

# 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.*

Our Website is [queencitymodelaclub.com](http://queencitymodelaclub.com)

**October, 2023**

*The Prez Sez,*

We all need to thank Brad and Jane Fisher for the fine job they did in planning, hosting and executing the tour to Marion and Linville Falls. All thirty participants had a great time and our cars cooperated for the most part with only minor adjustments or repairs necessary. The weather even cooperated ignoring the forecast of rain.

As we wait for the next tour to Ocean Isles Beach at the end of the month, I got the opportunity to ride with Jim in his 1916 Model T on an HCCA tour. It was a new experience for me and I was surprised how well the cars kept pace and performed. The HCCA participants were open and friendly making it a very enjoyable experience. Model T's and A's have the same DNA.

Daily gatherings in Jim's shop continue to be fun and educational. We adjusted the valves on Chris Neil's A. We discovered they were set too tight when trying to find the cause of his engine skipping and backfiring when hot. We also believe that an intake valve was sticking and sprayed brake cleaner on the valves and guides to clean them. Bill McDonough brought his car in and we changed his head gasket after removing the head and seeing the blown spot between #3 & #4 cylinders. His car began to run rough toward the end of the Linville tour.

See you down the road,

*Kalei*



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## 2023 QCMAC Event Calendar

<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
7 <sup>th</sup> Board meeting at Captain's Cap  16 <sup>th</sup> General Meeting Golden Corral Brad & Jane Fisher hosts	20 <sup>th</sup> General Meeting John's Restaurant Glenn & Carrie Swann hosts	20 <sup>th</sup> General Meeting Sports Page Troy Dalsing Host  25 <sup>th</sup> Blow of the cobwebs Tour Try Dalsing 29 <sup>th</sup> Breakfast at BigView9am	6 <sup>th</sup> Northside breakfast 13-15 Charlotte AutoFair 14-15 Old 96 flea market 16 <sup>th</sup> QCMAC Car Show White Home 17 <sup>th</sup> General Meeting Golden Corral Geoff & Clare Leek Hosts
<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>
6th-7th Mystery Tour 11 <sup>th</sup> Northside Breakfast at Corine's Cafe 20th Landsford Canal Tour  15 <sup>th</sup> General Meeting John's Restaurant Bill & Anne McDonough Host	10 <sup>th</sup> BBQ Picnic, Fort Mill 19 <sup>th</sup> General Meeting Sports Page Glenda & Dwight Jackson Hosts 22 <sup>nd</sup> Northside Breakfast at Corine's Cafe 28 <sup>th</sup> Southside Breakfast at big View Diner @ 9am	17 <sup>th</sup> General Meeting Showmars Danny and Susan Phillips Hosts 27 <sup>th</sup> Northside Breakfast at Corine's Cafe	9 <sup>th</sup> Breakfast meeting at Big View Diner, 9 am  21 <sup>st</sup> General Meeting Golden Corral Danny & Linda Foster Hosts  26-28 Linville Falls Tour Brad & Jane Fisher
<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
4 <sup>th</sup> Matthews Car Show 18 <sup>th</sup> General Meeting John's Restaurant 27 <sup>th</sup> Breakfast at Big View 30 <sup>th</sup> Murray Mill Tour 29th-1 <sup>st</sup> Beach Tour, Ocean Isle. Claude Palmer Host	16 <sup>th</sup> General Meeting Sports Page Sandeep Berry Hosts	20 <sup>th</sup> General Meeting Showmars Rion Rutledge Hosts	11 <sup>th</sup> Christmas Meeting  9 <sup>th</sup> Harvey Hood Memorial Christmas Parade Tour  9 <sup>th</sup> Denver NC Parade

**Meeting place addresses**    **Golden Corral – 11025 E Independence Blvd., Matthews, NC**  
**John's Restaurant – 2002 Westinghouse Blvd, Charlotte, NC**  
**Sports Page – 8400 Bellhaven Blvd., Charlotte, NC**  
**Showmars – 7260 Hwy 73, Unit 119, Denver, NC 28037**

**September 29<sup>th</sup> thru October 1<sup>st</sup> will be our 2023 Beach Tour to Ocean Isle Beach. We will stay at the Islander Inn, front row, where we have stayed on a number of occasions. Claude Palmer is our leader and details on next page.**

**“Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young. The greatest thing in life is to keep your mind young.”**

*Henry Ford*

## **Beach Tour – September 29<sup>th</sup> Thru October 1st**

**We are going to the beach!! Ocean Isle Beach is our destination and we will once again be at The Islander Inn where we have stayed a number of times in the past. Claude Palmer and Heather Fowler are our leaders for this tour. We will leave Big View Diner at 8 am on the 29<sup>th</sup>. Those wishing to eat first need to arrive early to depart at 8.**

Twenty rooms have been reserved with prices varying from \$143.10/night+tax (12 rooms) to \$161.10/night+tax (8 rooms). The more expensive rooms are ocean front with Balcony while the others are Island side without balcony. The motel itself is on ocean front. **Cut off date for reservations at block price is 15 August 2023.**

Make your reservations by calling (910)575-7000 identifying you as a part of the Queen City Model A Club tour.



## **Murray's Mill Tour**

For those not going on the Beach Tour, Carrie Swann has arranged for a one day tour to the Murray's Mill Festival on September 30. The meeting place is McDonalds at Hwy 16 and Mt Holly-Huntersville Rd at 9 am, leaving 9:20. the group will stop at Bo-Jangles on Hwy 150 to pick up those wishing to meet there. Please call Carrie 704-617-4901 to let her know if you plan to attend.

## **Editorial Page – Safety in Numbers When Touring**

By Jim Townsend, Editor

I'm often asked, "What tools and parts should I carry on tour?" and also "What should I do to prepare my A for the tour?" There are a lot of thoughts on this with one member even considering building a trailer to carry everything one might need and most overlook the fact that other members of the tour carry parts and tools also and we always help each other in the event of a breakdown.

The question shows a lack of confidence in the cars we drive. Model A's that are well maintained are very dependable cars if we take care of them. So, the first question related to pre-tour maintenance is a very good one. Here are a few answers:

- Change oil if the oil in the car is over one year or has more than 500 miles on it.
- Check the tires closely for signs of sidewall cracking and excess wear. Ck pressure (spare too)
- Check for steering play of no more than 2".
- Check fan belt for wear and tightness.
- Check water level and cleanliness.
- Lubricate generator with a couple drops of 3 in 1.
- Check point gap and condition of the face of the points. Oil shaft. Small amount of lub on cam.
- Check for smooth operation of engine and charging of the generator.
- If you haven't lately, check fluid level in transmission, rear end and steering.

But, after this, if you have trouble on the road, what parts and tools should you have? Maybe telling what I carry might give my thoughts clarity.

- I carry a tool box with wrenches, sockets, pliers, snips, screwdrivers etc.
- I carry a spare carburetor, coil and distributor along with a little wire (baling and electrical)
- I carry a multimeter ,electrical tape and masking tape
- I carry a set of hoses and hose clamps.
- I do not carry a spare generator but someone in the group should. I use an alternator.
- I do not carry a jack but someone in the group should.
- I do not carry a spare ammeter but some one should.

Longer tours may need more parts but every member of the group need not carry one of everything, That and help from other members is one reason to tour together and stay together not veering off from the group for unscheduled stops. A few rules of the road might include:

- Stay close enough to the car in front of you allowing enough space for modern cars to pass you.
- When coming to a congested area, tighten up the line of cars increasing the chance that we will not get separated at traffic lights.
- If the car **behind** you pulls to the side of the road, pull over and stop. The leaders will know you are no longer behind them and come back to help.
- If you have been given written driving instructions, follow them even if the car in front of you fails to make a correct turn. He will see you didn't follow and turn around. Flash lights and sound your horn.
- **Always start tour segments on time and with a full tank of gas.**

## Meeting Minutes

By Carrie Swann

QCMAC monthly meeting for September 18<sup>th</sup>, 2023 was held at John's Restaurant, in Charlotte. Host/Hostess were Bruce and Jane Hyland. Kalei Unea opened the meeting at 7:18pm. The Blessing was asked yb Glenn Swann. There were 22 members and 3 visitors. Dispensing of reading the treasures report and the minutes of the last meeting to allow for more time to cover activities.

**Murray's Mill** tour for Sept 30<sup>th</sup> will be led by Glenn and Carrie Swann. We will meet at McDonald's at 9:00 and leave at 9:20, proceed to Hwy #150 to pick up any other members that plan on going.

**Fall Beach Tour** will Meet at Big View and leave for the beach. Any questions call Claude Palmer.

Dwight Jackson received the "**Golden Wrench**" for his break down during the **Linville Tour**. Brad Fisher gave a report on the Linville Tour. Everyone had a great time and the side trips were wonderful. Brad and Jane are exceptional host.

Troy Dalsing gave an update for the "**Key West Tour**". There are approximately 8 members planning on going. If you are interested get in touch with Troy.

**Clouds and Sunshine** - Long time member Yates Gilbert health is failing and Hospic has been called in.

**Shop Workings** were discussed. Bill McDonough replaced his head gasket, now he has a oil leak!

Larry Long's Model A was bought by his dad in the 50's , will be his grandson's in the future.

### September 2023 Review of QCMAC Checkbook

Beginning Balance as of September 1, 2023		\$6,456.67
Income:		
Sept. 50/50 will be posted in Oct.		\$0.00
Total:		\$6,456.67
Expenses:		
Linville Tour		\$300.00
Newsletter Printing/Mailing		\$240.00
Ending Balance as of Sept. 30, 2023		\$5,916.67

## Clouds and Sunshine

### Keep the members below in your special prayers

JoAnn Bryant as she has back surgery and recovers from broken foot.

Ron Bryant as he continues having blood pressure issues

Wayne and Barbara Helderman both with health problems

Susan Phillips recovering from gall bladder surgery

Clare Leek whose brother passed in August

Danny Foster will have surgery for carpel tunnel and shoulder

Carl Adams as his Parkinson's disease limits his mobility

Dave and Dawn Frintner as Dave's Parkinson's disease advances



### October Birthdays

Margie DeView 10/2

Heather Fowler 10/3

Susan Phillips 10/5

Michael Broderick 10/8

Alton Garard 10/6

Claude Palmer 10/8

Glenn Swann 10/8

Tasha Broderick 10/9

Barbara Helderman 10/16

John Haack 10/21

Troy Dalsing 10/23



## Fashion Page

In the Model A era, we have to remember that, from a practical standpoint, boots were a good choice due to unpaved streets. This was particularly so in rural areas and in the rainy or winter stormy weather. So for dressier occasions, fashionable boots like these were available.

### High Cut Boot

This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt\* leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2 ½ to 8 in a wide width. The sale price is \$4.79.

*National Bellas Hess,  
Winter, 1931-32*



\*The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt, the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

### Rugged Outdoor Boot

Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher-cut\*\* boots, with a damp-proof fiber sole. Available in brown or black, sized 2-1/2 to 8, for only \$1.69

*National Bellas Hess,  
Winter, 1931-32*



\*\*The Blucher-cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.

## Henry the Farmboy

### **Henry the Farmboy, part 3**

*Compiled by Danny Enos, Cuesta Crankers Model A Club,  
San Luis Obispo, CA*



During the first two installments we learned that Henry Ford was born in frontier-like Dearborn, Michigan, to William and Mary Litogot Ford in 1863. At age seven Henry had started tinkering with watches, making simple tools, and demonstrating extraordinary mechanical ability in general. His mother died when Henry was thirteen. Her passing had a definite affect on him. Shortly after her death Henry encountered a mobile steam engine and was both intrigued and inspired by the machine. Henry left the farm at sixteen for Detroit. He apprenticed there as a mechanic for three years, and repaired watches to supplement his income. At age nineteen, satisfied with his apprenticeship in

Detroit, he returned to his father's farm in Dearborn.

So now we pick up Henry back on the family farm at age nineteen and it doesn't take long before he puts his newly found skills to work.

A neighbor, John Gleason, owned a Westinghouse Company portable steam engine that had broken down. Gleason wanted to use it for threshing, sawing, and to rent out. However, the mechanic he hired was not up to the job. So the young Henry Ford took a crack at it. He admitted that he was a little intimidated by the machine, but also remarked about the previous mechanic that, "I have an idea he was afraid of his machine". His training in Detroit at both Flowers Brothers and Dry Dock Company quickly paid off. By the end of the day he had figured out the engine and spent a long and happy summer running it around the country doing work on behalf of Gleason.

Henry would later reminisce, "I was paid three dollars a day and had eighty-three days of steady work. I traveled from farm to farm, and threshed our own and the neighbors clover, hauled loads, cut cornstalks, ground feed, sawed wood. It was hard work. I had to fire (it) myself and the fuel most generally was old fence-rails, though it would burn coal the few times coal was to be had. I became immensely fond of that machine.... I have never been more satisfied with myself than I was when I guided it over the rough country roads of the time."

Many years later, Henry tracked down that machine, serial #345, with the help of Westinghouse. He repaired it and threshed with it again on his sixtieth birthday.

Through his work with 345, Henry came to know the local Westinghouse representative. When the seasonal work for Mr. Gleason ended Henry became the area demonstrator and repairman for Westinghouse Company in southern Michigan. He traveled the countryside with a bag of tools servicing and operating the company's machines.

It was an ideal job for a man in his early twenties. He was his own master for a while, and got to care for the puffing, clattering engines he loved so well. He was almost a minor celebrity. He'd enter a village and people would crowd around with questions and even invite him into their homes.

As we'll see next time, times were starting to change in rural Michigan, and young Henry would meet young Clara Bryant.



## Depot Hack Project?



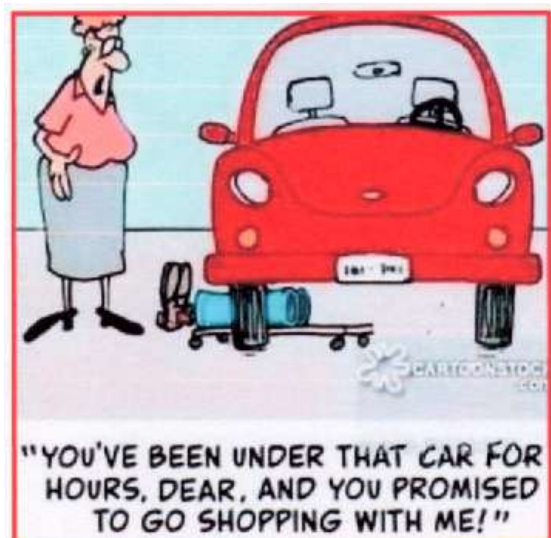
The Model T Depot Hack is a pretty simple body style in that there are no windows except for the windshield, the seats are benches and the sides are plywood with molding strips applied. Kalei enjoyed riding with me in the HCCA tour and we talked as to how we could get more club members involved. If we could find a rolling chassis, we could build a body making a Hack which will carry 6 people. It could be used in parades or on tours without all participants having to own a qualifying vehicle and it may be a fun project.

Following that line of thought, I learned Bill McCleave has a couple frames and engines with the planetary transmissions. Gene Fletcher, an upholsterer in Valdese, NC told me he has plans for the hack body and a frame. John Strickland has a multitude of T parts that we could probably get.

News update: I bought a collection of parts including frames, springs, axles, transmissions and an engine ready to assemble. We are ready to begin!

**So my question is: Is this a project you might participate in building just for the fun of it and if we had it, would you be interested in riding/driving it for parades or tour events like the HCCA tour discussed in this newsletter? Write me a note now.  
Jim**

**I wonder if the people paying \$300 for a colon cleanse even know about Taco Bell's \$4.99 deal.**



## Queen City on Tour

By Jim Townsend



While we called this the Linville Falls tour, we had several destinations. This is downtown Marion NC with some of the 14 Model As parked as the owners explored the town. Our motel was in Marion.

And what would a tour be without good food. We stopped at Johnny Ray's Smokehouse for some good BBQ on the way up. It is not easy to get 30 people into a restaurant but they had a private room reserved for us.



We drove right past our motel headed for a delightful afternoon near the town of Nebo, NC at Jane and Brad Fisher's lake home on Lake James. I doubt if we could have made our way through the countryside to this private spot without Brad at the front of our tour group. Here you see the line of As parked at the top of a hill close to the lake. Brad used his four wheeler to take those needing assistance down the hill.

Brad gave us some history of Lake James, the memory of most of which escaped my aging brain. But the lake is named for the tobacco tycoon and benefactor of Duke University, James Buchanan Duke. It was built between 1916 and 1928 as a hydro-electric project for power for Duke's industry. It continues to provide power for Duke Energy Company.

What a pretty picture but it is not hard to get pretty pictures of Lake James, they are everywhere. This is the Fisher's boat house and dock. Again, it is down hill from the house and Brad furnished rides down in his four wheeler.



Jon Dalsing, Troy's 13 year old wasted no time getting his hook into the water. Although normally a very successful fisherman, they just weren't biting while we were there.

Brad took us on a tour of part of the lake stopping to show us some of his favorite views. This one is looking north-west at the mountain range including Mount Mitchel. The Fisher's boat is a tri-hull and safely hold 10-12 adults.





Paul Crosby volunteered to be “Chef for a day” and fired up the grill on the porch. Kalei assisted.

Others sat at the dining table or on the screened porch or on the patio below enjoying company. Jane, Bertha and Clare had planned dinner and spent time setting up the serving table with their food prepared.



We traveled back to the motel from the lake, tired from a long day's travel and some of us relaxed with a shot or two in the lobby of the Holiday Inn.

On Sunday, we traveled toward Linville, NC picking up elevation. Here, we have arrived at Anvil Arts, a forging shop making art out of steel, some for table decoration and some for fence or yard art. The shop is not normally open on Sunday but they volunteered to not only open but set up a demonstration for us.





Using the Hammer shown here and a couple of smaller ones, the operator transformed a piece of 1/2" square steel stock into several Rhododendron leaves about 4" long and 1 1/2" wide. We were then shown a candle stick holder he and decorated using the leaves he had formed. Several members purchased some of the forged art pieces. Bertha Haack seemed serious when she and John were inspecting a 4' stylized rabbit for their yard.

Directly across the street from the Forge shop is Linville Falls Winery and we all were ready for a taste of their art. Jon Dalsing stayed true to form and tried his luck in the trout lake while we enjoyed music from the mountain music group playing.



Sunday's travel also included a stop at this rustic spot down a rough driveway off the highway. It is a trout farm expanded to have a brewery/sandwich shop. We found it on our exploratory trip and added it as a stop due to its uniqueness and the experience of the driveway entrance.

This was the first tour organized by Brad and Jane Fisher and my view is I sure hope it is not the last. Every detail was considered and we had interesting things to see and do along the 350 mile trip. I like the 3 day, two night format which allows time to stop and enjoy the company of our fellow travelers as well as experience interesting destinations. We had several minor problems with our A's with only one holding up our schedule. Dwight and Glenda Jackson's Tudor failed to start when leaving the winery due to a condenser problem. He is a candidate for the Golden Wrench Award.

## No Model A's Allowed

By Jim Townsend

Kalei and I joined a Horseless Carriage Club of America (HCCA) regional tour on September 15-16 in Shelby, NC. Although not a Model A event, I



thought you may be interested in tours others take. HCCA membership is limited to 1915 and earlier vehicles but on tour, they allow other vehicles built prior in or before 1927 to join in their tours. Model T's are the most plentiful of these cars but the make up of this group is enhanced by the inclusion of true classics, like Cadillacs, Packards, Locomobiles, Stanley Steamers, Marmons, Studebakers, Mitchells, Stutz, Franklin etc. All of these makes plus a Buick, Pontiac, Chevrolet, Chrysler, and Dodge were part of the 50 car field, all pre 1927.



The other notable thing different about this tour was the inclusion of a number of youth, both as children or grandchildren of the drivers but also as drivers. The photo above is of the group at The Shadyside Dragway near Shelby. Participants had the opportunity to run timed passes on the dragway, two at a time and the winner was a 16 year old young man who had built his car, a 1926 Model T Speedster. - Fastest time and speed. This was a little surprising when the competition included the Stanley Steamer and other big cars with much more powerful engines. One of the Packard owners commented to me that he was having difficulty keeping up with the Model Ts on the road.

The tour circled through the surrounding counties with scheduled stops at points of interest to include the Broad River Greenway, the R.R.Haynes Memorial Clock Tower, The Grier Beam Truck Museum, The Cherryville Depot Museum, the International Linemans Museum and an outstanding Shelby City Park with rides for children. The picture to the right is of a covered 1919 carousel in the park.



Detailed turn by turn instructions guided us as all were on their own to travel the route. We took a few detours when we got lazy and just followed the car in front, because we missed the turns they missed. Over all, we traveled a little under 200 miles in the two days ending with a banquet served at Cleveland Community

College. The picture at left is of the group where we stopped for Ice Cream at Big Red's Cafe in Kings Mountain. This is a very open and friendly group of auto enthusiasts.



## Vapor Lock – Old News Tech Tip

The following is a re-print from a published article in Model A Times 2005 Summer issue. I'm printing it here because I think it is well written and it seems to be based on research supporting the writer's opinions. I was glad he didn't suggest putting wooden clothes pins along the gas line.

### Don't Let Vapor Lock Turn Your Face Red When the Traffic Light Turns Green

Gasoline engines operate by igniting a mixture of air and gasoline vapors. Therefore, a gasoline's tendency to vaporize, or its volatility, is important. Gasoline formulations are varied by season and geographical locations. Mixtures that do not vaporize readily may cause hard starting of cold engines and poor vehicle drivability during warm-up and acceleration. Conversely, gasoline that vaporizes too readily in fuel tanks, lines and carburetors can cause decreased liquid flow to the engine, resulting in rough engine operation or stalling (vapor lock). It is more complicated than I am going to make here, but today's common gasoline formulations for winter start to transition to vapor at about 105°F, and the summer mixture is changed to transition at 140°F.

The Model A engine was designed to utilize the 40 to 50 octane fuel of the 1930s, leaving the engine susceptible to vapor lock with the high octane gasoline of today. This typically occurs in a 4th of July parade or when we have to sit through a series of long stoplights on a hot day. The airflow through the radiator slows down, the engine gets hotter, and the fuel starts to "boil" in the carburetor. When traffic picks up and we want to go, the engine hesitates and tends to stall with vapor lock (that's when your face turns red). If the problem isn't too severe, a quick pull and a little counter clockwise turn of the choke rod will enrich the mixture enough to let the engine accelerate. With more air now moving through the radiator, the engine soon cools down a little and you are on your way. If the problem is severe, hopefully you can find a shade tree to park under so you and your Model A can cool off.

I have conducted a series of engineering experiments to evaluate many suggested techniques to minimize the risk of vapor lock, and here are the five that I have found to be most effective.

1. Drive your Model A regularly so that you're not still using winter formulations of gasoline in the heat of summer. Be aware that you can unknowingly fill your tank with a



winter blend of fuel at a gas station that is late in restocking with the summer blend.

2. The cooling and timing systems must be properly maintained to keep your engine temperature under 190°F and the fuel in the carburetor under 140°F. A four-core radiator and a 160°F thermostat installed in the upper radiator hose will both improve cooling.

3. A copper gasket will improve the conducted heat transfer from the exhaust manifold back to the block and water jacket, and will reduce heat transfer to the intake manifold and carburetor.

4. A couple of stacked, copper-clad asbestos gaskets between the carburetor and the intake manifold will reduce the conduction of heat to the fuel in the carburetor. Some people install a machined phenolic block to increase the thermal insulation between the carburetor and intake manifold even more. However, these blocks can diminish engine performance in very cold weather.

5. A quart of diesel fuel added to a nearly full gas tank, will reduce fuel volatility and thus vapor lock tendency, and not significantly affect your engine performance on a hot day in a parade.

Keeping your engine cool will help you maintain your own cool when driving your Model A this summer, and your face won't be turning red when the light turns green.

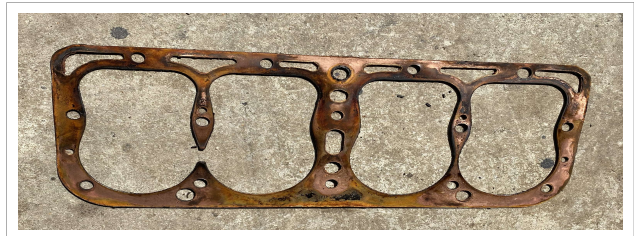
By: Chris Pelikan, the Model A carburetor guy from [www.model-a.org](http://www.model-a.org).

## Recent Happenings

On the Linville tour, I drove my 1931 Coupe, the first major tour outing since I purchased it in 2016. I had shown it a couple times at MARC meets winning the Award of Excellence in Touring class and had installed a set of original 3X Champion plugs still in the engine. On the tour, while nearing our motel in Marion, the car began to skip and whistle as it climbed the hills. Not knowing the cause and feeling that I may need a rollback, I pulled into the Motel. When I raised the hood, the cause was evident as the top on #1 spark plug was missing. I installed a plug from my spare parts and continued on the way. I've never seen this failure before but a friend said he had the same happen on an older Cadillac he owns. My bet is that the nut securing the porcelain was loose allowing movement and causing the break.



Bill McDounough also experienced on tour, loss of power on his 1931 Slant Windshield sedan. When checking compression at home, he discovered no compression on #3 and #4. The car was brought to my shop for work and we removed the head discovering a blown head gasket, which was replaced and Bill drove the car home.



Bill also developed a major oil leak while on tour. We discovered his oil pan bolts were loose so dropped it, cleaned it out and replaced his front oil seal and pan gasket. That solved the oil leak problem. While we had the pan off, we cleaned the sludge from the bottom of the pan and disassembled the oil pump cleaning it also.

Larry Long has had a problem with fuses at the starter blowing and the cause was not clear. We installed a block of fuses separating the generator, lights and horn and putting them on separate fused circuits. Hopefully, that will help us isolate the cause of blown fuses. I'm becoming more convinced that installing a fuse block as many of us have done at the starter is not a good idea. A blown fuse during operation could cause damage to the ignition system because the blown fuse separates the battery from the generator causing a high voltage surge to the ignition wiring.



## For Sale and Wanted



### For Sale By Geoffery Leek

516/319-6607 or 803/228-3427

1931 Model A station wagon  
New motor, less than 200 miles  
rebuilt steering & transmission,  
New starter, battery, fog lights,  
signal lights, full side curtains.

**Reduced to \$22,000**

### For Sale by former member Norm

**Culbreth** – 1930 Tudor, Body off restoration about 5 years ago with about 4000 miles on it since. John Klutz engine, Labaron Bonney interior. Over \$29,000 invested. Asking \$23,475 obo. Contact Norm at 803/207-0771 or [bcculbreth@hotmail.com](mailto:bcculbreth@hotmail.com).



**Zenith Carburetors** - Cleaned, jets calibrated, and painted. New parts installed as needed. Perfect for touring or showing in touring class judging.

\$125 with exchange of rebuildable Zenith

\$200 without exchange

Contact Jim Townsend 828/964-3425

or [townsendj@comporium.net](mailto:townsendj@comporium.net)

## National Club Information

### Model A Ford Foundation Inc (MAFFI)

Dues are \$25 per year which includes a subscription to: *The Preserver Quarterly newsletter*



Send to: 28 Peotone, IL 60468-0028

Application is online @ [Website www.maffi.org](http://www.maffi.org)

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

Dues are \$50.00 per calendar year. This includes a subscription to the *Model A News* magazine.



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

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

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

### Model A Ford Club of America (MAFCA)

Dues are \$50 per year which includes a subscription to: *The Restorer magazine*.

Send to: MAFCA  
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[Website: www.mafca.com](http://www.mafca.com)

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.

### You know It's going to be a Bad Day

- You wake up face down on the pavement
- You call suicide line – they put you on hold
- You put your bra on backwards and it fits better.
- You see “60 Minutes” news team waiting in your office.
- Your birthday cake collapses under the weight of the candles.
- Your four year old tells you it is almost impossible to flush a grapefruit down a toilet.
- You want to put on the clothes you wore home from last night's party but there are none.
- You turn on the news and they are showing emergency routes out of the city.
- Your twin sister forgot your birthday.
- You woke up and discover your waterbed broke and then you remember you don't have a water bed.
- Your horn sticks when you are following a group of Hell's Angels.
- Your wife wakes up feeling amorous and you have a headache.
- Your income tax refund check bounces.
- You find your son's GI Joe doll dressed in drag.
- Your car payment, house payment and girlfriend are three months overdue.
- You put both contact lenses in the same eye.
- It costs you more to fill up your car than it did to buy it.