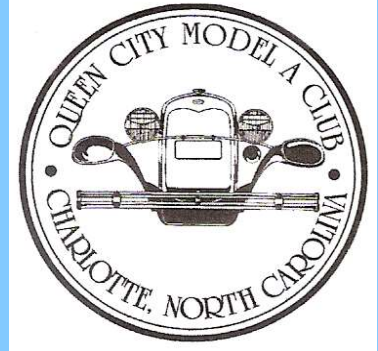


Distributor



March, 2022

The Vice Pres Sez,

As I write this, I am looking forward to the February meeting to be at Golden Corral on the East side. We've struggled too long during the Pandemic waiting to have all our friends join in a social setting. I'm hoping for a good turnout of you folks who agree with me.



Masks will be required by Mecklenburg County to enter the restaurant but optional in the meeting room. Be safe and don't come out if you may have been exposed to the virus and we understand if you fail to come because you are concerned about being in large groups.

We've been talking about how we can attract new members and when we look at those who have joined us in the last year, we conclude most joined after seeing us out and about or working in our shops. Current owners of Model A's also often find us on line when looking for local Model A clubs. This highlights one of the reasons we need to get out and enjoy our cars. People seeing us have a good time want to join in. Did you catch I said "Have a Good Time"? We will be attempting to have more outings planned and need you to help us by planning some of them. If you have a favorite ice cream stop or lunch stop, put out the word through the club and set a date for a gathering. The rest of us need to be prepared to join in! Just let me know when and where and I will get everyone informed.

We still are working together most days in Jim Townsend's shop with eight members who come by regularly to work with us or just sit and talk. The roadster project has grown as we have worked because we have uncovered much rot under a poorly done older restoration. When this letter reaches you, we will have replaced most of the sub frame and the bottom 8" of the body sides. New experiences with good friends. *Kalei*

QCMAC OFFICERS

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Newsletter Editor

Jim Townsend

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Meeting Minutes – February 21, 2022

Carrie Swann, Secretary

The February meeting was held at Golden Corral in Matthews and was hosted by Glenn and Carrie Swann. There were 22 members and 1 visitor in attendance. Jim Townsend asked the blessing.

Treasurer's Report – Bank Balance for 2/22/20 - \$5,985.58

Committee Reports:

Newsletter – Jim gets articles and reports in by the 20th.

New Memberships – Geoffrey & Clare Leek and Sandeep Berry were new members at their first meeting. Brad & Jane Fisher were also introduced as they are recent new members.

Health and Happiness – Ron Bryant has been in the hospital. Van Matthews had surgery and is home now.

Club Clothing – Carrie will bring articles of clothing for sale and a few items for free to the March meeting. Items not in inventory may be ordered from the catalog.

Mileage Program – No report but anyone not yet giving Frank Gerosa their January 1 mileage still may do so if reported before Feb. 28th.

Too Crib/Phone Tree – All tools are accounted for. Phone Tree is down because of electrical/phone issues.

New Business: -A cruise in lunch is planned at Model A Brewery on Friday Feb 25th.

-March Tour being planned by Ron and Jo Anne Bryant. Information to follow.

-Help for the website from new member Sandeep Berry is being planned.

-Meeting places for the club. If you are unhappy with any of our meeting places, feel free to find another and suggest it. Requirements are: need a meeting room, must be open on Mondays, willing to give separate checks for meal payment, keep in the area of the restaurant being replaced. Four restaurants are selected with all needing to be in the area of I-485 with one in each North South East West quadrant of the loop.

-April 15-16, All Model A Parts Swap Meet @ Old 96 district. Flier was distributed at the meeting.

Year End Treasurer's Report

Income; There were no dues collected for 2020 and no 50/50 income due to Covid restrictions; Income reflects new memberships for 2021 and renewed memberships for 2022. **\$1,150** (46 Members)

Expenses: \$1411.58

- \$108.84 picnic supplies at Bryant's in July
- \$80.00 Franke Liske Park reservation
- \$155.86 2020 Christmas dinner
- \$686.64 2021 Christmas dinner
- \$10.00 MARC dues
- \$60 newsletter expenses
- \$123.88 Blowing Rock tour (food at Jim Townsend's)
- \$50.00 for donation to MARC for Hardy DeVew Memorial
- \$136.56 for 19 magnetic name tags

Balance on hand December 31 2021; **\$6,247.16**

2022 Event Schedule

March 21 Meeting at Towne Tavern Restaurant, 6 pm for 7 pm meeting, Bill and Anne McDonough Hosting.

April 1-3 MARC Membership Meet in Plymouth Indiana

April 7-10 Charlotte AutoFair at Charlotte Motor Speedway. AACA Southeastern Car Show

April 15-16 Old 96 Model A Swap Meet, Greenwood, SC

April 18 Meeting at Sports Page Restaurant, 6 pm for 7 pm meeting, Sandeep Berry Hosting

April 24 QCMAC Car Show at White Home, Rock Hill. This Sunday afternoon show will be cosponsored by Historic Rock Hill during Rock Hill's annual Come See Me Festival. Jim Townsend is chairman.

May 13 – 14, Mid-Atlantic Pre-War Swap Meet, Luray, Va

May 16 Meeting at Azteca Restaurant, 6 pm for 7 pm meeting, Need a volunteer for host.

June 5th - 11th - MARC National Meet in Morgantown. PA

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. Need a volunteer for host.

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 19 Meeting at Azteca restaurant, 6 pm for 7 pm meeting. Marty & Manny 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, Need volunteer for host.

December Christmas Meeting - TBD

Azteca Mexican Restaurant

7340 Smith corners Blvd
Charlotte, NC 28269
704/598-4068

Sports Page

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

Golden Corral

11025 E. Independence Blvd
Matthews, NC 28105
704/246-7568

Towne Tavern

2000 SC hwy 160
Fort Mill, SC 29708
803/802-2340

Fashion Sense from the Model A Era



No Lady Likes

To Snuggle

Or Dine

Accompanied By

A Porcupine

Burma - Shave

Treasurer's Report	
Beginning Balance January 21, 2022	\$6,122.14
Receipts:	
Dues:	\$0.00
Other:	\$0.00
Total Income:	\$0.00
Disbursements:	
19 name tags	\$136.56
Ending Balance, February 22, 2022	\$5,985.58
submitted by Nancy Gustafson	

March	
	
Sandra Crosby	03/19/22
John Klutz	03/23/22
Eric Peterson	03/26/22
Danny Phillips	03/20/22
Marge Gerosa	03/26/22
Don Houser	03/11/22

New member Highlight- Brad and Jane Fisher

By Brad Fisher

In the middle of the third grade, in 1972 when I was 8 years old, my family moved to the far western edge of rural Forsyth County, NC to a small farming community called Westbend. One could not have picked a more idyllic place to grow up.

I spent the next decade before going to college working with my father after school in the farming community in and around our home. The work was hard, but I enjoyed it very much. I spent many a day riding to town with my father in his 1955 Ford F-100 pickup truck running errands for all the jobs we would do in a typical week. While this was the muscle era and while I enjoyed the many restored cars my friends' families had, my father and I were always enthused when we would see the not uncommon appearance of a Ford Model A. My father was especially enthusiastic about this vintage car and every time we would see one around our community, it would remind him of stories from his childhood, and he was a very good storyteller! Dad did not have much time to tinker with a Model A and he certainly did not have the monetary resources to spend acquiring a vintage automobile, but he always appreciated the quality and practicality of this beautiful mode of transportation. I have fond memories of spending time with Dad, and the Ford Model A reminds me of where I came from and the wonderful time I had growing up with two terrific parents and my younger sister.

My wife, Jane, entered my life when I was in 10th grade. In fact, I remember the day she first attended our high school as the new girl who had moved to our town from another community. I was sitting in the back row of Ms. Sue Wall's biology class when she entered the room and was introduced to the classroom. One thing led to another and we started dating when we were 15 years old. Because we were too young to have a driver's license, a good friend of mine drove us on our first date in his restored 1957 Chevrolet BelAir. From the "get go," she and I were exposed to the classic car world!

After high school graduation, we both went off to college; she to UNC Chapel-Hill and I to Appalachian State University. After College, we were married and started our life together. Over the years, we have raised four wonderful children (all daughters!) and operated a few businesses. Early in our life together we had no money to pursue hobbies and we had little time. Then recently, as we became empty nesters, we found a little more time and had some funds which we could use to pursue the things that interested us. We love spending time with family and friends, we have recently picked up the game of golf, we ballroom dance together, and we have always wanted a vintage automobile (Jane is particularly interested in vintage clothing and the early automotive era and we would love to learn more about this subject when we can.)

after conducting some research into vintage cars during the pandemic and remembering the memories of my childhood, I had investigated possibly purchasing a Ford Model A for us to enjoy. At that point, I didn't know where to turn for advice, then we stumbled upon a Queen City Model A Club tour while we were driving through Blowing Rock, NC in the fall of 2021. Very serendipitous! The first person we met was Jim Townsend and we



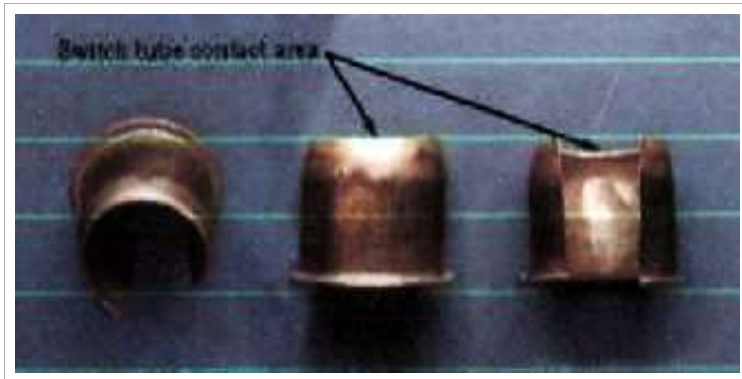
quickly thereafter joined QCMAC and both national Model A clubs.

I had assumed that it would take some time to purchase a Model A, but within one month of joining QCMAC, Jim called to say that Don Houser had found a 1931 Victoria for sale in Charleston, SC. He, Jim Kalei Unea and I drove to Charleston to check it out. It was a little rough inside and it didn't stop very well, but it was mechanically sound, so with the advice of the group, I bought it! We took delivery of it on December 8th, 2021 and I have been going to Jim's shop in Rock Hill since then to help on all the cars we are working on including our ne Vickie! To date, we have replaced the braking system on the car, and we will soon lube it, change the fluids and conduct any other necessary maintenance to get it back on the road. I am grateful to Jim Townsend, Kalei Unea, Don Houser and Claude Palmer for sharing their knowledge and experience with me, and Jane and I can't wait to see as many of you as we can in the next touring season.



Light Switch Rattle

By Frank DeLucia, Newsletter Editor of the Ford Squeaks



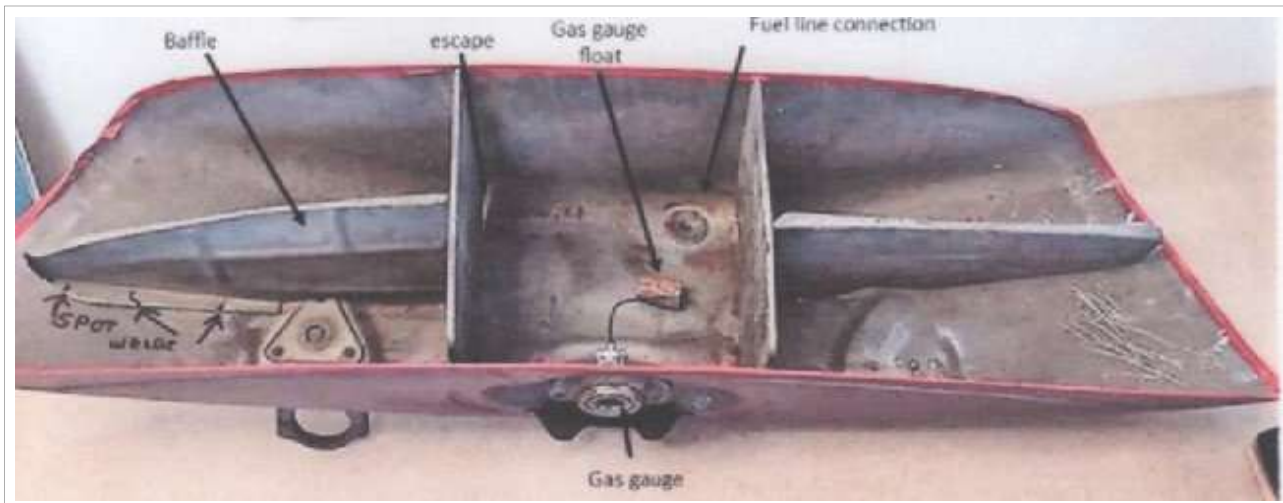
In mid 1930, Ford introduced a small brass bushing, A-3529, Steering Gear Lighting Switch Tube Silencer. The bushing may have been used earlier and overlooked in the parts price list. It was formed from .006" thick brass stock. Listed as 29-31, it may have been intended for the Gemmer steering box only but probably well suited to the Ford steering box as well.

The switch tube measures approximately 3/70" diameter. The hollow center of the Gemmer steering shaft measures approximately 1/64th inch larger leaving plenty of room for the rattle. The compound shape of the "silencer" resulted in a springy, resilient bushing. The lower edge was rolled inward to center the switch rod with minimal pressure. The flange at the top functioned as somewhat of a thrust washer for the spring loaded switch assembly. With all original parts, it not only eliminates the rattle but actually reduces binding of the switch tube. If you have a replacement switch tube, you will need to be sure there are no burrs or other problems at the top of the tube.

Rusty Gas Tanks

By Jim Townsend

Rusty gas tanks in antique autos is very common and the question is how do we overcome the problems that come with all this rust. When the protective plating originally put on tank surfaces fails, rust forms due to moisture caused by changing temperatures. Unfortunately, ethanol in modern gasoline also attracts moisture making the problem worse. Rust particles collect looking somewhat like mud in the fuel filter sediment bowls and sometimes clog carburetor jets causing the engine to operate poorly.



The Model A Ford tank contains baffles as shown above, the top of the tank is the top of the cowl and the back side is the dash board. All of this makes it a challenge to clean and seal it somehow to eliminate the rust in the gas problem. The baffles are there to control the sloshing of gasoline around in the tank during operation of the car. They do not go to the top of the tank and have openings along the bottom to allow gasoline to flow from one compartment to the other.

One of our members had the top of his tank cut off to allow access into the interior for cleaning and coating. The report was that it worked fine and rust fowling problems are over. On our project 1930 roadster, the tank is very rusty and we picked up an idea from John Kluttz. A fixture shown here has been made to allow the tank to tumble end over end with a chain inside the tank beating loose rust from the sides as the tank is rotated. We found that the chain could be manipulated into the various chambers and the tank rocked allowing the chain to beat the sides of each chamber. The result was that a measurable amount of red dust fell from the openings during this process.

With a good amount of loose rust mechanically removed, we blew air into the openings removing more, then washed out the tank first with lacquer thinner. This was repeated 5 times. An unbelievable amount of rust laden gunk was removed from the tank and the residue reduced with each rinse. The Bill Hirsch kit purchased had three components plus a sealing epoxy to be used in the event a leak was found. Our tank did not leak. The first solution is a water based cleaning solution with instructions to leave it in the tank for 24 hours. The second solution is an etching solution designed to etch the bare metal and neutralize rust. The final solution is a coating solution. The current coating is not effected by ethanol as was some of the earlier coatings on the market. The fixture built was used again during the cleaning and coating process. This allowed us to wash all solutions on all of the tank's surfaces. Openings were sealed to allow the tank to be turned while liquids were inside.



We are fortunate since we are doing this during a restoration process. The tank had to be removed anyway and the total car will be painted before restoration is complete. It is highly probable that the finish on the tank of a restored car would be damaged during this process and repainting of the tank would be required. But my conclusion is that this is a viable way to clean and coat a tank without cutting it open.

Fordite, Fordensite and Soy Beans

By Lorin Sorenson, "The Ford Factory" 1980

The Ford Motor Company did some extensive research at the Highland Park and later at the River Rouge plant into making automobile parts from other than steel. Ford wanted to make parts that were durable, long lasting and inexpensive to produce.

Fordite was a product mainly made of straw and a patented binder used for molding Model T steering wheels, electrical system insulators, battery covers and many other components. Fordensite was a blend of fine soft wood sawdust, carbolic acid and formaldehyde. When heated, the liquid caused the sawdust to bind together. This mixture was formed into certain sizes depending on what part Ford was going to cast.

Both Fordite and Fordensite were black in color. The resulting parts were very hard and they had to use diamond tipped tools for further form and the remove casting marks. At the same time, Ford was experimenting with soy bean extracts that lead to more sophisticated formulas in the mid 1930's. By 1939, Ford had a six story building at the Rouge dedicated to the production and developing additional uses for soy derived product moldings. These later parts were mainly gray in color.

Some of these molded parts used on the Model A Fords are: Steering wheels, gearshift knobs, terminal boxes and covers, distributor body, cap and rotor, light switch body contact assembly and headlight and tail light connector parts.

Rules for Touring

By Dick Eberle, Cape Henry Region, MARC

Now these are some rules for touring
Common sense most people would say.
But they would be wise to observe them,
When venturing out in the old Model A.

Is the air in the tires sufficient?
Have the lugs nuts been torqued down real tight?
Did you measure the crankcase oil level?
Did you check that tiny stop light?

Is the radiator topped off with water?
Do you carry a gallon for spare?
Are your brakes tight and safely adjusted?
Or do they need some additional care?

Or do you carry a cell phone with you?
Power on, charged up and all?
Cause it ain't worth much in your pocket,
With no way to give you a call.

When touring in line with the others,
Are you careful to keep up your speed?
Do you signal upcoming turns clearly,
For the driver behind you to heed?

And while we speak of that fellow behind you
Do you keep him clearly in sight?
If he disappears from your rear view mirror,
Slow down to determine his plight.

We're all in this tour together,
Our goal is to have some fun.
Be patient with those who have problems,
You just might be the next one.

If everything's not to your liking,
Accept it and button your lip.
If you think you can do the job better,
By all means plan the next trip!

Burma – Shave Roadside Signs

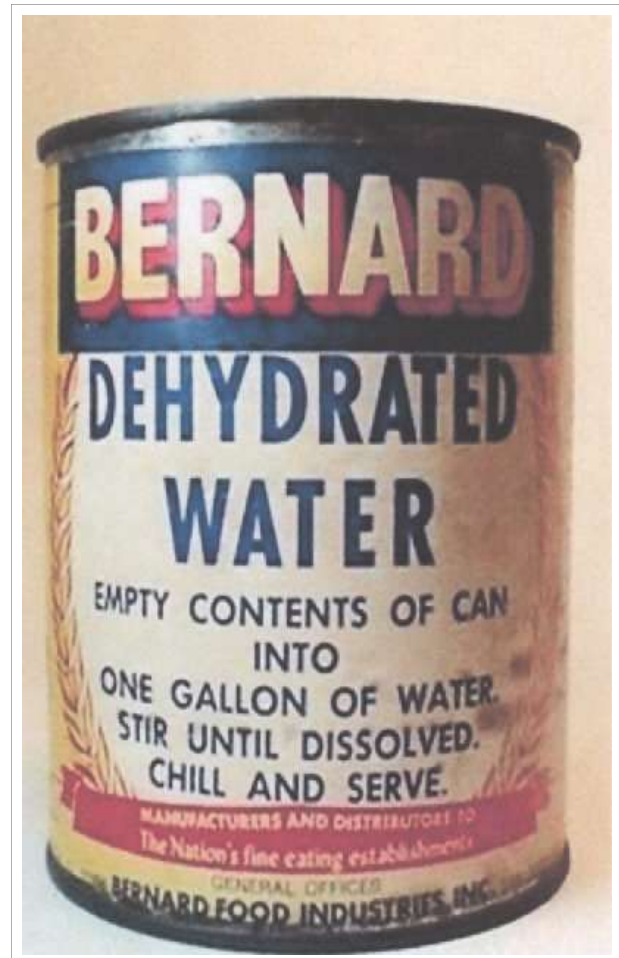
By Jim Townsend

I hope you noticed the Burma-Shave illustration in the February newsletter as well as the one at the bottom of the fashion page of this issue. Burma-Shave signs were all along the South Carolina roads during my youth and my family more or less made a game out of looking for them when on road trips to visit relatives. This was helpful in keeping me and my brother occupied and not fighting as we did often in the back seat of our 1946 Plymouth. The other game we played was cow poker where we had a contest to see who could count the most cows on our side of the road only to pass a church graveyard and have to start our count over. But this article is intended to be about the history of Burma-Shave's ad campaign.

This brushless shaving cream was introduced in 1925 by Burma-Vita company and was a liniment made of ingredients described as having come from the Malay Peninsula and Burma, thus the name Burma-Shave. Burma-Shave signs first appeared on US highway 65 near Lakeville, Minnesota, in 1926 and remained a major advertising component until 1963. The first series read: *Cheer up, Face – the war is over! Burma-Shave.* Sales increased and at its peak, Burma-Shave was the second highest selling brushless shaving cream in the US. Sales declined in the 1950s and in 1963 the company was sold to Phillip Morris. The signs were removed at that time with the brand decreasing in visibility.

In the mid 30s, there was a shift from verses being just about the product but about safety on the roads as in this verse: *“Hardly a driver / Is now alive / Who passed / On hills / At 75 / Burma-Shave”*, or in this one *“Pass / Schoolhouses / Take it slow / Let the little / Shavers grow / Burma-Shave.”* During WWII, the company supported scrap and bond drives with their signs, *Slap / The Jap / With / Iron / Scrap / Burma-Shave* and *“Let's make Hitler / And Hirohito / Feel as bad / As Old Benito / Buy War Bonds / Burma-Shave”*.

Here are a couple more products of the day. Maybe this is why we have truth in advertising laws!



Brake Link Gauge

When Bruce Hyland read the article on the brake adjusting link in the February newsletter, he offered this information relative to an article written long ago by his father Edwin M. Hyland of Chippewa Falls, Wisconsin.

Brake Link Gauge

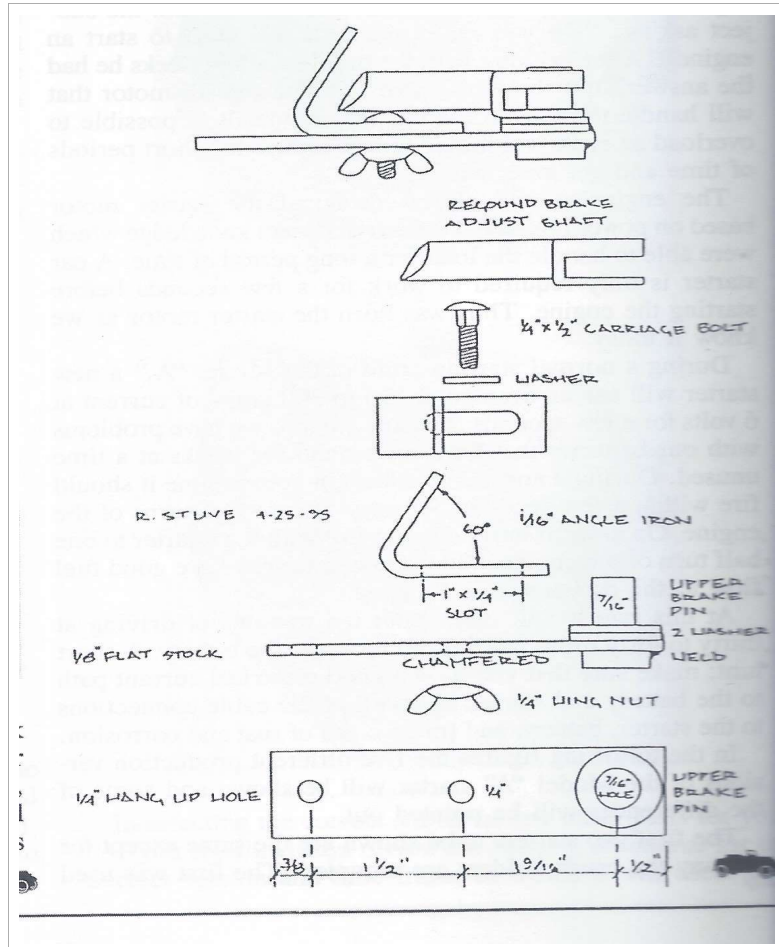
The Tool KRW Forgot to Make

Worn brake links can be reground to like-new condition. It can save you about \$40.00. this can be done on a belt sander. With the sander in the "off" position, carefully hold the link squarely on the belt, then turn on the sander. Do both sides until they are cleaned up. Smooth the ridge in the middle.

Construct the gauge according to the drawings. The slope is made by drilling three 1/4-inch holes then file out the slot with a round file.

To use the gauge, move the angle away from the pin, insert the reground link, then move the angle up to the link and tighten the wing nut. Now you can match the links in pairs. As long as the links are in pairs, the length won't make any difference.

The article gave credit to Ryan E. Stuve for producing the drawings .



A Bit Of History

- Stolen from another newsletter. Hours after Pearl Harbor was bombed on December 7, 1941, the secret service was in a bind.

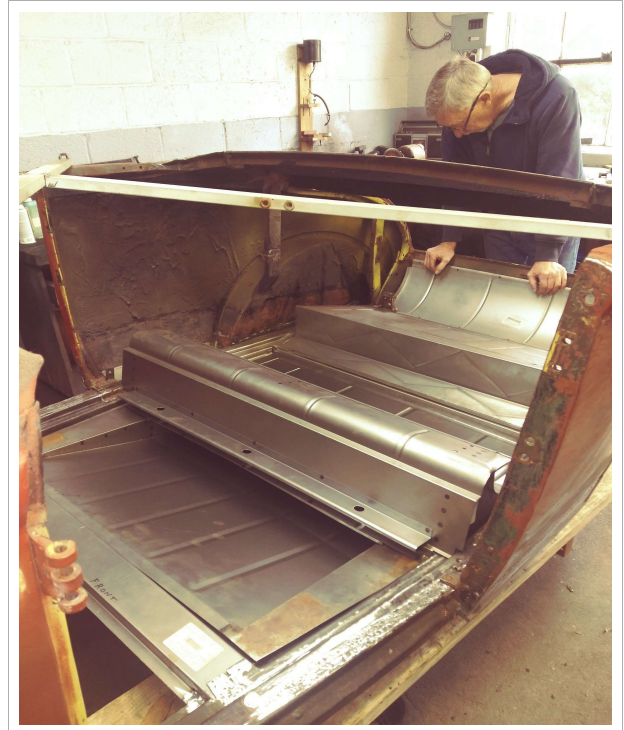
President Roosevelt was to give his Day of Infamy speech to Congress and although the trip from the White House was short, agents weren't sure how to transport him safely. Federal law prohibited the government from spending more than \$750 for a car.



One of the agents discovered that the US Treasury had seized the bulletproof car from Al Capone when he was sent to jail in 1931. They cleaned it up and had it ready for the President the next day. Capone's 1928 Cadillac V-8 town Sedan became the President's Limo. It had been painted green and black to match the colors of the Chicago police cars. It had 3,000 pounds of armor and inch thick, bulletproof windows. The rear window would fold down to allow firing at cars behind. Ric Bonnoront was given credit for this submissions

Recent Happenings

Don Houser almost looks as if he is saying a prayer as he studies the fit of new sheet metal panels being installed in the roadster project. When faced with the badly rusted sub frame and interior panels, the group made the decision to do what ever was required to make the body solid when we are through with our work. Not clearly seen in this photo are the patch panels welded in along the sides and at the back. The only original steel remaining in the lower part of the body will be the sub frame in front of the door openings. Don has done most of the fabrication needed aided by Claude Palmer who had the majority of body experience.



This shot was taken on Feb 11 when the body parts were blasted with glass to remove the coats of paint and body rust. The body bucket shown here has been blasted top and bottom and ready for the epoxy priming of the bottom. Later, when that paint had set, the body was lowered onto a dolly and the upper portions were primed. All was done within several hours of blasting before the cleaned surface could rust.



This is some of the club members who came to help or witness the blasting and priming of the roadster parts. Left to right are Don Houser, Geoffrey Leek, Jim Townsend, Matt Gustafson, Kalei Unea, and Troy Dalsing. Not shown were Bill McDonough, Dave Frintner, and John Haack.



This shot shows the gas tank in the carriage designed to tumble the tank during cleaning. It served as a good holder during the blasting and priming process also.

All body panels, fenders, hood panels, doors, rumble seat lid, dash rail, etc were primed on the bottom side first, and when the primer had set, turned over and the top side primed. Blasting revealed damaged metal that had been covered with bondo. That damage will be repaired as needed and then primed with a sandable primer before painting. The epoxy primer should seal the clean metal preventing future rusting.



We prepared for the day of blasting by setting up the body parts in the back of my shop. Note that the contractor had a box truck with all his equipment and supplies in it. One man blasted while his helper stayed in the back of the truck supervising and maintaining the equipment. It took them about 3 hours from start to finish and we spent another 4 hours cleaning and priming the parts. This was a big step forward in one day.

For Sale and Wanted



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 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
\$200 without exchange

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



For Sale Continued:

Two rear 1930-31 fenders.

Fits coupe, pickup, roadster etc.
nice condition, \$150 ea.
Bruce Hyland 704/488-6118



Anybody in for a lineman's job, working off a ladder on the back of a roadster pickup? I hear the view from up there is fantastic.

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

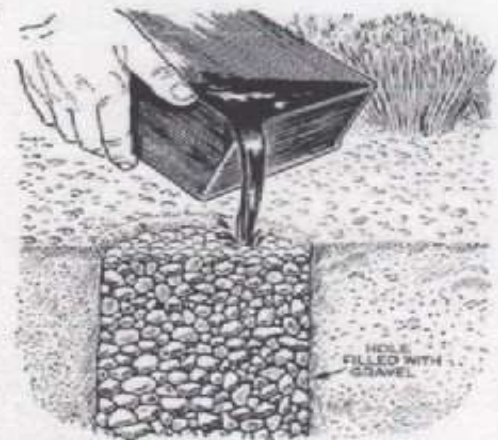
Application is online @ Website www.maffi.org

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.

MARC 2022 National Meet June 5th - 11th Morgantown, PA.

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

Hosted by the North Penn Model A Ford Club



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

158 POPULAR SCIENCE JANUARY 1963

Not allowed anymore — EPA

**MEN SAY THAT WOMEN SHOULD
COME WITH INSTRUCTIONS...**



**WHAT'S THE POINT OF THAT?
HAVE YOU EVER SEEN A MAN
ACTUALLY READ THE INSTRUCTIONS?**