Your assistance is needed to locate one. Needs to be close to I-485, needs to have a free private room, needs to allow individual orders and billing, needs to be open on Monday, needs to have good options in menu. Call me if you have ideas.

See you down the road,

*Kalei*



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## 2022 Event Schedule

**September 19 Meeting** at Golden Corral, 6 pm for 7 pm meeting. Marty Goldfarb and Manny Kothe hosting.

**September 24th tour to Murray's Mill**, Depart from McDonald's at Mt Holly Huntersville Rd at 9:30 am call Carrie Swann if you plan to go.

**September 30 – October 2 Tour to Beach**, Check flier in this newsletter for details.  
Claude Palmer is our leader

**October 18 (Tuesday) Meeting** at Town Tavern, 6 pm for 7 pm meeting, Brad and Jane Fisher Hosting.

**November 21 Meeting** at, Sports Page at 6 pm for 7 pm meeting,  
Matt and Nancy Gustafson Hosting

**December Christmas Meeting** – December 12 at John's Restaurant

**January 16<sup>th</sup> Meeting** at Golden Corral, 6 pm for 7pm meeting, Host needed.

### **Golden Corral**

1025 E. Independence Blvd  
Matthews, NC 28105  
704/246-7568

### **Sports Page**

8400 Bellhaven Blvd  
Coulwood, NC 28216  
704/399-4417

### **Towne Tavern**

200 SC Hwy 160  
Fort Mill, SC 29708  
803/802-2340



## Meeting Minutes - September

By Carrie Swann

The september 19<sup>th</sup> meeting of QCMAC was held at Golden Corral in Matthews, NC. Our meeting was hosted by Marty Goldfarb and Manny Kothe. The Blessing was offered up by Bill McDohough. There were 28 members present at the meeting.

### Committee Reports:

Treasurer's report, Nancy Gustafson, \$5,875.15

Tool Crib, Ron Bryant, All tools accounted for.

### New Business: **Murray's Mill Tour**, Saturday, September 24<sup>th</sup>, 2022

We will meet at McDonnell's at Hwy 16 & Mt Holley-Huntersville Rd at 9 am and **depart @ 9:30**. Go to Hwy 150 in Denver and drive thru continuing to Murray Mill. **Let the Swanns know if you will be able to go.**

### **Beach Tour: Avista Resort, Sept 30<sup>th</sup> to October 2<sup>nd</sup>.**


Any questions to Claude Palmer 704/747-8757

email [poopawszp@aol.com](mailto:poopawszp@aol.com)

**Christmas Party:** December 12, 2022 @ John's Restaurant  
Westinghouse Blvd, Charlotte 6-9 pm

### Old Business:

Jim Townsend says Roadster project is nearing completion.

October	
	
Troy Dalsing	10/23/22
John Haack	10/21/22
Barbara Helderman	10/16/22
Claude Palmer	10/08/22
Susan Phillips	10/05/22
Sonny Sain	10/21/22
Glenn Swann	10/08/22

Treasurer's Report	
Beginning Balance August 17, 2022	<b>\$6,025.25</b>
Receipts:	
Dues:	\$0.00
Other:	\$0.00
Total Income:	<b>\$0.00</b>
Disbursements:	
Memorials	\$150.00
Ending Balance, September 17, 2022	<b>\$5,875.25</b>
submitted by Nancy Gustafson	

## Officer Elections for 2023

Election of officers needs to occur at the November meeting in order to make a smooth transition and allow the new officers to begin planning for the first meetings of the new year. Traditionally, the passing of the gavel takes place at the Christmas Dinner meeting. Kalei Unea has offered to accept nomination for the office of President for 2023. We need for those willing or wishing to serve as President, Vice President, Secretary and Treasurer to have their names presented at the October meeting so that we are prepared for elections in November. Your attendance at the October and November meetings is most important because we will be selecting our leaders for the coming year. Please be there.

Likewise, it is important to recognize that dues for 2023 are to be paid by years end and that the Bylaws state that those who have not paid dues by January 1 will be dropped from the roster. The Bylaws also require all QCMAC members to be members of Model A Restorers Club (MARC). The Treasurer maintains the listing of MARC membership numbers and you are asked to complete the attached invoice providing that information. Please also list any changes in your address, telephone number or email address.



### **Queen City Model A Club 2023 Membership Renewal**

**RENEW Today! Your membership expires December 31, 2022**

**NOTE: You must also renew your MARC membership**

**2023 QCMAC Dues - - - - - \$25.00**

**Make checks payable to QCMAC and send to:**

Nancy Gustafson, treasurer  
Queen City Model A Club  
1102 Martha Drive  
Monroe, NC 28112-5144

**Please provide:** Your Name \_\_\_\_\_

Your Model A Restorers Club Member Number \_\_\_\_\_

Any change in your phone number \_\_\_\_\_

Any change in your email address \_\_\_\_\_

## Model A Day Tour - Windy Hill Orchard

*by Jim Townsend*



Sandeep Berry organized this tour to Windy Hill Apple Orchard in York, SC on September 17<sup>th</sup> in recognition of International Model A Day. Thirteen Model A's and one modern car made the trip. We met at Jim Townsend's shop in Rock Hill driving together to the orchard, a distance of only about 25 miles but the trip for most of the participants was more just to arrive at Jim's shop for departure. The day was perfect with sunny skies, a light breeze and temperatures in the mid 80's. No mechanical failures occurred.



Significant about this tour is the participation of twelve recently new members on their first ever Model A tour. Shown here are Linda and Danny Foster, Don Houser and Linda, Jean and Larry Long, Brad and Jane Fisher, Sandeep and Tom Berry with their two boys, Walter and Oliver.

In celebration of apple season, Windy Hill Orchard has a festival where attendees can pick their own apples or just enjoy the day sitting at picnic tables in the shade of a canopy while sampling a few of the orchard's hard cider, fresh pig skins, donuts and fried apple pies. I think all enjoyed the gathering, the festivities and the chance to get the A's out on such a nice day. We enjoyed the cider too.

Below are a couple great pictures submitted after the article was written.



This panoramic shot was taken by Sandeep and shows the cars better. And the one below shows the group participants better.



**And if there is a question left as to if we had fun, look at Walter Berry's face as he contemplates eating that apple almost as big as his head.**

**All made it home without problems and text messages flooded our phones with flattering comments. Sandeep has been a member for less than a year, has volunteered to be our web master, has set up our web site, has joined in on shop work, has attended one tour as passenger in a model A and has now organized a tour and was one of the first timers on touring in their model A here. Her family is signed up for the longer beach tour at the end of the month. Thanks to the Berry's for your activity and leadership in club functions.**



## New Member Highlight – Danny and Linda Foster



We are Danny and Linda Foster. I am from Kentucky originally and Linda is from Staunton, Va. We met in Charleston, SC while working for Southern Bell. We moved to York, SC in 1984. We have 2 daughters and 6 grandchildren.

I purchased my 1930 Model A Coupe from a friend who had the car restored. (Editor's note: The purchase was a little more interesting than that. Danny had been in the service with this friend and had not seen him in over 50 years until a reunion was held. The friend told him of the car and that he was going to sell it. Danny thought it sounded good so bought it and drove to Michigan to haul it home.)

I retired from Bellsouth in 2002 and Linda worked as a medical transcriptionist at a local doctors office and retired shortly after I did. (Editor's note again: Linda, when working with Southern Bell was an operator, remember actually talking to someone who assisted you in making calls?)

I have been doing stained glass for over 40 years and enjoy working with people doing special glass projects. I also do repair and restoration of lighting fixtures, lamps and chandeliers. We enjoy traveling and have been on several cruises and some very nice bus tour trips. We look forward to meeting club members and are excited about some of the trips coming up.

Editor's Note: Danny is a story teller guy who is quick to tell stories when in a social situation. As an example, he told this one while visiting my shop. "My grandmother was married at thirteen years old in a jail house in their hometown of Liberty, Kentucky." After the shock of that statement, he went on with, "Her father was the jailer and they lived in the jail house"

Danny joined QCMAC after buying his coupe and looking for help to evaluate what he had and update assistance where needed. He found my shop and has been an often volunteer in working on cars as well as being part of the social nature of the shop. Welcome Danny and Linda!

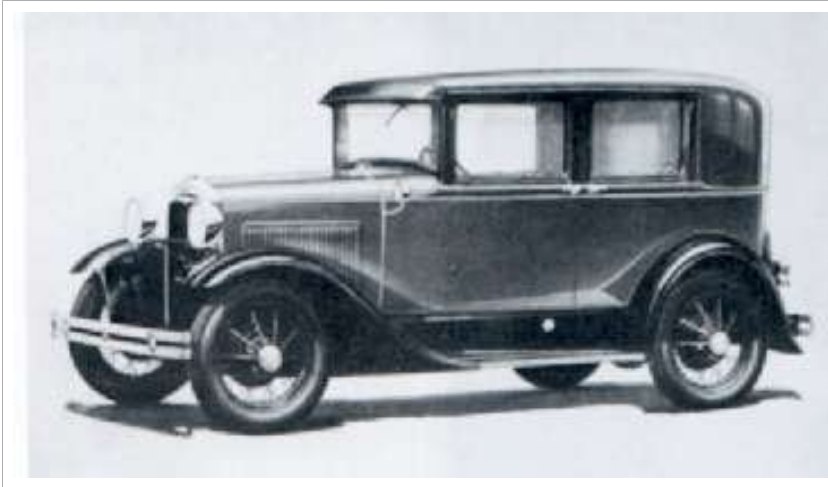
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*Roger and Gina went to their financial advisor and received this advice: "I've crunched the numbers in your retirement account. It is time to figure out which of you will be wearing the mask and which will be driving the getaway car."*

## Rare Model A – 1930 Two Window Fordor

*From Technically Speaking, Volume 1*

*by Edward Francis and George DeAngelis*



The 1930 two-window fordor sedan is likely the least known Model A body style since it was produced for four months and only 5,279 were built. First introduced in May of 1928, this was a Briggs built body and had top material extending down to the belt rail in the rear. The same body was built in 1929.

Early in 1929, the slightly larger three-window fordor and the town sedan were introduced. This body style featured a lot of steel and was a much sturdier body. At this point, Briggs found itself in the inconvenient position

of making two different standard fordor models. One was basically out of steel and with many parts interchangeable with the town sedan and the other, basically wood constructed, two-window fordor. Therefore, in May of 1929, Briggs proposed a change in the two-window model. Edsel Ford and members of Ford's engineering staff were invited to visit the Briggs plant and view the new model. The change was approved and in July of 1929, shipments began to the various assembly plants of the new two-window sedan, 170-A. No formal announcement was made since Briggs was the only supplier and the production figures were grouped in with the previous 60B and 60C models.

The same body with cowl changes was a carry over for 1930. the following statement officially announced this model: "Aside from the chassis and front changes, both the two-window and the three-window fordor sedan remain the same, except that they now have adjustable front seats, with a four inch range. Seat cushions are no longer upholstered in plain style but are now piped and have better appearance". Interior trim material was brown check body cloth, same as 1929, but the seat style was changed from a plain style in 1929 to a piping style for 1930.

Production of the 1930 standard two-window fordor sedan, however, was very short. On February 28, 1930, the production department spelled its end with the following announcement: "the present fordor (2-window Briggs) will be replaced in production with a new body type, to be know as a de luxe fordor, after present stock are used up" the term used up resulted in production of 1,041 cars in March and one in April for a total of 5,279 of this rare 1930 body. The new de luxe sedan, 170-B offered features similar to the town sedan to include bedford cord or brown mohair upholstery, a fold down center arm in the rear seat and the same paint colors.

If you wish to examine one. This is the model recently purchased by the Berry family.

### Try this one for Size

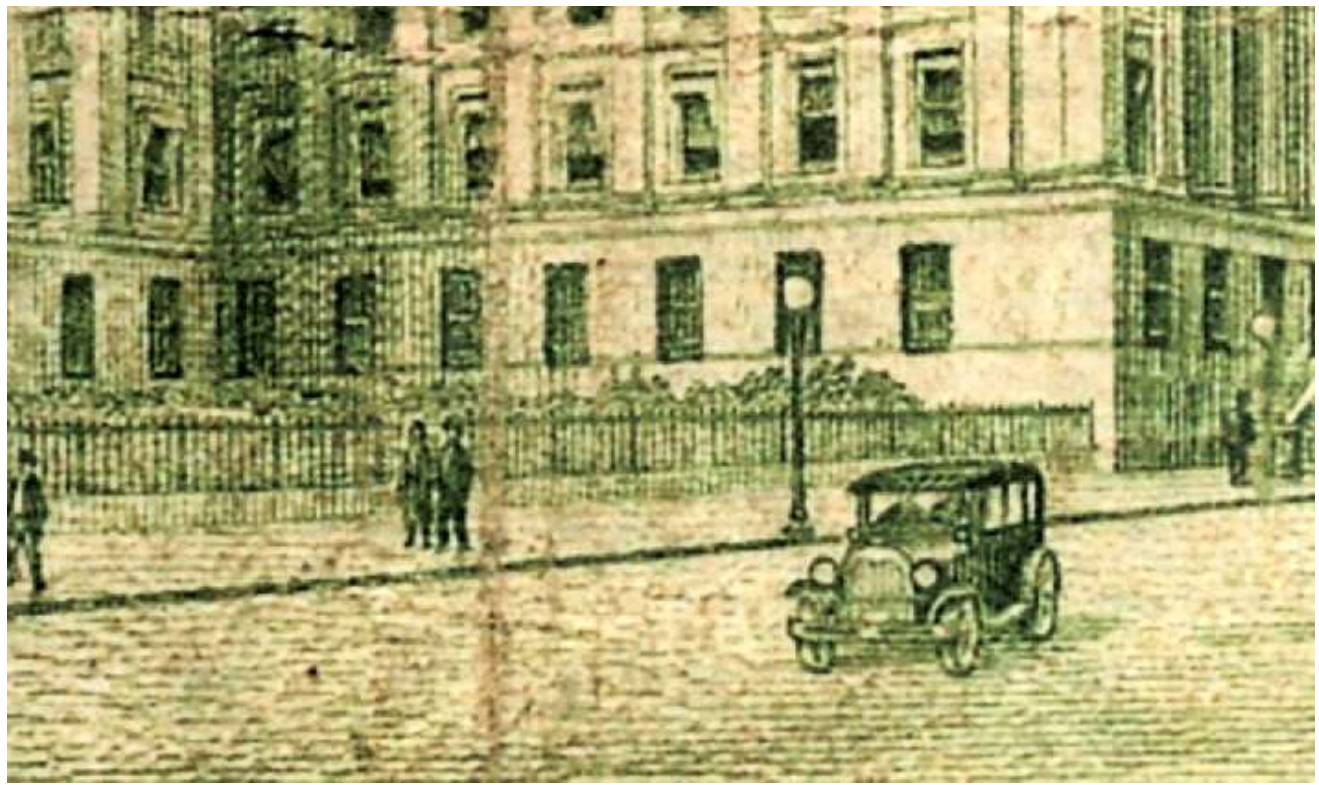
This one showed up at the MAFCA national meet this year. It may have been made from model A parts but Ford did make a 7 passenger Model A on a 118 inch wheelbase. There is no record as to how many were made.





## Model A Ford - The Only Car to Appear on American Paper Money

Taken from Jalopnik website, dated February 27, 2013 By Jason Torchinsky



The government would love to keep you from knowing any of this. If they had their way, *jalopnic* would be shut down and I'd be thrown into one of the secret gulags the Department of the Treasury operates inside the Roosevelt's nostrils on Mt Rushmore. But I don't keep quiet anymore. I'm gonna blow the lid off this thing once and for all, and tell you all the dark, disgusting, and filthy secrets behind the only car ever to appear on US money. It's on the back of the ten-dollar bill. In fact, the Shadow Government of the US wants this information hidden so badly that the current version of the ten-dollar bill, released in 2006, **gets rid of the car entirely**. I know, right? What are they hiding? Those four (that's right, four) cars have been on there since 1928.

So, in case something happens to me, I want to get this information out there so the black helicopters can't suppress it any more. Let's get started.

First of all, let's talk about the only greenback to have a car on it. The ten is one of the only two bills to have a non-president on them (Hamilton was Secretary of the Treasury, and the other non president freeloader is Franklin), the absolutely only bill to have offspring of a prostitute on it, and that offspring is the only person on US paper money not to be born on the continental US landmass (Alexander Hamilton was born on the Island of Nevis to a whore you see.) It's an unusual bill, comprising only 6% of total bills (2009 numbers).

And, of course, it was the first and only bill to have a car on it, sure, since very recently we've had, say, Indiana's state quarter with an Indy car on it, but let's face it, those state quarters are one step away from having Arby's ads on them. When it comes to cars on paper money in America, these old 1928-2006 tens are it.

There's a lot of misinformation about the cars. Let's focus on the most visible of the cars. Wikipedia says it is a 1926 Hupmobile, other sources claim it is a Model T, and Paper-moneyguide.com says of the cars: "There are four cars represented on the reverse of the ten-dollar bill. None of these

automobiles are of any specific year, make or model, but rather a composite representation of the style of automobiles manufactured in the early 1920s.

These are all lies. Filthy, filthy lies. That main car is based on a specific model, but the government has intimidated everyone to not come out and identify it. But that ends today.

**The largest car represented on the 1928-2006 ten-dollar bill reverse is based directly on a 1927 (1928 model year) -1931 Fordor Ford Model A.**

There, I said it. Look at this picture for proof. Look at the pattern of the windows on the side, the visor over the windshield, the twin-bar bumper, the arched headlight support bar, the sidelights below the windshield, the curve of the fenders, and yes, most telling, the trademark 'widow's peak' pattern of the radiator shell. There is no doubt about it. This is a Model A Ford.

So, why would the government go to such lengths to suppress this misinformation? My theory is tha this particular car was owned by the real assassin of William McKinley, and he was by chance passing by the treasury when the engraver quickly knocked out the engraving. The Shadow Government didn't realize what had happened until they happened to see the driver of the car under the microscope, still wearing the McKinley blood stained jacket that he kept as a souvenir from all those years ago.

Unable to change the bill and unwilling to draw attention by recalling it, they started their decades-long campaign of misinformation. A campaign that ends today.

***Editors note:** If you did as I did, you looked at any tens you may have and none had the cars because they were printed after 2006. Aside from the author's theory,my bet is that no one wished to admit that the cars were model As because they didn't want to advertise on manufacturers product over another.*

### **A Few of Henry Ford's Quotations**

- If I'd listened to customers, I'd have given them a faster horse.
- One who fears failure limits his activities. Failure is only the opportunity to mor intelligently begin again.
- Impossible means that you haven't found a solution yet.
- The only real mistake is the one from which we learn nothing.
- Any man who thinks he can be happy and prosperous by letting the government take care of him, better take a closer look at the American Indian.
- Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young.
- As long as we look to legislation to cure poverty or to abolish special privilege, we are going to see poverty spread and special privilege grow.
- As we advance in life, we learn the limits of our abilities.

Reprinted from *Shifting Gears*, Ford's Sharonville, OH Transmission Plant  
July Newsletter

## Antique Ford Enthusiasm Runs In The Family

**S**TP Mfg. Engineer Amy Schroeder joined her dad, Jim Townsend, for part of a week-long Model T Tour that kicked off from Hamilton, Ohio, on July 17. Hosted by the Model T Ford Club International, this 65th year of the tour brought together hundreds of Model T owners and enthusiasts from around the nation.

Townsend came up from Rock Hill, SC, with his 1916 Model T to take part in the event.

While Townsend has owned the car for only five years, his love of antique Fords goes back to when he was just a kid.

For more than 40 years, he has been restoring antique cars with a focus on Model As.

"I bought the T about five years ago," said Townsend. "All my life, since seeing them in grade school, I have wanted one but thought they were too early to be fun to drive. At 80, and a big Model A enthusiast, I decided to take the plunge and own my first T. I have no regrets other than not doing it earlier in life."

"Dad's first antique car was a 1932 Lincoln," said Schroeder. "He rescued it from a field when I was about two years old, and it was not pretty at the time. The story is that my first comment was 'yuck!' It took him about 15 years to restore, and he used it to drive my husband and me from our wedding to our reception. Since then, he moved on to Model As, and now a Model T.



*Jim Townsend, Amy Schroeder*

Schroeder, husband Mike, and son Ryan also have a love and appreciation of old model Fords. In fact, Ryan loved his grandfather's 1929 Model A Roadster so much, that Townsend gave the fully restored car to him for his 17th birthday.

The Schroeders joined Townsend in 2018 and 2019 on national Model A tours in Branson, MO, and Dearborn, MI. The Hamilton tour was the second Model T Tour that Townsend has participated in.

"After buying the T, the pandemic shut most tour opportunities down so my first 500-mile tour was in 2021 in New Philadelphia, Ohio. The car ran perfect and it took at least a month to wipe the smile off my face. This year's tour in Hamilton, Ohio, was even better than the first."

Schroeder added, "It has been great fun being his passenger for a couple of days spending time with Dad doing what he loves."

## Care and Feeding of the Engine Thrust Bearings or Keep Your Foot off the Clutch Pedal!!!

*By Chris Wickersham, Santa Anita Newsletter*

The Model A Ford engine is equipped with bearings that are designed to limit the fore and aft movement of the crankshaft and keep it centered in the engine block. These thrust bearing surfaces are designed into the rear main bearing of the engine. The Babbitt bearing material overlaps the front and rear of the rear main bearing bore and is finished machined when the main bearings are line bored. The crankshaft has a flange on both sides of the rear main bearing that is finish ground. These flanges will bear against the thrust surfaces of the rear main bearing Babbitt and keeps the crankshaft centered.

Normally there is very little fore or aft load on these thrust surfaces but that all changes when you put your foot on the clutch. It takes considerable force to push on the fingers of the clutch to cause it to release. This force wants to push the crankshaft toward the front of the A engine and up against the rear thrust surface of the rear main bearing. Extended use of the clutch or using a heavy duty clutch with stiff springs will increase the load on the thrust bearing which can lead to premature wear.

The Model A crankshaft thrust bearings were not over designed and it is not uncommon at all to find the rear thrust bearing all worn out. When Henry designed the Model B engine, the crankshaft gearing diameters and the thrust bearing surface areas were increased and the lubrication to the rear thrust surface was improved. You will find many Model A engines that are in good condition and should run for many more miles but the rear thrust bearing material is badly worn or missing entirely.

Now what do you do if you have an otherwise perfectly good engine that has a bad thrust bearing? The better parts suppliers offer a replacement rear main oil seal insert that is made out of brass and incorporates a new thrust surface for the rear flange of the crank. With a little work, this part can often be installed without removing the engine. At this time, there is not a similar part available for the Model B engine.

How do you prevent this from happening with your Model A? The best thing you can do to make life easier for your thrust bearings is to **KEEP YOUR FOOT OFF THE CLUTCH !!!**.when you come to a stop light and you find you may have to wait for a period of time before you can proceed, put the transmission in neutral and take your foot off the clutch pedal. This will take the load off the thrust bearing and also will take the clutch load off the throw out bearing which will add to its life. Another thing you can do is to adjust the clutch so it has a lot of free play, or engages when the pedal is closer to the floor. This will reduce the amount the springs in the clutch assembly are compressed which reduces the forward load on the crankshaft. Just be sure the clutch will fully release when the pedal is fully depressed.

When rebuilding the engine or replacing the clutch assembly, consider using a later Ford V-8 clutch or a more modern diaphragm clutch. These clutches take less force to disengage and not only will it be easier to push the clutch pedal down but they also lessen the load on the throw out bearing and the crankshaft thrust bearing.

Remember, when waiting at a stop light, put the transmission in neutral and **TAKE YOUR FOOT OFF THE CLUTCH PEDAL !!**



## **Tech Tip – Timing Changes**

**By Jim Townsend**

A number of times, people have come to me saying their timing needs to be checked. The car was running good but now is running rough. My response is that timing once properly set should not move and therefore resetting the timing will not solve the problem. The point follower that rides on the cam does wear and sometimes the points close with that wear causing poor firing of the plugs. So the first thing I do is check the point gap and adjust if needed. A small amount of grease should be on the distributor cam to limit this wear.

A notable Model A guru, Jim Cannon, recently offered another tip in this regard and that was to check the length of the screw holding the cam in place if the timing does actually move. He has found screws too long causing them to bottom out in the distributor shaft before fully locking the cam in place. His suggested cure is to simply place a washer under the head of the screw.

## **Tech Tip – Model A Engine Pans**

I don't know if this is based on test data but I came across an old opinion on the engine splash pans designed for Model A's. The advice is to not remove the engine splash pans and some of us have done. My view was that they were more important when cars were run across muddy roads and the pans helped keep mud and dirt from building up on the engine.

The article I read stated they are an important part of the cooling system for your engine. They route the flow of air through the radiator across the engine and exhaust manifold out through the louvers of the hood sides. Their shape would also cause air to be drawn through the rear under the floorboard maybe even increasing airflow through the engine compartment when the car is in motion..

When the engine pans are removed, the article suggested that air comes up from under the engine creating a higher pressure and turbulent air in the engine compartment limiting the smooth flow of air through the radiator and across the engine.

Engine pans are difficult to remove and replace and thus often left off. If your car is over heating and you have no engine pans installed, you may wish to install them in an effort to limit overheating. Another benefit of the pans is that they provide an additional electrical ground between the engine and chassis. The logic makes good sense.

## **Tech Tip – Distributor Replacement**

Consider doing away with the bracket under #8 stud head nut, the bracket that holds the ignition cable in place. This was part of Henry's anti theft scheme making it difficult to remove the cable in an effort to straight wire an A. If one loosens the nut on the road to replace a distributor, the head gasket leaks. The removal of the bracket allows easier trouble shooting when on tour or in the shop and has no negative effect on the operation of the car. An alternative is to use an ignition cable that does not have the heavy spring covering. Most of these allow you to turn the connector screwed into the distributor without loosening the #8 head nut.

## Recent Happenings



Linda Foster stopped by the shop to see if all the tales Danny had been telling here were true. One of the benefits was to get a ride in Jim's 1916 Model T. Danny has been a regular participant in activities taking place in the shop including advice and a little help in getting his Model A coupe road worthy. We helped in the replacement of his aged tires.

Troy Dalsing has had no rear seats in his '30 Tudor because he thought they were beyond repair. He brought his springs to the shop and we did a little cleaning and repair before installing a foam topping and some fabric he had salvaged. Here, Dave Frintner, Kalei Unea and Jim Townsend look over the results.



Don Houser helps Jim install the upholstered rumble seats in the Project Roadster. Don is a great helper. Look closely at his right arms. No wonder why he gets things done. The picture is the way it came to me from Troy Dalsing.

With multiple repairs having ended on a couple cars that have been in the shop, work on the roadster has begun again.



This is Larry Long ready to leave the shop after having his car in the shop for roadworthy repairs. He replaced his tires, we painted his wheels, adjusted his brakes, replaced the pitman arm and steering column, replaced radius arm ball socket, replaced brake light switch, installed driver side tail light, converted tail lights to LED, adjusted clutch, Installed electrical disconnect, replaced the speedometer and cable, and tuned engine. The car will be given to Larry's grandson

after sitting for 30 years. It has been in the family a number of years and Larry drove it to high school.

This is Troy Dalsing's 14 year old son, Jon. He accompanies Troy to the shop sometimes and here was caught taking a nap on the rear seat of Sandeep's car when it was in the shop. Like a number of young people, he prefers more modern cars but right now is concentrating on football.





Manfred and Barbara Kothe lead a neighborhood bicycle parade on July 4<sup>th</sup>. The kids call Manfred's nicely restored Deluxe roadster his “Old Jalopy”. After the parade, the kids are treated to drinks, popcorn and candy. By all rights, these shots should have been published earlier but the editor forgot to do it.







We found it takes three old men to install a luggage rack on the roadster project. Kalei and Jim tighten bolts while Troy consults. Although the rack came off the car before restoration, installation was difficult because the brackets didn't exactly fit requiring a forceful fit. Most of the assembly work has now been done and work has now begun on installation of the top fabric.

## 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





### For Sale by Peggy Branch

Past QCMAC member wishes to sell her 1930 Deluxe Roadster after her husband , Larry, passed away several years ago. The car has been continuously garaged but driven little during the past several years. She is offering it for \$15,000. If interested, contact Peggy at [climbers@carolina.rr.com](mailto:climbers@carolina.rr.com) or 704/322-9226. The car is in Oakboro, NC

**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](mailto:townsendj@comporium.net)



600 X 16 rims with four tires mounted. The rear are "Higher Profile" than the front. \$500.00.

Call Bruce Hyland at 704/488-6118, Charlotte, NC

Pass School houses

Take it slow

Let the little

Shavers grow

*Burma-Shave*

In politics

It's always safer

Not to make waves

It's not my style

I've had some close shaves

*Bob Dole*



The original patent from 1891 for a toilet paper roll shows the correct rolling direction, in case you ever doubted.

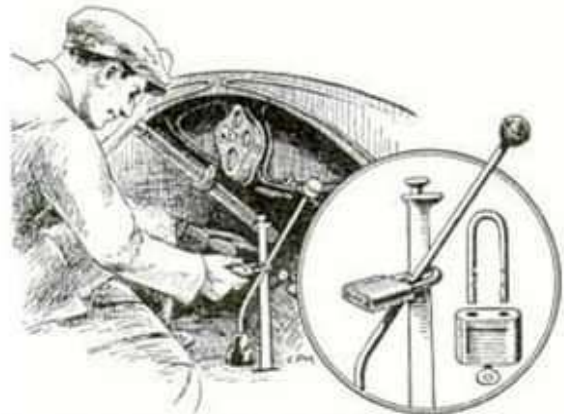
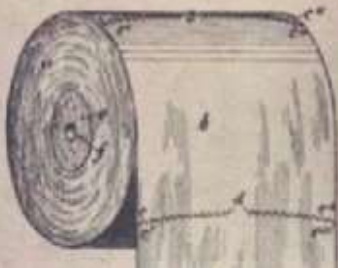
(See Model.)

S. WHEELER.  
TOILET PAPER ROLL.

No. 405,588.

Patented Dec. 22, 1891

Fig. 1.



Easy Method of Locking Gear-Shift and Brake Lever on Model-A Ford

**Gear-Shift Lever Locked in Neutral**

Owners of model-A Fords can lock the transmission in neutral by lifting the gear-shift lever out of its socket and swinging it across the brake lever, which is pulled back to braking position. A padlock of the type shown in the detail is then slipped around the gear-shift and brake levers.

**PEOPLE ARE EXCITED ABOUT THE NEW IPHONE BUT NO ONE HAS CAUGHT UP WITH THE AWESOME TECHNOLOGY OF USING YOUR BLINKER WHEN YOU DRIVE.**

## 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)

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.

### Model A Lament

Gather round me, hear my story  
I'm a Model A'er in distress  
A collector bathed in trouble  
An outcast more or less

I have fenders in the kitchen  
Headlights in the hall  
A gas tank in the bath tub  
Trophies on the wall.

I have bumpers in the closet  
Wiring on the stair  
And my favorite workbench  
Is the kitchen chair.

I have clutches in the bathroom  
Wheels on the porch  
Use the stove to heat my parts  
Finances took my torch.

Attic rooms are sagging  
Parts have the cellar floor  
Pockets bulge with I.O.U.s  
I have troubles galore.

I have pistons in the corner  
A windshield torn apart  
Wifey says "Clean it up"  
But I don't know where to start.

Neighbors think I'm goofy  
Maybe they are right  
They insist I have too much  
Oh what a pretty sight.

Wifey threatens separation  
Storms about the place  
Says to clean it up  
And don't leave a trace.

Are you a Model A'er?  
Are you destined to work alone?  
How do you maintain a hobby  
And retain a happy home?

Dorothy Hornung  
*the Restorer, March-April, 1966*