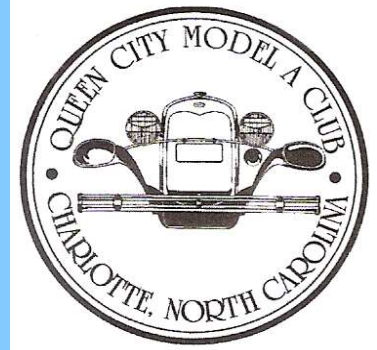


Distributor



July, 2022

The Vice Pres Sez,

Boy, we had a great time at the MARC National Meet in Morristown, PA. The payoff was witnessing John Haack win his MARC Award of Excellence with a score of 495 out of 500. But that was only a piece of the reward we were able to share. Queen City Model A was well represented with our friends, the Kluttzs, Paul Crosby, The Fishers, Claude Palmer, John Haack and Jim Townsend. We spent a lot of time in the flea market and came home with literally a ton of Model A parts, a gift from a friendly vendor. It will take a while to sort through what we have and store it for assistance to club members.

I am very happy to tell you that the registration for the Brevard tour is going well with most of the rooms blocked taken. Holiday Inn has told us that additional registrants will be allowed at the booked price as long as rooms are available. Act now if you wish to be there. The deadline for reservations is July 7th.

Plans are moving forward for a Fall trip to the beach. Watch for details to be out soon. I'm looking forward to getting these A's on the road again.

Kalei



QCMAC OFFICERS

President – Open

Vice President

Kalei Unea
kalei01@gmail.com
704/519-9900

Secretary

Carrie Swann
seau4iacs@aol.com
704/617-4901

Treasurer

Nancy Gustafson
mngustafson67@gmail.com
704/733-8686

Phone Tree & Tool Crib

Ron Bryant
rlbryant5495@gmail.com
704/998-8856

Meeting Place Coordinator

Rion Rutledge
rion@comporium.net
803/323-7206

Newsletter Editor

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

Webmaster

Sandeep Berry
sandeep@tsberry.com
847/208-5921

Happy July 4th

Our American Flag

by "Uncle Floyd" Vivino reprinted from

The Accelerator

Model A Club of New Jersey



Nothing disturbs me more than seeing our American Flag discolored, carnivalized and used insensitively and most ignorantly as a "message board" with the focus on drawing attention to special interest groups and their agendas. Our American flag is the most beautiful flag ever flown. Our honored red, white and blue need not be discolored with pinks, browns, oranges, purples, silvers, blacks and other colors and designs... sadly, some are of the cartoonish nature.

I was taught in elementary school just what our flag represents. The red stripe was for the blood our people—military and civilian—spilled on battlefields in defense of our freedoms. The white stripe was for the bandages which held the bodies of our wounded defenders together. The blue sky above reminded us that above us all is the ever-present power of our religious faiths—in which our nation collectively believes and has been recognized by our founding fathers. The stars above, equal in size, were arranged in a high regard for each of our states, their people and their united importance and purpose.

I enjoy seeing the many different flags throughout my country. Our military has sacrificed and died for our freedom to fly all kinds of flags—municipal, religious, athletic, medical, floral, and flags representing our peoples' ethnic backgrounds from a host of foreign lands. But I oppose having them infused into the glory and majesty our American red, white and blue holds. Our flag flies alone, above, high above all others, with the love and respect it has earned.

I was also taught in elementary school that my country is not, and has never been, a "perfect country". But I was reminded often enough that this is the "best country". After all, how many of us Americans have emigrated from our country to return and live on the continents of our ancestors? That number remains so miniscule, so small, that it cannot be calculated.

When people refuse to rise in honor of our American flag, they exhibit the fact that they cannot rise above their own historical ignorance. Do they not know that the first drop of red blood on our flag was that of Crispus Attucks, an African American skilled tradesman in Boston who died at the Boston Massacre, which led to our War of Independence? How could they not rise, how could they not respect his sacrifices as one people, united under God...

2022 Event Schedule

June 20 Meeting at Golden Corral Restaurant, 6 pm for meeting at 7 pm. Danny and Susan Phillips Hosting.

July 18 Meeting at Towne Tavern restaurant, 6 pm for 7 pm meeting. Geoff and Claire Leek Host

August 7 – 9 tour to Brevard, Check flyer in this newsletter for details.

August 15 Meeting at Sports Page restaurant, 6 pm for 7 pm meeting. Jim and Laura Silver Hosting.

September 9-11 Charlotte AutoFair Fall Meet

September 16th & 17th Model A Days at Gilmore

September 19 Meeting at location to be announced, 6 pm for 7 pm meeting. Marty Goldfarb and Manny Kothe hosting.

October 17 Meeting at Golden Corral restaurant, 6 pm for 7 pm meeting, Brad and Jane Fisher Hosting.

November 21 Meeting at Towne Tavern restaurant, 6 pm for 7 pm meeting, Matt and Nancy Gustafson Hosting

December Christmas Meeting – TBD

Golden Corral

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

Sports Page

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

Town Tavern

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

How to Interpret Antique Car Ads

from Road Runner newsletter, Table Rock Maine

Rare Model-----Nobody liked them when new
Needs Engine Work-----It's been frozen for 30 years
No Rust-----Body and Fenders missing
One owner-----Never been able to sell
Needs interior-----Seats are missing
May Run-----But never has
Many new parts-----Keeps breaking down
Clean-----It sat out in the rain yesterday
Always driven slowly----Won't go fast
Stored 25 years-----Under a tree
Top Good-----Only leaks when it rains

Older Restoration-----Can't tell it's been restored
Uses no oil-----Just leaks it out
Rough-----It's too bad to lie about
No time to complete-----Can't find parts anywhere
Rebuilt engine-----Has new spark plugs
Low mileage-----Third time around
29 coats of hand rubbed paint---Needed to cover rust
Best Offer-----About what I expect to get
Prize winner-----Hard luck trophies 3 times
Real Show stopper-----Just washed it
Good investment-----Can't Depreciate any more



Queen City Model A's Tour To Brevard, NC

Depart on Sunday August 7, 2022

Return on Tuesday, August 9, 2022

Hotel reservations at Holiday Inn Express,

185 Old Hendersonville Hwy

Brevard, NC 28712

828/348-8745

\$109.00 per night, 2 Queens or 1 King

Reservations must be made by July 7, 2022

Use Code: "QCMAC" for this rate.

Participants may meet in one of two locations for 9:30am Departure.

McDonald's in Belmont near intersection of

NC 273 and Wilkinson Blvd

or

Jim Townsend's shop at 125 S Oakland in Rock Hill.

Make sure you let Jim know of your decision to join us, and where you plan to meet so we can do the head count.

Kalei, Troy, Claude and Jim have an interesting schedule of activities. We will travel some roads not often traveled by multitudes. We will visit some of the same places we visited some years ago on a similar tour. You will see views too difficult to describe. You will have free time to walk and explore the shops and dinning facilities. A cooler spot during hot weather. Come with us!!!

Minutes of the June 20th Meeting

By Carrie Swann, Secretary

The QCMAC June 20th, 2022 meeting was held at the golden Corral in Matthews. The host of the meeting was Danny and Susan Phillips. Prayer was offered by Glenn Swann. Words of encouragement were given by Kalei. We are averaging one new member every month. Why?? Seeing cars our and about, the website "Queencitymodelaclub.com"

Minutes of the May meeting were accepted as written in the last newsletter. Attendance at this meeting was 25 with 3 visitors in total.

Committee Reports: Membership Kalei spoke of Greg and Ann Foster of Mooresville. They were not in attendance.

Health and Happiness: No report

Tool and Phone Tree: All tools accounted for. Will check on phone tree to determine why some members not getting messages.

Clothing: Carrie Swann stated that members may visit Simply Divine Embroidery, 704/483-1557 or www.carolinaperformanceembroidery.com and order any clothing items they wish.

Old Business: Members were reminded of the Brevard Tour, August 7 (Sunday) thru August 9 Tuesday) Reservations at the Holiday Inn must be made by July 7 in order to guarantee the rate. A large number of members is expected.

New Business: A Fall tour to the beach is being planned by Claude Palmer for October. Watch for details to follow.

Morgantown National MARC Meet: John Haack discussed the Morgantown Meet and informed members present of his Award of Excellence he received on his coupe, scoring 495 points of 500 in Touring class.

The club is still looking for a meeting place on the North side of the Charlotte area so we need input from members on that side of town. If we fail to find a suitable location, we will rotate meeting places at the three existing locations on the east, south and west sides of town.

We had an open discussion of the members working at Jim Townsend's shop. All are invited to come and work at will. The shop hours are from 10 til 3 Monday through Friday. We work on each others cars helping solve problems.

More Thoughts on Vapor Lock

We have talked about the dreaded vapor lock some experience in hot weather and some have tried all the remedies put forth. Vapor lock usually happens in hot weather and more frequently in the mountains. The most frequent occurrence is after a drive and stopping for a traffic light or some other short stop. The heat buildup in the engine compartment and at the carburetor cause the gasoline to boil into vapor starving the engine of the row gas it needs for proper operation. "Cures" that have been discussed are to insulate the gas line protecting it from the heat (sometimes with wooden close pins) to increasing the thickness of the gasket between the carburetor and the manifold, to reducing the engine back pressure by changing the muffler, making sure the engine is tuned correctly etc. It has been pointed out that one cause is that the vapor point of modern gas formulated for fuel injection engines is lower (boils at a lower temperature). Altitude effects boiling point also so that is why the problem is seen more when mountain driving.

By looking at the variables, we can't control altitude if we are driving in the mountains. We can't control the outside temperature. If we have a well tuned engine with a good radiator and muffler, we can't control engine compartment temperature. That leaves the only thing we might influence is the vaporization point of the fuel. First, we should use gasoline with out ethanol which has a lower vaporization temp. We might think about modifying the gasoline vaporization point by adding something to our tank. Sta-Bil is supposed to keep our gas fresh but is said to lower the boiling point a little. Marvel Mystery Oil will not only lubricate your valves but also help. It is suggested that a more cost effective additive is something the Early V-8 Ford owners have done

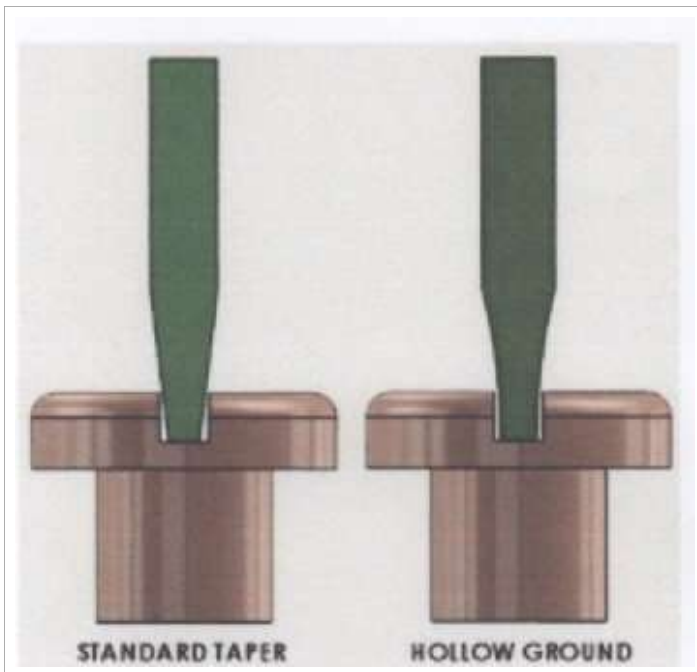
for years, add diesel fuel.

You may have to experiment a little to find what works for you but a starting point would be 2oz Marvel Mystery Oil per tank, or about a quart of diesel fuel per tank. I can't think of a disadvantage so trying it to see if it helps seems reasonable. You may notice a little exhaust smoke. The still unanswered question is why do some Model A's experience this and why do others not. A quick temporary cure is to pour a bottle of water over the carburetor to cool it or raise the hood and just let the engine cool a bit.

A Technical Tip from Jim Cannon, MAFCA

The most common screwdriver sold today has a standard taper tip. It's kind of a one size fits all design. It does not really fit in the screw slot very well and when you twist it hard, it climbs up out of the slot with what is known as cam action. The harder you twist, the more the screwdriver tip wants to climb up out of the slot, taking metal with it. Pretty soon, you have a screw that you can no longer get a good grip on to remove it.

A much better screwdriver tip design, very popular with gunsmiths is called the "hollow ground" tip.



These screwdrivers are precision ground so that the tip going into the screw slot has two very well formed, parallel sides that fill up the screw slot for a nice tight fit that you can really apply some torque to!

Hollow ground screwdrivers are sold in a wide assortment of tip widths to match the width of various slots. When you have a good assortment, you can carefully select the one that best fits the screw slot in width and length. Most of us don't have room for a large group of screw drivers but a gunsmith's screwdriver set is available taking much less space. Armed with this and a little penetrating oil, you should be able to break loose and refasten any screw you come across.

And don't forget about impact screwdrivers available for the really tough frozen screws. Most come with hollow ground tips and a tap with a hammer gives the force needed to break stubborn screws loose.



Editor's Comments on Youth

We have all recognized for some time that all old car clubs are experiencing fewer young people coming into them. The result is all old car clubs have shrinking membership even though most have tried at some level to attract youth. MARC and MAFCA have programs and offer college scholarships in an effort to keep the interest in our cars alive. Queen City Model A Club has failed to form a program and it is my opinion that MARC and MAFCA can not succeed without all regions supporting their efforts. In recent times, we have been fortunate to have a few young new members join, members with young children. I've had a few of the children accompany their parents to my shop where they appear to enjoy the activity and seeing the cars. We will have some of them on our tour to Brevard in August. I challenge you to think about inviting grandchildren to tour with you or maybe even a neighbor who likes our cars. If not on a tour, then just a ride around your neighborhood. Help us keep people interested in our cars. It is a piece of history. Save it. Jim

Treasurer's Report	
Beginning Balance May 11, 2022	\$5,988.49
Receipts:	
Dues:	\$25.00
Other:	\$0.00
Total Income:	\$25.00
Disbursements:	
Name tags	\$59.34
Ending Balance, June 13, 2022	\$5,880.15
submitted by Nancy Gustafson	

July	
	
Ron Bryant	07/08/22
Paul Crosby	07/28/22
Brad Fisher	07/13/22
Jane Fisher	07/28/22
Dave Habersang	07/28/22
Dennis Lyle	07/21/22
Everett Titus	07/29/22
Ann Foster	07/07/22

MARC Club Insurance

QCMAC bylaws require that members also have membership with MARC. The reason is liability insurance coverage plus other benefits. MARC has just strengthened coverage benefits with a new policy with Hagerty. It covers activities and events for all MARC members with the key word being MARC members. Non MARC members are not covered.

The MARC policy offers a \$5,000,000 umbrella protection if any MARC member is accused of being negligent or actually causes damages to persons or property. Even if the MARC member is not negligent and someone gets injured or the lawsuit eventually is determined to have no merit, the region and MARC National still have to defend against those claims and that will cost a lot of money in lawyers fees and expenses.

All MARC and Regional events are covered such as tours, parades, car shows, picnics, meetings, holiday parties parts swaps etc.

There is also a side benefit in the new policy in that members insuring through Hagerty for their personal auto insurance will get a discount. The discount is not automatic and each member must inform Hagerty of their MARC membership to qualify for the discount. An interesting side note is that the discount on insurance could be interpreted as partial payment of your MARC dues.

As a QCMAC member, if you have allowed your MARC membership to expire, you should re consider the risk you are taking but also the risk you may be placing on our club and your fellow members for failing to follow the by-law requirements.

Fashion from the Model A Era

As the 1920s turned into the 1930s, women's fashion softly evolved from the boyish look of the previous decade into the feminine silhouette of the early thirties. With the stock market crash in 1929 and with the opening of the new decade, hemlines descended back to ankle length and waistlines moved back to their natural place.

While the simplicity of the 1920s created a sack-like silhouette free from curves, the simple lines of the early thirties hugged those curves, creating a soft, feminine silhouette.

These fashions are simply lovely and so feminine. I kinda wish we would go back to those days when women looked like women.

What do you think?
With or without me?

Most of this article was taken from a web site.



Is Your Car Ready for Tour Season?

By Jim Townsend

I'll admit I often just hop in my car and crank it before driving out of the shop. I keep them pretty much ready for driving but there is much more I should be doing if my plan is to drive a couple hundred miles or more. So, here is a check list of sorts with my personal views on a few things.

Steering: Assuming that you have performed maintenance on your steering gear including the drag link and tie rod ends, there is not a lot to do if play in the steering wheel is say a couple inches. But the oil level in the steering box should be checked.

Brakes: How were the brakes the last time out? If you have a good pedal and observe good stopping on a short trip out, the brakes are fine. Don't mess with them. Otherwise adjust and/or look for the problem you encounter when testing.

Wheels and Tires: Jack up the front end and spin the front tires looking for unusual noise. Wobble the front wheels from top to bottom looking for movement. Determine if the movement observed is at the wheel bearing area (bad) or at the king pin area (minimal amount is OK). If you've driven the car 1000 miles since packing the bearings, do it now. Check the tires for even wear, good tread, cracks in the side wall (bad) and proper pressure (30-35 for a Model A, 60-65 for a Model T). Re torque the lug nuts to 50-60 ft-lb. If you see signs of movement under the lugs (paint worn around the lug nuts), make sure your lug nuts are seating on the wheel and not on the wheel stud leaving the wheel loose. Look for signs of cracks in the rims or spokes.

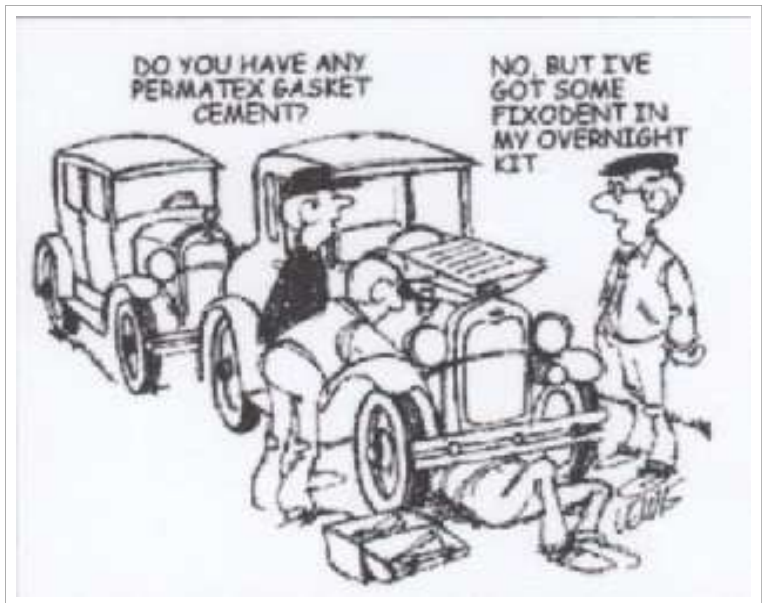
Drive Train: Check the fluid levels in the radiator, crankcase oil, transmission and rear end. Engine oil should be changed every 500 miles or every year whichever comes first. Is the coolant rusty looking? If so, flush the radiator and add a rust inhibitor to the water. I don't recommend antifreeze in a model A radiator in the summer. Check the fan belt for tightness and also for excessive wear. Check the radiator hoses for leaks, cracks or softness. Check for gas leaks. Inspect battery terminals and clean any corrosion found. Put a couple drops of oil on terminals to prevent further corrosion. Lubricate the distributor and the generator.

Under Carriage: Lubricate all the grease fittings under the car. Note: Do not over lubricate the water pump as excess grease ends up in the cooling water. Do not lubricate the fittings at the rear wheel bearings as excess grease ends up in the brake drums. Normal greasing frequency should be about every 1000 miles.

Engine Tune Up: I am a fan of the "If it ain't broke, don't fix it club". If an engine is running well, don't play with the timing. You can check the points to see if they are pitting and if so run a small file or sand paper between them. Check the gap when open at 0.018-0.022 inches. Put a small dab of grease on the cam. Check spark plugs for fouling, clean and set gap at 0.035".



Horn and Lights: Check the horn for operation, remove cover and put a drop of oil at bearing locations. Do not over lub as this will get into the commutator. Clean commutator with WD40 if it is dirty and use a pointed object to clean out between the commutator bars. Check brake, turn signal and head lights for proper operation. If you are driving with the original spec bulbs in tail lights, consider up grading to LED or at least use the brighter brake bulb in the tail light socket. Replacement LED bulbs are also available for head lights.



Gas it up and you should be ready to head out. On every trip, I find things I think I need to check or fix whether it be an annoying rattle or a non urgent mechanical problem. I carry a note card to list them on and hopefully remind me to fix issues before the next trip. I tape the note on the windshield of the car when back in the garage to help my aging memory.

If you are not driving your A on tours with the club, You are missing out on not only great fun and good sight seeing, but you are missing out on the best way to make close friends with other club members. Tours in the works include an August trip to the mountains and a fall trip to the beach, each one a three day tour. See you down the road.

Lug Nut Warning

Poor Quality lug nuts were made in the past and still could be in the supply line or could be made again. While these nuts look like the originals, they differ in that they bottom out on the hub bolts before becoming fully engaged with the wheel of the car. The result is that the wheel is slightly loose even though the lug nuts are tight. As the car rolls, the wheel rubs against the hub bolts, enlarging the holes in the wheel and if not corrected, cutting off the lug bolts, at which time the wheel comes off the car.

So, how do you know if some of these nuts have worked their way into your inventory of parts? If you inspect your lug bolts, you will note that the threads do not extend all the way to their base. Therefore, for the nut to fully engage the wheel, the nut needs to be counter bored slightly to keep it from running out of threads before hitting the wheel. The defective lug nuts have threads extending all the way to the bottom of the nut and can't be tightened against the wheel.

Most suppliers offer a lug nut spacer washer that can be put under the lug nut to cure this problem as well as correct over sized worn bolt holes in the wheel and also protect the paint on the wheels.

THE ANSWER TO

A MAIDEN'S PRAYER

IS NOT A CHIN

OF STUBBY HAIR

BERMA-SHAVE

Latest Test on Headlight Bulbs

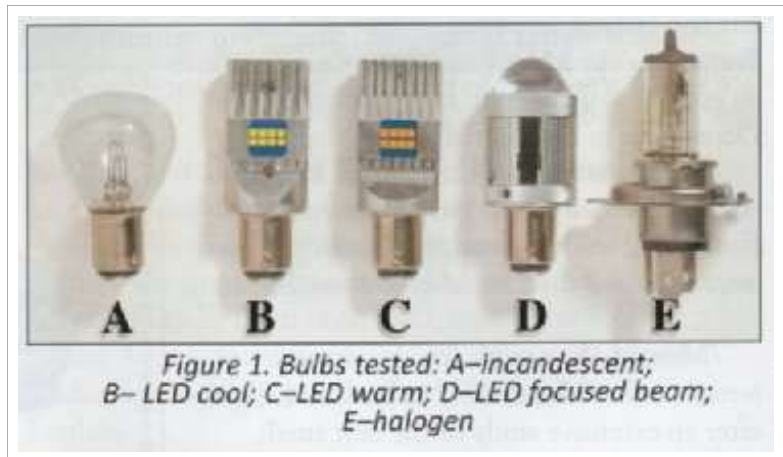
By Jim Townsend

Michael Elksenbise and Richard Washburn did research and wrote a lengthy article published in the May June issue of The Restorer magazine of MAFCA. For those who don't belong to MAFCA, I will in this article summarize their findings. As an engineer, I was impressed by their effort to discover performance differences by limiting variables and manufacturer's bias claims. I believe it was a thorough study with sound conclusions.

The best headlight performance is limited by the brightness of the bulb, the focus of the light into a usable beam, the direction of the beam and the ability of the reflector to project the light generated by the bulb. If any of these variables are not optimum, then the resulting headlight beam and night vision will be negatively effected. The study gave clear advice as to how to get the best with what you have and what combination of choices maximizes headlight performance. I must also emphasize here that a good ground must exist.

Bulbs: It is not talked about much but the study pointed out that original incandescent bulbs used by Ford were 21 candle power (cp), the maximum allowed by some states at the time. Later 32 cp bulbs became the standard. This study used 50 cp bulbs and compared LED cool, LED warm, LED focused beam and halogen to them.

Focus: Reproduction reflectors have been made with a curvature different from originals which limits the possibility of correctly focusing the light. Then too, many of us lack the understanding that headlights of the Model A are focused using the screw in the center of the back of the headlight assembly. None of us have the dark wall area we need to correctly focus the headlight beam. The study correctly focused the lights.



Reflectors: Original reflectors were silvered and at nearly 100 years age, no longer reflect light like they did when new. The chrome plated ones we have on many cars are rated at about 65% reflectivity or to say it differently, fail to reflect 35% of the light produced by the bulb. Most dealers sell an aluminum plated reflector with a reflectivity of 92%.

Direction: Once a headlight has a proper bulb, a proper reflector and is focused, the headlight assembly must be pointed so as not to direct the beam into the eyes of an oncoming driver or down too low to allow the driver to see where he is headed. That is done by loosening the nut holding the headlight assembly to the headlight bar and pointing it correctly.

As I said earlier, all these variables were controlled making the comparison of the bulb performance just that, a bulb performance comparison. The end result was that all bulbs gave satisfactory results with properly focused headlight beams using reflectors with high reflectivity ratings and a correct curvature. There was one light bulb that stood out to me, the focused LED, in that it has its own reflector and does not depend on the assembly reflector to focus a beam. It also performed the best in its test against all others. The negative thing about the focused beam bulb is that it is the most expensive at \$50 each. But then, the better reflectors not needed for this setup are \$100 pair. That means that you can install these bulbs without the worry of focus or having the best reflectors. The only adjustment is pointing them in the proper direction.

I looked in all the parts catalogs I have and did not find the focused LED. I found them at Creative Connections, Inc, in Duluth Ga., Logo Lites, item No. 236-103 at \$49.95 ea plus shipping, At 6.3 volts, low or high beam should draw 1.3 amps. per bulb or about 1/3 the power drawn by incandescent bulbs. It operates on 6 or 12 volt systems and is not polarity sensitive. This bulb out performed all others tested. The light beam is reported to be well defined on both high and low beam and produces a wider pattern of light than any of the other bulbs. The light from modern auto headlights also produces a wide horizontal beam. My phaeton will have good lights next time I drive at night.

2022 Model A Restorers Club Morgantown, PA National Meet

The July 5 – 11, 2022 MARC National Meet is now in the history books. QCMAC members Claude Palmer, Kalei Unea, John Haack, Paul Crosby, Jim Townsend, Brad and Jane Fisher and John and Julie Kluttz all attended. John Kluttz and Paul Crosby both judged in the Fine Point showing and Claude Palmer, Kalei Unea,



John Haack and Jim Townsend judged in the Touring class showing. Approximately 250 Model As were at the meeting with a few shown above in the Hotel parking lot. There were 37 cars entered in Touring Class Judging and 17 cars and trucks entered in the Fine Point Judging. Judging of both classes was done inside the Hotel property on Wednesday. Judges are divided into teams who are responsible for looking at specific areas of the cars being judged. I was team captain of the team judging bright work on the Touring Class cars. This is a shot of that team of judges. In touring class, there are 5 other teams who look at specific areas of the cars. Judging

begins at 8 am and continues until complete at about 2 pm. Fine point judges are divided into about 20 teams and they work from 8 am until complete with one team finishing at 7pm. Every bolt and nut are examined for correctness.

The smile on John Haack's face likely says the results of the Touring Class Judging of his car. John won his Touring Class award of excellence with a score of 495 of 500 points, the second highest of all cars in that class. His results validate the fairness of the system of judging. There had been a mistake in identifying John's coupe as a standard model rather than a deluxe model. The consequence of that would have caused a major deduction because the color and interior of John's car were not available on a 1931 standard Coupe. The judges corrected the mistake and awarded John full credit in those areas. His only deducts were for stainless trim on the edge of the running board (-4) and carpet on the rumble seat floor (-1). The trim should have been zinc and the floor mat should have been rubber. John was aware of the error in model and was distressed that it would lead to a failure in winning his award. Awards are announced at the Friday evening Awards Banquet.



This is our friend Frank. He is the man from whom Brad Fisher purchased his Victoria and Claude purchased his Fordor. He is leaving the hobby after a 50 year run and brought his inventory of parts to the flea market to dispose of them. He invited us to take what was left on Wednesday. It will take a while to figure what we got but my trailer had about an extra 1000 lbs on it for the return home. Model A People are good people! We also bought some parts from Frank and other vendors there. Bratton had a booth where they were selling used parts for \$5 per lb, reduced to \$4 on Tuesday and \$1 on Wednesday.

This is Claude with his pretty daughter Karsen. She is also a recent new member of QCMAC and is a lady driver of Model As. She came to see us off to Morgantown.

Seminars are offered for attendees. Jane Fisher took advantage of a couple and offered the following: This Lady Drives a Model A seminar at the National MARC Conference was a worthwhile seminar to attend. There were 15 ladies and 2 men (Brad Fisher and Kalei



Unea). This lady was so thankful for these 2 brave men to enter a room with suo much estrogen and attend the seminar with her.

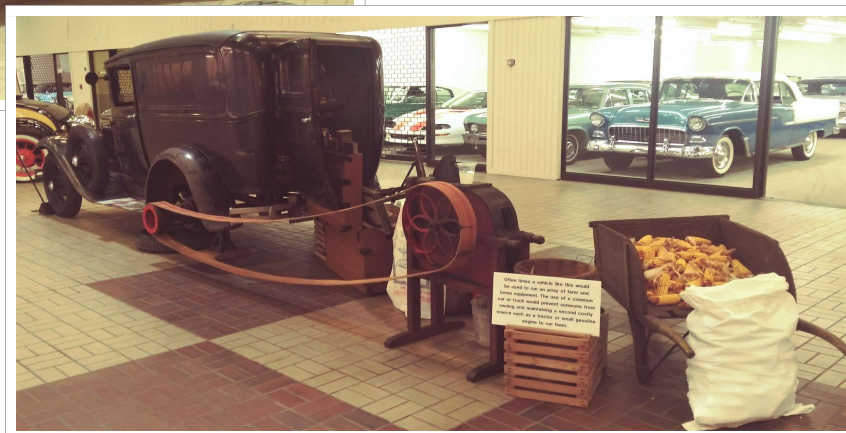
The seminar comprised of learning the parts and the mechanics of the dashboard and inside driving elements. There was a handbook that all participants received. Kalei has one for our club. Three of the most useful diagrams were the basic parts of the engine, the inside of the car at the drivers' seat, and the starting checklist. The inside your model A diagram is extremely helpful in describing all the elements a driver would need to know to properly operate a model A. The hand throttle has been named the rabbit ears. This seminar is highly recommended for anyone interested in knowing the basics of operating a Model A.

Jane added, The fashion show was so interesting. The theme this year was “Sleepwear & Morning Wear in the Model A Era”. Chris Aupperle, Seminar Coordinator and one of the ladies on the Fashion Committee, was the speaker. The research she did and the presentation she gave was top notch. Many of the ladies modeled original and reproduction fashions.

There are many websites available to find fashions and patterns. Three of them are Model-a-ford.org,) ERA Fashion tab), model-a-ford.org/product-category/pattern-project/, and Ladymarlowe.com for fashion patterns. This seminar was informative and entertaining. The committee put together an extremely informative booklet for all participants to keep. I would highly recommend attending the fashion seminar at these conventions.

Add to these events a Judged Fashion Show, and a n ice cream social, a day tour with a picnic (250 cars), pretty weather, Tech seminars, happy model A'ers and good food – what else could you ask for? This was my tenth National meet and I am planning on being at the Hamilton Ohio Meet in late July, 2023. It is worth the trip! Join us. Jim

A Few Interesting Commercial Trucks on Display at Morgantown



Precious Model A

DID YOU KNOW

Taken from Ford Times, June 1978
Thanks to Dick Seabury for this article

TO COMMEMORATE Ford Motor Company's 75th anniversary, the American Silversmiths Guild has created a scale model of the 1903 Model A in sterling silver and gold.

The model is more than 13 inches long and weighs approximately eight pounds. Inside each headlamp is a full-cut diamond, handset by the world-famous jewelers Cartier, to signify Ford's diamond jubilee. The rear lantern contains a ruby, also handset by Cartier.

The guild is offering the hand-crafted model in a limited edition of 1,708 units, which is the number of

original Model A cars built by Ford. The models have a suggested retail price of \$5,000 each.

The one-eighth-scale reproduction captures the most minute details of the original car and contains many movable parts. The steering and braking systems actually work, as do the model's chain drive and suspension. The tonneau can be detached to transform the four-seater into a runabout, and the glove compartments and rear door open and close. The front seat can be removed to expose the battery, spark plugs and other engine parts. □

PRECIOUS MODEL A



Recent Happenings



Brad used Troy's tow bar to bring Sandeep's '30 blind back Fordor to Jim's shop. Brad complained that the car followed too close but the trip from Charlotte was fine otherwise.

After arrival, John haack and Brad Fisher observe while Jim sets the timing. After starting the car, it was determined that we needed to pull the head to repair a water leak and inspect the valves – low compression on cylinder #3. A burned valve was found. Plans were begun to check the bottom end for wear before doing a valve job. An interesting find was that the engine in this car still had original sized pistons and some of the valves were stamped Ford making us believe the mileage on the speedometer is original.



It didn't take long for the antique car bug to bite Brad and Jane Fisher. He bought his 1931 Model A leather back Victoria earlier this year and last month, while investigating where to get help replacing its upholstery, he found this 1915 Model A touring and bought it.

The NEW Model A Days

2-Day Swap Meet – September 16 & 17, 2022

The Gilmore Car Museum

6865 W. Hickory Road
Hickory Corners, MI 49060

Technical Seminars, Fashion, Hall of Fame Introduction

For event info 803/727-4392 John Begg, Registration required

Why Become a Museum Supporter and Join MAFFI?

- Get free admission to the Gilmore Museum
- Borrow free videos to show your local club
- Receive a quarterly newsletter
- Access to data bases and expertise
- Get copies of original factory photos



Support the MODEL "A" MUSEUM with a life long tribute

BRICK ORDER FORM - \$150/BRICK

3 line message-20 Characters/line including spaces & punctuation- 17 Characters for CAPITAL LETTERS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

(Each line will be centered.)

Purchaser's Name: _____
Address _____ City/State/Zip _____
Phone _____ Email _____

Mail form and check, payable to MAFFI, at P.O. Box 28, Peotone, IL 60468-0028

MAFFI MEMBERSHIP APPLICATION AND DONATION FORM

The Model A Ford Foundation is a 501c3 educational charity dedicated to preserving and educating people on the Model A Ford and its era. Membership includes a quarterly newsletter and information about the foundation and the Museum. You are invited to join by filling out this form and sending it with your check to the address below. Remember, you get free admission to the Museum with your membership.

Name _____

Address _____

City _____ State _____ Zip _____

Membership Term: ___1yr membership (\$25) ___3yr membership (\$70) ___Lifetime membership (\$350)

Donation: \$ _____ to be allocated to → ___MAFFI General Fund ___Endowment Fund

Mail form and payment to: MAFFI | P.O. Box 28, Peotone, IL 60468-0028

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

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

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

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.

A Woman's Day Riding in A Model A

by Becky Cale
Blue Ridge Model A Club

*As we go on this tour
Everything seems calm and pure
The weather is beautiful
And our gas tank is full.
So, it's off for a ride we go
To travel some back road.*

*Up the hill and across the stream
The car is hot and letting out steam
Halfway up the hill, we took a second gear,
We see the top, we're getting near.
Over the top and down the other side
We put it in high gear and let it ride.
All is going well, then something pops.
Lo and behold, the car rolls to a stop.*

*I ask, 'What in the world do we do now?'"
He looks at me and begins to frown,
I'm glad I brought a good book.
Sitting in the hot sun, I'll probably cook.
I'm told the pop was a condenser,
I hope and pray they can fix her.*

*At last we are ready to go,
How long will we travel? Nobody knows.
As we wave to children close to the road
They think we are out to put on a show.
The sun will soon be going down,
Thank goodness we'll soon be back in town.*

*Why do I go on these tours every month?
The road is rough and he hits every bump.
This is life and I love my man
So I bite my lip and do what I can.*

*It's been a long hot fun day
And this is what it's like for a woman
Riding in a Model A.*