

# 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.*

**August, 2022**

### *The Prez Sez,*

It has been a long time coming but we are close to our tour to Brevard and Mount Pisgah on August 7<sup>th</sup> through the 9<sup>th</sup>. Reservations are not closed as I write but we will have a good turnout with 12 model A's and several modern cars making the 300 mile round trip. If you miss this one, think about joining us on our next tour which will be to the beach in early October. That one will also be a 3 day tour and mileage will be 400+ round trip.

Sandeep Berry is doing a great job in adding to the website she created. If you haven't visited it, go to [Queencitymodelaclub.com](http://Queencitymodelaclub.com). You can even read current and past newsletters there now. If you wish to see more information than is now shown, help Sandeep by making suggestions and thank her for all her work.

We still are looking for a suitable meeting place on the northern side of Charlotte. Our efforts are to rotate North, South, East and West along I-485 so that all will have some meetings close to where they live. Restaurants where we meet must have a no cost meeting room, be willing to let members order separately and pay separately and be open on Mondays. All meeting places are in close proximity to I-485. Attendance at meetings has been on the rise and all seem to come happy to greet others and enjoy a few laughs. Hope to see you all soon.

*Kalei*



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## 2022 Event Schedule

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

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

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

**September 9-11 Charlotte AutoFair Fall Meet**

**September 16<sup>th</sup> & 17<sup>th</sup> Model A Days at Gilmore**

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

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

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

**December Christmas Meeting** – TBD

<b>Golden Corral</b>	<b>Sports Page</b>	<b>Towne Tavern</b>
1025 E. Independence Blvd Matthews, NC 28105 704/246-7568	8400 Bellhaven Blvd Coulwood, NC 28216 704/399-4417	200 SC Hwy 160 Fort Mill, SC 29708 803/802-2340

## The Cooling System

The cooling system of the new Ford Car is designed to give the utmost efficiency under all driving conditions. Construction of the engine block provides water jackets all around valve seats, the jackets being larger around the exhaust valves.

A three blade centrifugal pump draws water from the cylinder head insuring quick diffusion through the radiator. If the pump should fail, there is sufficient clearance around the pump blades so that cooling water would be effected by the thermo-siphon system.

Exceptional cooling force is exerted by the airplane propeller type fan, which delivers approximately 855 cubic feet of air per minute at 1000 rpm's of the motor. The fan and the water pump both operate on the same shaft, with the shaft driven by a "V" shaped rubber belt.

The radiator has a large cooling surface. There are four rows of tubes that run down between the fins in a staggered position. Thus each tube receives a full blast of incoming cool air. Tubes and fins are joined with solder and heat from the tubes is rapidly dissipated through the fins. The water inlet from the cylinder head is exceptionally large, with a fan shaped opening into the upper radiator tank, giving even distribution of water through the entire radiator cooling surface.

Ford Motor Company 1928



## Queen City Model A's Tour To Brevard, NC

Depart on Sunday August 7, 2022

Return on Tuesday, August 9, 2022

Hotel reservations at Holiday Inn Express,

185 Old Hendersonville Hwy

Brevard, NC 28712

828/348-8745

\$109.00 per night, 2 Queens or 1 King

Reservations must be made by July 7, 2022

Use Code: "QCMAC" for this rate.

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

McDonald's in Belmont near intersection of

NC 273 and Wilkinson Blvd

or

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

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

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

## Editor's Comments – Mileage Program

I've talked about it before but don't think anyone is listening. So here is a copy of the radiator badge award I received for driving my Model A pickup a total of 2,000 miles since I first signed up. I also signed up my Phaeton on which mileage is followed separately but my guess is I will pass the 2,000 mark on it also this year. Sounds like a lot of miles but it is cumulative miles and I signed up maybe 5 or 6 years ago. If my name was Frank Gerosa, I would have a plaque announcing 15,000 miles. I'm not aware of awards won by other club members but there are more.

The rules and cost are simple. Pay a one time fee of \$1.00 and report your mileage once a year in early January. MARC does the rest in accounting for your driving distance and awards. QCMAC has a coordinator and he is Frank Gerosa. Give Frank a call and get in the mileage award system. It is fun and observers will be interested in the plaque on your radiator announcing how many miles we drive our cars.



## Ten Commandments for the Car Collector

- *Thou shall not love thy cars more than thy wife and children, as much, but not more.*
- *Thy shall not covet thy neighbors car nor hes garage, nor his battery charger.*
- *Thou shall not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.*
- *Thou shall not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when indeed thou art going out to look at another car.*
- *Thou shalt not tell thy spouse the entire cost of thy latest restoration at least not all at the same time.*
- *Thou shalt not promise thy wife a new addition to the house and then use it to store cars. Thou shalt not store car parts in the attic.*
- *Thou shalt not allow thy sons and daughters to get married during the Car Show days of Hershey.*
- *Thou shalt not buy thy wife a floor jack for Christmas.*
- *Thou shalt not store thy car out-of-doors except for thy wife's memorial.*
- *Thou shalt not despise thy neighbor's Edsel, nor his Desoto, nor even his '47 Plymouth.*



## New Member highlight – Greg and Ann Foster

By Greg Foster

We are Greg and Ann Foster and we just joined the Queen City Model A Club. We grew up in Northwestern Pennsylvania, just south of Buffalo, NY and have been together since high school days. We got married after college and then spent most of our lives in southern California. I was an aerospace engineer and my wife was a nurse and later a Director of union organizing for medical professionals, mostly nurses. We just recently moved to North Carolina to be near family. Now we are both in our 80's and very leery of Covid but trying to stay safe.



We are not new to car clubs but definitely new to a Model A club. We've been in Mercedes clubs, several MG clubs, a Miata club and one you probably never heard of, a DKW club. I restored a MGA Twin Cam that I found decaying under an oak tree and the old DKW (forerunner to the Audi) came from a chicken coop after a teenager was through with it at school and college. We took the Miata to Southern California and back as part of a club activity. But I will admit I have no experience with a Model A and all my knowledge comes from watching Paul Schinn's videos on YouTube.

So now we have this Model A. It's a 1931 Fordor that the previous owner restored (body off) and modified to make it meet his idea of enjoyable/drivable in the SoCal area. It has been converted to include a 12 volt system, push button starting, F100 2-tooth steering, 4 speed transmission, air conditioning! (would you believe?), CB radio, whitewall tires and trunk on the back. The CB radio was used in the desert where phone reception was spotty. I can't say we agree with all the mods but it is what it is to start with.

The car was transported to North Carolina and now we are going through the process of titling, insuring, registering and state inspecting the car. I have only driven it about 10 miles so far to the DMV and in a little 4<sup>th</sup> of July parade. Little kids were scared by the Oogah horn. My only observation was a little more steering play than I like, the clutch engages close to the top and a need to move the front seat back for a little more foot room to get in and out. Otherwise, it seems to start and run fine but I would like to delete some of the mods. Clearly, keeping everything properly lubricated will be an additional challenge.

We are hoping that some of the experiences in the previous clubs will enable us to contribute something to this club.

• Best, Greg and Ann

## Enduring Men's Fashions from the 1920's & 1930's

*Submitted by Dawn Frintner*

Nothing says men's vintage fashion like a snazzy pair of **suspenders**, known in the more refined circles as braces. Leather suspenders had been used to hold up men's pants for over a century before the belt took over fashion. In the 1920s, 1930s, and 1940s, suspenders were button-on, made primarily of leather or a strong cotton webbing for work attire. Clip-on suspenders came into fashion starting in the 1940s.



Certain celebrities from the 1930s onward popularized them, including actors Humphrey Bogart and Frank Sinatra, who made them iconic.

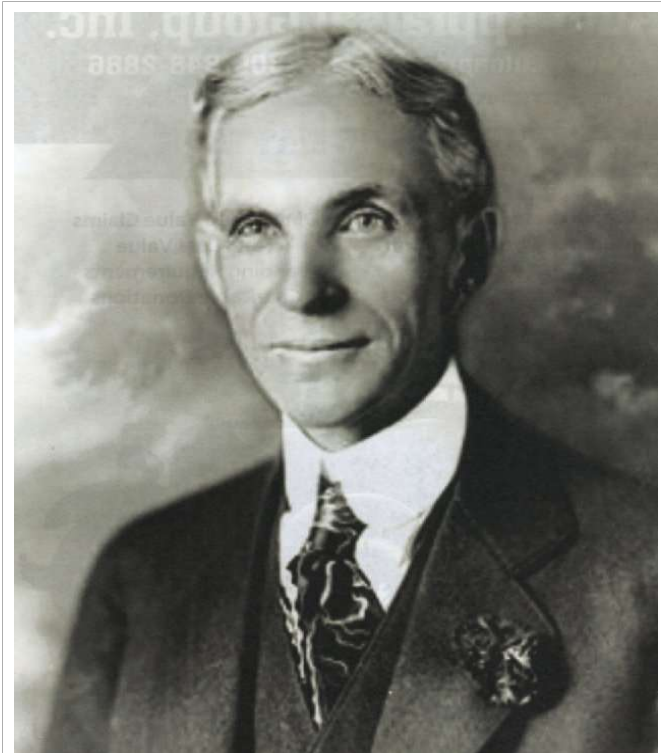




## The Genius of a Farm Boy

*By Dave Mowitz*

As an interesting side note, Henry Ford showed his pride in his heritage by creating Greenfield Village, a museum of sorts made up of the actual homes and businesses of friends and other famous people. The visitor will find the home of the Wright brothers sitting beside their bicycle shop where they made the first successful airplane. You will find the lab full of patent models of Ford's friend Thomas Edison. Nathaniel Webster's home is there. But one of the more amazing homes is the farm house of Ford's parents, the first to be placed in Greenfield Village. It was placed there along with the top 2 inches of top soil around the home and all the original furnishings. If you haven't been, it should be a bucket list item. And if you go, plan on a day in Greenfield and another day in Ford's Museum of American Innovation. Jim



**On a hot July** morning 159 years ago, a boy was born to a Dearborn, Michigan, farm couple who named him Henry.

While his family's surname wasn't necessarily uncommon, early in the 20th century, that boy would make the Ford moniker known worldwide.

How the Model T and the legendary Fordson tractor came to be is testimony to a boy who loved mechanics but loathed labor-intensive chores.

He got his first taste of mechanical horsepower from learning to run a steam engine to help a neighbor.

Farming wasn't in Ford's heart, however. He left the farm at the age of 16 to work in a series of jobs before venturing into cars and tractors.

Actually, Ford didn't reach his stride in manufacturing until he was well into midlife. He quickly made up for lost time and became an industrial giant within a decade.

### **FORD'S FIRST EXPERIMENTS**

Ford began experimenting with engines as a young man, eventually building a self-propelled vehicle called the Quadricycle in 1896.

This simplistic machine inspired Ford not only to fashion more refined cars in the future but also to begin experimenting with tractors.

Confident of his abilities and design, he organized the Henry Ford Company in 1901. A year later, he would resign from his own company over a dispute with bankers.

This, his first firm, would go on to become the Cadillac Motor Car Company.

**Undaunted** by this challenge, Ford created the Ford Motor Company in 1903, which built a series of car models designated simply by the letters of the alphabet.

At first, Ford turned out only a handful of vehicles. Often, new cars were built only after the check from the previous sale cleared the bank. That soon changed in an epic manner.

In 1905, his factory was turning out 25 cars a day and employing 300 workers. By 1918, half of all cars in America would bear the Ford name and a particular model designation: the Model T.

The Model T appeared in 1908 and skyrocketed in popularity. When Ford ceased building Model Ts in 1927, more than 15 million had been sold.

**Success** with this car led to the creation of Ford's Highland Park, Michigan, plant in 1910, which featured a revolutionary manufacturing concept — the continuously moving assembly line.

This Ford innovation would revolutionize the manufacturing process worldwide. Ford's visions were always big, as was demonstrated in the creation of his Rouge River plant in 1918. When completed, this plant was the world's largest industrial complex, housing everything that was needed to build vehicles, including a steel mill, foundries, and glass factory.

By 1927, the Rouge River plant had 81,000 people on payroll all working in a facility that covered nearly 7 million square feet.

### INTEREST IN TRACTORS

Ever the farm boy and mindful of the drudgery of farming, Ford began experimenting with tractors as early as 1905. That year, he completed the Automotive Plow, which was fashioned extensively from car parts.

The Automotive Plow was underpowered for farm work, so Ford set out to create a beefier machine. His engineers came up with a 5,000-pound beast of a machine resembling a steam traction engine very typical of other tractors of this time.

Ford recognized the need to create lightweight powerhouses for the farm and ordered his engineers to come up with a smaller tractor.

Out of these efforts came a cultivating tractor that was affectionately called The Bug due to its two tanks. In addition to developing a lightweight machine, Ford also wanted a tractor that could be built on an assembly line (to lower its cost) and that employed a unitized or unit-frame chassis. His vision culminated in the 1917 launch of what would become one of the most popular tractors of all time — the Fordson.



## Towing Your Model A on a Trailer

By Jim Cannon

When the car is loaded on the trailer, the tongue weight of the trailer on the trailer hitch should be between 10–15% of the total weight of the combined trailer and model A. If you load the trailer with less than 10% of the weight on the hitch, the trailer will sway as the speed increases, which is very dangerous. Over 15% can put too much unnecessary load on the back of your tow vehicle, which can take weight off of your front wheels (needed for steering and braking) which is also not good.

How do you know the weight of your trailer+Model A? I took my car on the trailer to my local feed store where they have a scale. Many truck stops also have scales. I parked the loaded trailer on the scale, disconnected my truck, and moved the truck off the scale. They charge a small fee to give you the weight. Once I had that total weight, it was easy to calculate 10% and 15% of that. For example, if your trailer+model A is 4200 lbs, your target tongue weight is 420 to 630 pounds.

Once you know the target tongue weight that you are shooting for, how do you know what the actual tongue weight is when you put the Model A on the trailer? You can figure it out with a ruler or tape measure. Go to a building supply store with your tow vehicle and no trailer. Measure and record the distance between the bottom of the trailer hitch and the ground. Now start loading 80# bags of dry concrete mix into the rear of the tow vehicle until you have loaded the targeted weight. The exact load is not critical, but it must be above your 10% number. Now measure and record the distance between the bottom of the trailer and ground again. Once you have those two numbers, you can ask the helpful lad at the store to put the concrete mix back. Thankfully, you only have to do this exercise once.

With these 2 measurements, before and after the load was added, You can quickly figure out the change in height above the ground when you have you target tongue weight on the back of your tow vehicle. This change in height of your trailer hitch is the Hitch Drop that you need to get when you load your Model A on the trailer. Before attaching the trailer to your tow vehicle in the future, measure the height of the trailer hitch above the ground. Now attach the trailer and load you Model A on it. Pull the Model A forward and backward a bit on the trailer to get the amount of drop that you are shooting for. Now, tie the Model A down in this position on the trailer and be confident that you have enough but not too much, tongue weight on your trailer hitch.

I have marked on my trailer, the best spot to load a Model A to get the target tongue weight and hitch drop. When I put them on the mark, the tongue weight is correct.

For more tips on safe towing, check out the following web site. <https://www.curtmfg.com/towing-safety>

Let's be careful out there, and Have a Model A Day!



## News from the Era

### December 2, 1927: Henry Ford Introduces the Model A



It's said that when the photographers asked Henry Ford to drive the first Model A off the assembly line, he was forced to decline as he had never driven a standard-shift car. We don't know if the story is legit, but there is some ring of truth in it. Such was the stubborn loyalty of the man to his Model T, his first great triumph, the car that put America on wheels and made him one of the richest men in history. Instead, his son Edsel performed the ceremonial driving duties that day (view the newsreel [here](#)).

*For years, Henry had ignored the pleas of Edsel, production boss Charlie Sorensen, and others in his inner circle to replace the venerable Model T, introduced way back in 1908, with a more modern car. Finally in the spring of 1927 he relented, but in his own inscrutable manner. Model T production was ordered to a halt, throwing 60,000 people out of work and leaving the Ford dealer network high and dry while a successor was developed.*



During the changeover, vehicle assembly would be shifted from the Highland Park plant on Woodward Avenue to the giant complex at River Rouge. Gene Farkas, Ford's right-hand technical man, was taken from the fruitless X-8 engine project (read about it [here](#)) and put in charge of the effort, teamed with Lawrence Sheldrick and Lincoln chief engineer Frank Johnson.

The engineering was beautifully simple, adhering to the tried and true. The approach was vindicated, for today the Model A is remembered as of the most rugged and dependable cars ever produced in America.

As much as anything, the Model A was set apart by its handsome looks, which is noteworthy as the Ford Motor Company did not have a real styling department at the time. *Edsel Ford supervised the design himself, working with body engineer Joe Galamb and Ford's body suppliers. Often described as a "baby Lincoln," Edsel's design bears a strong resemblance to the Ford premium brand, especially in the radiator shell and fender lines. As the story goes, Edsel also contributed an improved intake manifold that allowed the Model A's engine to exceed its output targets.*





### Introduction cont.

While the Model T had been innovative in its day, even revolutionary, the Model A was surprisingly conventional. The up-to-date four-cylinder L-head engine displaced 200.5 cubic inches and delivered 40 hp, nearly twice the output of the Model T, and unlike the T it boasted coolant and oil pumps, though the fuel feed was still via gravity.



Ford's trademark transverse-spring chassis was continued, but now featured industry-standard four-wheel mechanical brakes and a conventional three-speed manual transmission.



Demonstrating that Henry had not lost his gift for promotion, the Model A was teased out to the public over several months, culminating in a five-day media blitz that launched on November 28, 1927 with \$2 million in advertising in 2,000 newspapers across the country. The formal introduction came on December 2, and more than 9 million Americans reportedly visited Ford dealerships that week to see the new car. Compared to the Model T, the exciting new Model A offered more features, more colors, and more body styles—a total of nine the first year, ranging from \$480 to \$600.

Ford sales shot straight up with the Model A, allowing the company to retake the number one spot from Chevrolet in 1929. While Henry at one point predicted that the Model A would surpass the Model T in total sales, that was not to be. Model T production topped out at more than 15 million units, while the Model A accounted for some 4.3 million as the Motor Company to hit the 20 million mark in 1931, the A's fourth and final production year (below). By then Ford was then planning his third and final triumph, the 1932 V-8.



[Source](#)

During the design of the Model A in 1927, Henry Ford assured mechanical quality and reliability, allowing his son to develop the body, with the help of designer József Galamb. Edsel also prevailed upon his father to allow the inclusion of four-wheel mechanical brakes and a sliding-gear transmission on this model. The resulting Model A was a commercial success, selling over four million during four years of production. [Edsel Ford](#)



## Model T Ford Club International 65<sup>th</sup> Annual Tour Hamilton, Ohio, July 17<sup>th</sup> – 22<sup>nd</sup>, 2022

*By Jim Townsend*

I know this is the Model A newsletter but T's have the same DNA and there were about 5 Model As sprinkled into the field of 250 Model T Fords on this tour. I attended my first Model T National tour last year and had so much fun, I decided to do it again this year. I had the added incentive that my daughter and family live in close by Millford, Ohio (Cincinnati area) as well as other family members in close by northern Kentucky.

The format of these tours is called a wagon wheel tour as we stay in the same hotel all week but travel out in different directions each day traveling about 100 miles with the total week's mileage being about 500 miles. The town of Hamilton is interesting as it dates back to 1789 when George Washington sent military troupes into the area to resolve Indian problems and had Fort Hamilton built in 1791. Because of the great Miami river in the area, Hamilton grew as an industrial center and has a large historical district and fine old homes. Our hotel was just opened and is a redevelopment project using buildings left abandoned by Champion Paper Mills.



The week's activities started on a rainy Sunday with getting our official photos taken for the next magazine, a short tour, a Car Show and opening banquet oddly enough at a grocery store, Jungle Jim's International Market. It is not your ordinary grocery store as it is so large, there are representatives to assist you if you get lost, a monorail to bring you from the parking lot and a meeting room large enough to host our opening banquet of 550 attendees. MTFCI works hard to include youth and there were over 60 children and grandchildren present. There were 6 under 18 driving their own T on tour. Evening activities were planned to keep them entertained. Sunday evening featured the ice cream social and fashion show. Unlike MARC's judged show, this one was more for fun and include a number of different outfits including swim wear and a number of the youth.

Monday's tour started at 8 am and took us through narrow and hilly roads and over 5 different covered bridges. The area is known for its donut makers who have taken a lesson from their Kentucky neighbor's Bourbon Trail and created a Donut trail. Each day, we enjoyed donuts from different makers at our coffee stop. At Monday's stop, we watched participants entered into car games. The "teeter tot" one was new to me with the object of trying to stop the car with the platform balanced. No one achieved it but it was interesting seeing the strategy of some with passengers moving on the running boards in an attempt to gain balance.







Tuesday's tour started early again and took us into Indiana to Richmond, the location of the Model T Museum, where we had lunch and toured the museum. There are two buildings, one a typical auto museum and the other across the street a dealership building with cars displayed in the fully equipped shop area. They even displayed a Pietenpol Model T driven plane. Every day on the drive back, we stopped for ice cream. Tuesday evening, we were treated to a drive-in movie

in our T's.

Wednesday took us back into Indiana where we stopped at the tomb of the 9<sup>th</sup> president, William Henry Harrison who served as President for only 31 days. We climbed long steep grades and getting to the top had a view across the Ohio River into Kentucky. Lunch was at a restored hay barn press where we observed the horse drawn hay press in operation. Barns like this were built along the Ohio river to create large hay bales for shipping on the river. Leaving, we took the alternative route along a gravel road and through a river bed. The bottom was rocky making for a lot of bounce during the crossing. If you look close at the photo, you may see the smile on my face behind the windshield glare. A little further down the dirt road which traveled aside a rail track, there was an old train wreck still in the creek and we stopped to get a better view. The road then turned and went through a small tunnel through the hill and under the rail road.



Thursday, we traveled to the German village of Oldenburg, Indiana and our donut Trail stop was at Ron's Machine Shop and the Salty Dog Museum. The shop is operated by B J Miller and his father Ron. They are a major shop for rebuilding both Model T and A engines and we observed stacks of engine blocks ready for assembly as well as an assembly area with a number of engines being built. The museum was a collection of their Ford vehicles of the 10's, 20's and 30's. In a separate building, there was a collection of ten or so fire trucks and related equipment.

One of the tourers traveling with my group was Randle Strickland. He owns a machine shop at the Virginia line and builds Model A and T engines. He does machine work for John Strickland (no relation to Randle) and John Kluttz. We stopped again at Wendel Farms where the owner had a large barn full of large tractors and cars with the emphasis on Studebakers. We continued to Oldenburg where we were fed a hot lunch by the local fire



department. There was an ice cream shop up the street. The trip back took us to a wolf rescue operation and we were able to see the wolves from a bridge over the natural area housing them. The planners found another stream to cross. It was a little easier crossing but drew laughs from us all as there was a live banjo player standing on a rock in the middle of the stream next to the cars passing. I was too busy driving to get his picture.

Friday was our last day out and it took us to Oxford, Indiana's campus of Miami Western College founded in 1853. It was our final donut stop and those of us that got our donut trail card stamped by all 13 vendors got a free tee shirt denoting our completion of the trail. After the stop, we drove through downtown Oxford on the original brick



streets and headed for Brookville lake. After viewing this pretty scene, we ate lunch in a nice park below the dam operated by the local American Legion Hall. We traveled on to the small canal town of Metamora, IN, dependent on tourists for its survival. There are a number of log buildings and shops, some with ice cream.

So, in retrospect, I enjoyed this tour more than the last because the planners did an outstanding job of finding interesting stops and routes but also because I knew a few more people. Amy, my daughter rode with me two days, her husband Mike one day and my brother-in-law one day. My T met every challenge of the road and performed flawlessly. Well maybe there was one flaw, two flat tires and a haul back to the repair tent on Sunday. The first flat was assumed to be a bad tube and we found a small upholstery tack before we put the tire back on the second time. After that, flawless is a good word. Other than the Sunday rain, weather was clear but hot and humid. As a matter of record, the Warehouse Hotel at Spooky Nook where we stayed is the site of the 2023 MARC National Meet.

I left Hamilton at the conclusion of the Friday tour and spent the weekend with my daughter. We went on a Model A day tour that Saturday in her Model A. I'll report that up separately.

**Ford Service Bulletin May 1930**

"The spark plug gap has been changed from .027" to .035". This new setting has been found to give better all-round performance. When an engine does not idle properly, often all that is necessary is to slightly open up the spark plug gaps. When an instance of this kind is brought to you attention, always check the spark plug gaps before attempting any repair work."

Spark plug from:  
[modelabasics](http://modelabasics)

A close-up image of a Champion spark plug. The plug is silver with a copper-colored tip. The word "CHAMPION" and "3X" are visible on the side. At the bottom, the gap is labeled ".035".

## For Sale and Wanted

### For Sale By Geoffery Leek

516-319-6607 (cell) or 803-228-3427

1930 Model A Ford Cabriolet 68B

New Motor with high compression head (Schwalm's)  
New Top with Boot, New Carpet, Heater, Trunk, Car  
Cover (full), 6 volt Alternator, Seat Belts, Signal and Fog  
Lights, Assorted small parts and signs, Additional  
pictures available, Clear Title.

\$21,000



### For Sale by Rion Rutledge

1931 Roadster

- Great running and driving car
- Ford Diamond block engine
- LeBaron Bonney side curtains & top
- Seat Belts and turn signals
- Clear SC title.
- Fiber glass body with rumble seat
- \$14,000 OBO

803-323-7206 or [rion@comporium.net](mailto:rion@comporium.net)

### For Sale by Howie Hanson

704/591-8547

1931 Tudor

- Rebuilt engine with few miles
- 12 volt conversion
- N C Title
- Selling due to health
- Sell for \$16,500 or best offer





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



### **Wheels & Tires From MARC**

1. Tire pressure recommended is 35 PSI, proper inflation is a must for safety.
2. Use a good tire preservative to the sidewalls to help slow down the drying process.
3. If you don't plan on driving your car for a long period of time, put the car up on jacks to prevent flat spots on the tire.
4. Rotate the tires every 2000-2500 miles for even tire wear
5. Don't allow the tires to be exposed to direct sunlight sitting for real long periods.
6. Always check the spokes on your rims for damage and straightness
7. Always check your tires for nails, glass and any other things that might have fallen on your garage floor.

### **Adjusting Emergency Brake**

1. Jack up the rear end and chock front wheels
2. Ensure brakes are cold and service brake not binding at all
3. Fully release hand brake
4. Disconnect e brake rods from cross shaft
5. Turn the adjustable end of rod until eye of it is in line with cross shaft when rod is pulled lightly forward
6. Ditto other side (which may affect the first side because of loose cross shaft)
7. Back to first side and ditto adjust again to take up any slop in cross shaft.
8. Check where hand brake engages in notches - ideally 2 or 3
9. Go back to step 5, 6, 7, as necessary

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 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 Ford Club of America (MAFCA)

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

Send to: MAFCA  
250 South Cypress Street  
La Habra, CA 90631



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



### Model A 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)

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.

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