

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.

September, 2022

The Prez Sez, Wow, what a great time we all had on the Brevard tour. I got great reviews from all attending, everyone seemed happy with the planning we did, the hotel where we stayed, the stops we made along the way and of course, the Brevard and Mt Pisgah area. What I liked the most was the quality social time we shared. Many came home recognizing new friends.



Since last month, Claude Palmer and Sandeep Berry have completed plans for our Beach tour and our International Model A Day Apple orchard tour. Check out the schedule and the fliers included in this letter for details. Preliminary results in registration promises a good turnout for both. Note you only have a few days from the issue of this newsletter to make reservations for the Beach tour. Hope to see you there.

If you are enjoying our outings, why not suggest something you would like to do and volunteer to plan it. It doesn't have to be a big event, just something to encourage us to get our A's out, a car show, an ice cream outing or a local parade. Hope to see you down the road. Kalei

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2022 Event Schedule

September 9-11 Charlotte AutoFair Fall Meet

September 16th & 17th Model A Days at Gilmore

September 17th Model A Day, Tour to Windy Hill Apple Farm, Sandeep Berry hosting

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

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 – TBD

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

The Family Model A

Now, the first thing I recall isn't teddy bear or ball
But I seem to see a little boy at play
With car parts on the ground and my father's muttered sound
From underneath the family Model A

I remember I was ten when he tore her down again.
And I saw her inner secret on display.
And later, at his side< I could sense my father's pride
In the cackle of our family Model A.

But I was soon to learn, it was my time for a turn.
And my father passed the tools to where I lay.
And tried to hide his grin, when I'd lose a hunk of skin
To the ego of the family Model A.

But I've had a pleasant life, now, with children and a wife.
Successful in somewhat modest way.
And no longer need I toil in the grimy grease and oil
With the innards of the family Model A.

But, my friends, do not rejoice, for I never had a choice.
And I towed one home, behind me yesterday.
For there's a little lad, who will need to know his dad.
And there's nothing like the family Model A.

The Grease Pit Poet

Meeting Minutes – August 15th

Submitted by *Carrie Swann, Secretary*

The August 15th meeting of Queen City Model A Club was held at Sports Page restaurant in Coulwood, NC. Hosts for the meeting were Jim and Laura Silver. The blessing was asked by Barbara Helderman. Kalei had words of encouragement, most of the members that went on the tour to Brevard were present for this meeting.

The treasurers report is posted below. The minutes of the July meeting were sent separately after being omitted from the August newsletter. They were approved as written for the newsletter. There were 22 that attended the meeting with 1 visitor in the total.

Health and Happiness: Van and Ola Mae Matthews are battling COVID at this time.

Tool Crib: Head Puller made and designed by Kalei and Ron is available for use.

Old Business: A report on the Brevard Tour was given by Kalei. Great tour, great venue, lots of laughs with great fellowship!!!

New Business: Apple Picking tour being planned for International Model A Day, September 17th by Sandeep.

Beach Tour to North Myrtle Beach planned by Claude Palmer. (Flyer included in this newsletter). Friday Sept. 30 to Sunday Oct. 2nd. Deadline for signing up is August 31st.

Christmas Party is in the planning stage.

<div style="display: flex; align-items: center;"> September </div>		<div style="display: flex; align-items: center;"> Treasurer's Report </div>	
		Beginning Balance July 18, 2022	\$5,975.15
Mary Adams		09/21/22	
Carol Habersang		09/18/22	
howie Hanson		09/28/22	
Jane Hyland		09/18/22	
Jean Long		09/15/22	
Rion Rutledge		09/23/22	
Laura Silver		09/24/22	
Jim Silver		09/14/22	
		Receipts:	
		Dues:	\$0.00
		50/50:	\$50.00
		Total Income:	\$50.00
		Disbursements:	
		Name tags	
		Ending Balance, June 13, 2022	
			\$6,035.15
submitted by Nancy Gustafson			



International Model "A" Ford Day - September 17th, 2022

Hello Queen City Model A Club members! September 17th, 2022 is the International Model "A" Ford Day, and we would like to get together and take a drive to the Windy Hill Orchard and Cider Mill! Reservations must be made in advance to pick apples. If you would not like to pick apples, that is okay as well, as there is plenty to do! There is a farm stand, cider tastings, and a live band (CYAN) will also be playing music from 1-4pm.

If you wish to pick apples, please reserve a spot for the 10-11:30 picking here: <https://windyhillorchard.ticketleap.com/pick-your-own-apples-2022/>

Also, please pack a picnic lunch as there are plenty of picnic tables there and we can enjoy lunch together! Please note that beverages are not allowed, but can be purchased at the cider bar.

And finally, I am hoping to get some patches to commemorate the day, which will be available for purchase for \$3 each. All proceeds will be donated to The National Club's Model A Youth Scholarship and Restoration programs.

We will all depart from Jim Townsend's shop in Rock Hill at 9:30 sharp. You will be assigned into a group of about 6 cars with each group having a leader familiar with the route. Please stay in your group so your leader can account for all of his followers. A few rules of touring: **In your group,**

- If the car behind you falls back due to a traffic light. Pull over or slow down for him to catch up. Do the same at a turn not moving out of sight.
- If the car behind you or in front of you pulls over to the side of the road,

do the same and offer assistance.

- Keep several car lengths distance between cars to allow traffic to pass but when in city traffic, try to close ranks so that traffic lights don't break up the groups.
- If we make a gas stop, top your car off and use it for a rest stop also.
- Don't worry if the groups get separated, the leaders know the way (we hope)
- Things to consider taking: a gallon of water, bailing wire, hand cleaner/rags, Cell phone, Assorted hand tools, paper towel, a spare tire with air in it, jack, lug wrench. Most regulars will have various spare parts.
- Consider having AAA membership providing a 100 mile tow benefit.

Follow SC-5 W from Rock Hill towards York (about 16.6 miles)

Turn right and continue on SC-5 E, destination will be on the right (0.9 miles)

The address is:

Windy Hill Orchard and Cider Mill
1860 Black Highway
York, SC 29745

Return Trip

Participants will continue on the same path as we came, and anyone wishing to take a more direct route home may do so.

It is Beach Tour Time

QCMAC

When: drive down September 30th
drive home October 2nd

Where: Avista Resort
300 N. Ocean Blvd
North Myrtle Beach, SC

Reservations by August 31st
call 877-238-4487
15 room block QCMAC
reservation #2858310



Room Cost: \$180.68/night incl all taxes and fees for deluxe
accommodations Ocean Front Rooms

Claude Palmer is our leader. 704/747-8757 poopawszp@aol.com

Brevard Tour, 2022

By Jim Townsend

My view was this was a great tour leaving on Sunday August 7th and returning on the 9th. We had good participation from the club members, good stops of interest and (not in the forecast) great weather. Our hotel was the new Holiday Inn Express and the staff opened their arms to us even coming outside to greet us on our arrival. We were given free use of the lobby area to socialize if we behaved and we did for the most part.

There were 21 of us including Tom and Sandeep Berry with their beautiful young boys, Troy Dalsing, Brad and Jane Fisher, John and Bertha Haack, Geoffrey and Clare Leek, Bill McDonough, Claude Palmer, Rion Rutledge and Judy, Jim and Laura Silver, Glenn and Carrie Swann, Jim Townsend, and Kalei Unea.



Other than for gas or rest, our first stop was at the Bantam Chef restaurant in Chesnee SC. This was the only targeted stop on which we had to meet a schedule, before churches let out to beat the rush. We arrived at 11:30 and got in line for our lunch. Bantam Chef is not your normal restaurant as it has a '55 Studebaker, an Isetta and a pre-nineteen hundred Studebaker buggy in the restaurant along with 1950's auto memory items displayed on walls. The owner brought his 1955 Studebaker stretched limo to display with our cars and another auto collector brought his beautiful 1916 Cole V-8. Lunch was good and we enjoyed the interaction with other customers as well as the owners.

The trip was west across the upper part of South Carolina turning north on US 276 to Brevard, NC. US 176 is a rugged climb with tight turns requiring drivers of Model A's to downshift several times into second gear to maintain speed. We all made the climb without incident arriving at the hotel in time for an early Happy Hour. Monday's tour was into Pisgah National Forest up to the Blue ridge Parkway and to the top of Pisgah Mountain, elevation 5, 000 feet.

I'll try to expand on our experiences with the following pictures. Above is most of our group sitting while watching people slide down the 60 foot rock at Siding Falls. Tom Berry unwillingly braved the cold water to take both sons, Walter and Oliver down the slide. The rest of us just enjoyed watching the crowd of people enjoying a beautiful day. The forecast was 80%



chance of rain. We stayed dry enjoying the sunny day.

Looking Glass Falls was just beside the road requiring little walking to view from the road's edge. John and Bertha Haack along with a few others walked down the stairs to the lower stream level for this picture. Those of us who wished to avoid stairs had a great view of the falls from the road's edge.

We stopped at the Cradle of Forestry exhibit recognizing America's first forestry school established by the Vanderbuils. Much of the land within Pisgah National Forest was donated to the Park Service by the Vanderbuils. We returned to the hotel in late afternoon and again enjoyed socializing in the lobby.



Tuesday morning, we gathered in the parking lot with our cars for this photo before leaving for the return trip home. Our route home took us through Hendersonville and down US 176, a little better road and through the towns of Saluda, Tryon, NC and Landrum, SC. We stopped in Landrum, visited a number of nice antique stores and had lunch together.

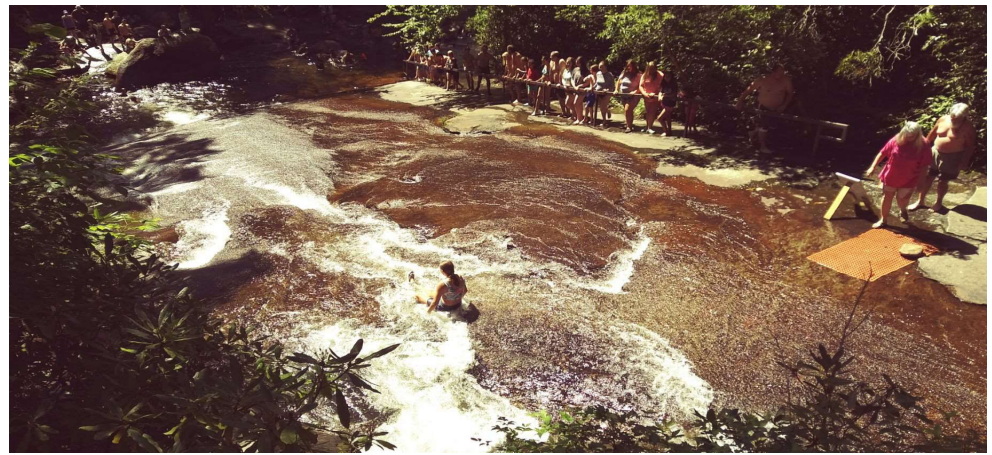


No Model A Tour would be complete without an Ice Cream stop and we had this one at Strawberry Hill both going up and returning home. The smiles show how happy we were to be out and about together in our Model A's.



The windshield reflection partially hides the purpose of this photo. Geoffrey Leek took Tom Berry and his kids to ride in his rumble seat. If you look closely, you can see Walter and Oliver smiling in the back.

This is Sliding Rock Falls. The 60 foot slide increases in slope until dumping the slider into an 8 foot deep pool. The line of people at the top are waiting their turn. Walter and Oliver want to go back to do it again.



A few of us leaving the parking lot of Strawberry Hill for Ice Cream.

Walter and Oliver were great during our tour. Sandeep brought them down to the lobby in their PJ's and as you can see they were cute as could be. I'm not sure of Oliver's expression in this photo. There were no fits or outbursts of anger. Walter looks like he just swallowed a canary. All of us were drawn to them.





NEW FORD TUDOR SEDAN
An example of the fine coachwork of the new Ford cars. New military-type sun visor and crown roof. Narrow pillars and new door construction give unusual vision. Back front seats fold forward, giving easy access to rear seat. Ample space between seats. Your choice of four artistic color harmonies—an usual feature in a low-price car.

\$495
(F.O.B. Detroit)

75th Anniversary of the New Ford Car

Get complete details at Ford salesrooms

For several years we have been working on the new Ford car. For weeks and months you have been hearing rumors about it. For the past few days you have been reading some of the details of it in the newspapers.

Whatever you do tomorrow, take at least fifteen minutes to get the full story of this new automobile.

You will realize that it is an entirely new and different Ford car, designed and created to meet modern conditions — a car that brings you more beauty, speed, quiet, comfort, safety, economy and stamina than you ever thought possible in a low-price car.

Automobile history will be made tomorrow, for the new Ford is not only new in appearance and performance . . . it is new in mechanical design. Many features of it are exclusive Ford developments. Some are wholly new in automobile practice. Its low price is a reflection of manufacturing improvements and economies that are as epoch making as the car itself.

Nineteen years of experience in building 15,000,000 automobiles are behind the new Ford car and have counted in its making. Resources unmatched in the motor car industry are its heritage and its birthright.

The Ford policy of owing the source of raw materials, of making virtually every part, of doing business at a small profit per car, has cut many dollars off the price you would ordinarily have to pay for a car like this.

So we say to you—learn about this new Ford car tomorrow. Compare it with any other car in the light-car field for beauty of line—for comfort—for speed—for quick acceleration—for flex-

ibility in traffic . . . for steadiness at all speeds . . . for power on the hills . . . for economy and low cost of up-keep . . . for its sturdy ability to stand up under countless thousands of miles of service.

Then you will know why tomorrow will be remembered as one of the greatest days in the entire history of the automobile industry . . . Then you will know why the new Ford car will be *your* car.

NOTE THESE FEATURES

- Beautiful new low body lines*
- Choice of four colors*
- 55 to 65 miles an hour*
- Remarkable acceleration*
- 40 horse-power*
- Four-wheel brakes*
- Standard, selective gear shift*
- Hydraulic shock absorbers*
- 20 to 30 miles per gallon of gasoline*
- Theft-proof coincidental lock*
- Typical Ford economy and reliability*

STANDARD EQUIPMENT ON ALL-NEW FORD CARS

- | | |
|---------------------------------|---------------------|
| Starter | Dashlight |
| Five steel-spoke wheels | Mirror |
| Windshield wiper | Rear and stop light |
| Speedometer | Oil gauge |
| Gasoline gauge | Tools |
| Pressure grease gun lubrication | |

© 1927, Ford Motor Company

NEW FORDOR SEDAN
A big, roomy car. Wide seats. Generous leg-room front and rear. Four convenient doors. Unusually large windows. Rich upholstery and full-nickel hardware. Dome light. Your choice of four artistic colors.

\$570
(F.O.B. Detroit)



NEW FORD ROADSTER
A long, low, chummy car. As fast as it looks. Wide doors. Deep cushions. Rich upholstery. Full nickel hardware. Rumble seat optional. Your choice of four beautiful color harmonies.

\$385
(F.O.B. Detroit)



NEW FORD COUPE
There is a bit of the European touch in the coachwork and contour of this new Ford Coupe. Handy package shelf in back of seat and unusually large water-proof luggage space in rear deck. Your choice of four beautiful colors.

\$495
(F.O.B. Detroit)



NEW FORD PHAETON
Another long, low, roomy car. All four doors open forward. Curtains open and close with doors. Side curtains have unusually large windows. Your choice of four artistic colors.

\$395
(F.O.B. Detroit)



NEW FORD SPORT COUPE
Combines the alert smartness of the roadster and the advantages of a closed car. Rumble seat standard. Landaus trim on rear quarter. Finished in four artistic harmonies.

\$550
(F.O.B. Detroit)



Cruz-in with Cincinnati A's

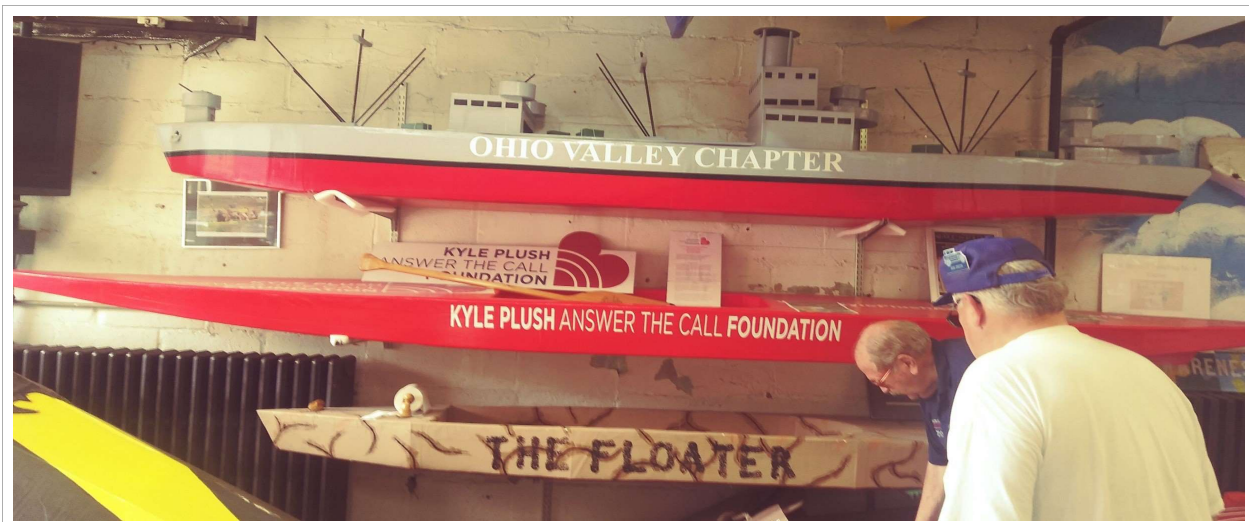
By Jim Townsend

At the completion of my tour with Model T Ford Club in Hamilton, Ohio, I spent the weekend with my daughter and family in Milford, a town in the suburbs of Cincinnati. Some will remember that I gave my grandson my 1929 Model A Roadster. Well, he is in college and my daughter Amy and husband Mike are using the A and are members of the model A club there. On that Saturday, there was a local tour and we joined in with me and Mike in the front and Amy in the rumble. My grandson wasn't at home for the event.



We drove about 10 miles across town to an area near the Ohio river where we met the other members for the tour. The club there is of similar size in number and has the same problem we do with being located in a large metropolitan area, sometimes making it hard to drive to events across town. This gathering include 13 Model A's and two modern cars. We drove to a lunch spot where tables had been reserved for us and then on to our first tour location several miles away along side the Ohio River, "The World's Only Cardboard Boat Racing Museum" In New Richmond Ohio..

Sounds like a joke but these guys were serious. There annual race was held on



August 6th and include dozens of entries, entries built of only cardboard and a special waterproof tape and paint. The paddling race started above a shipping lock on the river at 8 am and continued all day followed by a paddling party from 6 pm until midnight. Boats varied from something resembling a canoe to designs incorporating superstructures resembling river boats. The museum itself was in what was an old gas station in the center of town and it backed up to the river. Boats shown here were on display with some hanging from the ceiling upside down. A sign indicated that free cardboard was available for anyone interested in building a boat and building tips were available on line. Net proceeds of the events benefits Disabled American Veterans of Clermont County. When looking at the pictures, remember that these are one man boats and you have to adjust the scale of the picture recognizing that none are over 10 feet long., An interesting stop to say the least.



There was a 1932 Tudor on the tour and he experienced starting problems all day and the driver showed his inexperience in driving and shifting his recently purchased car. He was awarded their equivalent "golden Wrench Award" A decorated toilet seat.

We then traveled to a War Bird museum displaying a variety of WW II military planes, all in flying order. The museum had been funded by a wealthy enthusiast who wished to have a place to store and fly his private collection. There was a 45 minute lecture for us given by the son of Frances Gary Powers, the pilot of the U-2 Spy plane shot down over Russia May 1, 1960. The son had written a book based on research of records available at the time plus classified documents released since. I remembered the incident well as I was in the Army at that time and subject to potential consequences. The cold war was at its height and my exit from the service was delayed 6 months due to the Cuban Crisis in 1962.

The leaders had prepared a very interesting day of driving our Model As.

Editor's Comment

It was interesting to note that the Cincinnati tour was set up by a member who just knew of the events we shared, set them up on his own and offered it to the club members. Sometimes I think our club members wait to see what our leaders offer rather than taking the initiative and taking a leadership role. If you know of an interesting destination, offer to set a trip up and plan it.

New Member Highlight – Larry and Jenny Epperly

By Jim Townsend



I first met the Epperlys at this year's QCMAC Car Show at the White home. They entered their 1931 Fordor in the show driving it from their home in Edgemoor, SC which is located just south of Rock Hill. Larry was raised in Christianburg, Va and did his undergraduate work at Emory and Henry College. He earned a masters degree in Health and Physical Education from Virginia Tech. He is a retired basketball coach having started his coaching career at Ohio University in Athens, Ohio and finishing at East Carolina after 33 years of coaching. Jenny did her undergraduate work at Virginia Commonwealth and is a retired medical sonographer. Larry says they moved a number of times, a fact of life as a college coach. Jenny's work was always easy to find so she was able to relocate easily.

The Epperlys have two children, Tyler Epperly and Elizabeth Epperly Bish and Elizabeth has two children ages 10 and 6. Both of the Epperly children live in Edgemoor and are employed by a construction firm owned by the Bishes. Larry and Jenny moved to Edgemoor to be close to their family. The live within 100 yards of each other.

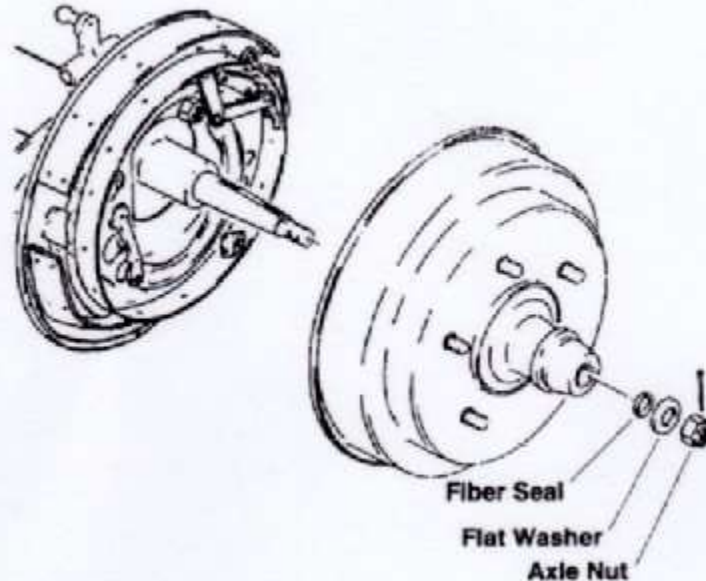
Larry purchased his Model A from his uncle's family after his uncle passed about a year ago. Larry's uncle had a shop and restored a number of cars but Larry always admired the Model A. The car has been in the family for over 50 years.

Hobbies include walking, fishing, traveling, all sports and reading. Jenny shares daily 4 mile walks with Larry. They recently returned from traveling to the mountains of Colorado and Wyoming.

Tech Tip – Rear Axle Nuts

By Jim Townsend

On a number of occasions when working on rear brakes, I've found it necessary to use shims between the rear axle and the brake hub. The shim keeps the drum from rubbing on the backing plate when installed. The reason the shim is needed is wear has occurred either on the tapered axle shaft and/or the brake hub. The shims are available from all parts suppliers. I've drawn laughs when I don't have the shims and instead cut a soda or beer can to form a usable shim.



But, we need to know the cause of the wear that occurred and what we should be doing to keep it from happening. Some get the tightening of the nuts on the front axles confused with the back. The front ones are snugged without significant pre-loading of the tapered bearings. The rear axle nuts are torqued as tight as you can get them so the tapered surfaces on the shaft and hub have no movement between them. This tapered connection, if properly made is why rear drums are difficult to pull and this fit is necessary to prevent wear.

One method of checking for a loose axle nut is to simply grab the top of the rear tire and shake it back and forth. If there is any movement, remove the wheel and check the nut for tightness. If you have a rear wheel off for any reason, check the tightness of the nut. Les Andrews recommends 125 ft-lbs torque for the nuts. If the alignment of the nut for the cotter key doesn't allow for the key to be installed, tighten the nut until it will go – do not back it up. Always install the cotter key and it is best to use a new one every time.

If you want to see the severe damage a loose nut can cause, ask me to show you an axle in my shop where the loose connection of the drum and shaft actually caused the shaft key to rip a hunk of the shaft away. That caused a major repair.



America's First Sports Car The 1911 Ford Model T Torpedo



Edsel Ford, at age 18, designed this car and considered it to be his sports car design. He modified the standard Model T design by lengthening the hood and passenger compartment giving the body a lower look. The doors (it has two vs passenger side only for the standard) and side panels are also lowered. The steering column is at a lower angle to match the lower and further back seat. This gives the car more leg room. In lowering the seat, the gas tank is relocated to behind the cab and holds 16 gallons vs the standard 10. The fenders are curved vs flat on the standard. There were also mechanical changes causing it to be said that the Torpedo undoubtedly is the best in performance and greatest speed of all Model T's ever produced.

The headlights are acetylene gas fired with the gas being generated by the brass unit on the running board. The side lamps and tail lights are kerosene fueled. The only instrument on it's natural finished wooden dash is a brass Stewart speedometer.

Production of this model was limited and only made in 1911 and 1912. They are rare today and demand a much higher price than other T's

A Bit of Henry Ford History

- Henry Ford made extra money as a pocket watch repairman when he was in his early teens. Ford taught himself the craft of watch repair by taking apart and putting back together a pocket watch given to him by his father.
- Henry Ford was America's second billionaire after oil magnate, John D Rockefeller.
- One of the strangest objects at the Henry Ford Museum is a vial containing the last breath of Ford's idol, Thomas Edison. As Edison was dying, Ford convinced Edison's son to sit beside Edison's bed with a glass test-tube, then capture his last breath and seal it with a cork.
- Henry Ford hired the handicapped, including the blind, deaf and those who had lost limbs in combat or in accidents. By 1919, 20 percent of Ford's workforce had some sort of disability.
- At 15, Ford designed and built his first operational steam engine in 1878.
- At 20, Ford was promoted to Chief Engineer of the Thomas Edison Illumination Company's main electrical plant in Detroit providing power for the city. After 6 years, Edison convinced Ford to follow his dreams of creating an affordable, reliable gasoline powered automobile.

A Temperature Gauge

• By Tom Endy

The Model A Ford did not come equipped with a temperature gauge. Knowing the water temperature is very important as you can then take steps to avoid overheating the engine. Early in the Model A era, an accessory radiator cap was offered that incorporated a thermometer on the top of the cap, visible from the driver's seat. If the early attempt was inaccurate, the repros are even worse. The temperature probe associated with the thermometer is not actually immersed in water. It is located above the radiator baffle and is at best measuring only steam and an occasional splash of water.

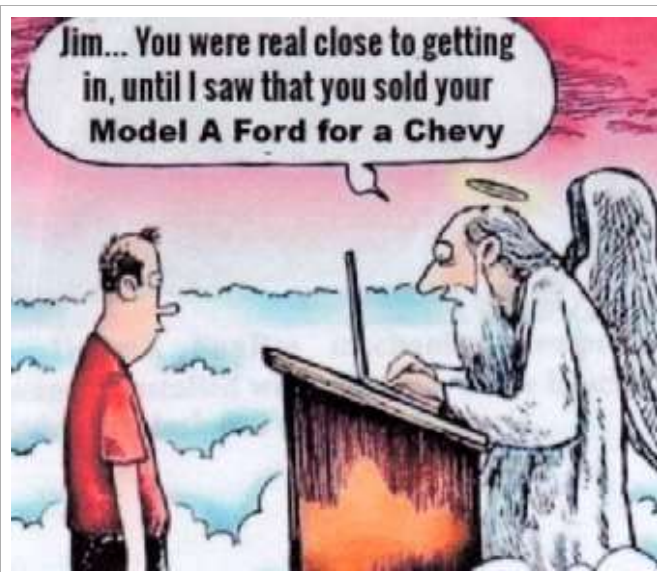
For an accurate measurement of the water temperature, a probe for a temperature gauge should be inserted into the water as it is leaving the engine. This is best accomplished by placing it in the water outlet casting that bolts to the top front of the head. Water is entering this casting from the head on its way to the top of the radiator. The water at this point is about as hot as it is going to get. (Water boils at 212 degrees at sea level.)

Accessory temp gauges can be either mechanical or electrical. The mechanical type is best suited for a Model A. Electrical temp gauges are only available in 12 volts. If a Model A has a 12 volt system, the electrical type can be used, however you will need to figure a way to shut off power to the gauge as turning the ignition key off won't do it.

Most mechanical temp gauges on the market come with a six-foot length of mechanical cable that cannot be altered. Therefore, the trick is to mount the gauge in a location on the dash that will allow for adequate routing of the cable between the gauge and the probe. A variety of temperature gauges are readily available from most auto parts dealers.

Editor's Note: *Tom continues by recommending the use of a thermostat in the hose leading from the head to the radiator. There have been a number of articles with good basis that have strongly recommended not using a thermostat on a Model A and I published my own review of that in a recent Distributor.. I like the temperature gauge because of its reporting the actual temperature rather than a generalization of temperature given by a motor meter. I don't run with a thermostat on any of my As.*

**Went Swimming Today and took a pee in the deep end.
Lifeguard noticed and blew his frikking whistle so loud,
I almost fell in!**



Recent Happenings

This is Sandeep's car on her first attempt to take it home from Jim's shop. She didn't get out of town before it ran hot and experienced vapor lock. We took it back and went through the carb, distributor and timing trying to eliminate the gremlin. After finding a couple potential problems and correcting them, we changed the spark plugs (Hers were new) to 3X Champions (these were old) and the car settled down. She drove it home to the Matthews area on 8/12/22. It has new valves, new water pump, new tires, new timing gear, LED lights front and back, turn signals, reworked brakes and a lot more.



This is what an old man looks like when crawling into a rumble seat to attach the front seat back rest in place. Progress on the project roadster has slowed due to our taking in work to assist other club members. The rear fenders are still in need of body work but the rest of the car is painted and the upholstery is complete except for the rumble seat. The top frame has been cleaned and painted but the top material has yet to be installed.

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

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



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 Butler 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



SUMMER DRESSES

Dainty frocks in Summers New Colors

14 D 29 Rayon \$5.00

14 D 23 Silk and Wool Crepe \$16.75

14 D 11 All Silk Practical Lounge Dress \$15.25

14 D 17 Rayon \$6.98

14 D 11 All Silk Lingerie \$12.98

14 D 17 Plumed Silk Mixed Crepe \$10.98

14 D 25 Rayon \$12.98

14 D 23 Silk and Wool Crepe \$16.75

14 D 11 All Silk Practical Lounge Dress \$15.25

14 D 17 Rayon \$6.98

14 D 11 All Silk Lingerie \$12.98

14 D 17 Plumed Silk Mixed Crepe \$10.98

14 D 25 Rayon \$12.98

SNICKER, SNICKER

ROUGH ROAD

FASTEN BRA STRAPS

REMOVE DENTURES

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.

Corn and Ethanol - Food or Fuel

From Santa Anita As newsletter

Are the only people benefiting from ethanol, farmers and engine repair shops?

In addition to being less volatile than gasoline, requiring more of it than gasoline to travel the same distance, ethanol can cause harm to gasoline fueled engines. There are four problems with ethanol.

1. It is corrosive when in contact with certain materials in fuel storage and delivery systems, including some rubber compounds and the zinc and aluminum alloys used in carburetors.
2. Because it is an alcohol, ethanol dries out the rubber components in a fuel system. This leads to cracking and brittle fuel lines, floats, seals and diaphragms.
3. Ethanol attracts water. Once in gasoline, it forms a chemical mix that causes corrosion.
4. It acts as a solvent in older engines, dissolving the varnish and other deposits in tanks and lines. These then are carried to the carburetor or injection system where they can clog the small orifices involved.
- 5.

In 2001, under pressure from the farm lobby, the EPA approved gasoline with 15 per cent ethanol content, but prohibited its use in small engines and other power equipment due to the potential damage.

At that time, the U.S. Department of Energy reported that gasoline containing the allowed 15 percent ethanol cause corrosion of metal parts including carburetors, degrading of plastic and rubber components, harder starting and reduced engine life in small engines. Other studies have shown that automobile engines produced prior to 2007 showed damage to valves, valve seats, seals, hoses and other components.