

# Distributor



February, 2022

## *The Vice Pres Says*

Winter finally has come to the Carolinas after an unseasonably warm fall. I'm working most days in Jim Townsend's shop on the project '30 roadster with Jim, Claude Palmer, Don Houser and Brad Fisher. John Haack and Rion Rutledge come by often also. We have the chassis cleaned and painted, front end rebuilt and brakes rebuilt. The transmission has been cleaned and all bearings replaced. The engine has been freed and is apart in the machine shop for evaluation and preparation for re-assembly. The group has also been working together to replace the wearing elements of the brakes on Brad's Victoria. Much of this work is new to some of us and it is a learning experience as well as a chance to socialize with club members while getting the work done.

As we think of the warmer weather coming in a couple months, we need volunteers to come up with ideas and be willing to take leadership roles in planning outings and tours for the 2022 season. We would like to have at least one event per month to bring us together for a couple of hours or a couple of days. Think about where you would like to go and help us put a plan in place. More importantly, be prepared to bring your A out and join us when we announce an outing whether it is for ice cream at a creamery, a beer at a brewery or an overnight trip to a destination. We want to see QCMAC active again after the slow recovery from the pandemic.

2022 membership is down due to age, health and interest even though we have picked up a good number of new members. Also, rolls were not updated last year because no renewal dues were charged. Let's take this new core and make it the best club ever.

Several of us are taking advantage of the AACA Regional Nationals at the Spring AutoFair in Charlotte and showing our cars. If you wish to do that, you must first join AACA and register before March 14. This is a judged show and you will be eligible for winning an award and a badge to display on your car. You can join by going on line to AACA. See you down the road, *Kalei*



## QCMAC OFFICERS

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## 2022 Event Schedule

**January 17 Meeting** cancelled due to ice storm.

**February 21 Meeting** at Golden Corral Restaurant, 6 pm for 7 pm meeting, Ron and JoAnne Bryant Hosting.

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

**April 1-3 MARC Membership Meet** in Plymouth Indiana

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

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

**April 18 Meeting** at Sports Page Restaurant, 6 pm for 7 pm meeting, Need volunteer for host.

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

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

**June 5<sup>th</sup> - 11<sup>th</sup> MARC National Meet** in Morgantown. PA

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

**July 18 Meeting** at Towne Tavern restaurant, 6 pm for 7 pm meeting. Need a volunteer for host.

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

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

**September 19 Meeting** at Azteca restaurant, 6 pm for 7 pm meeting. Need volunteer for host.

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

**November 21 Meeting** at Towne Tavern restaurant, 6 pm for 7 pm meeting, Need volunteer for host.

**December Christmas Meeting** - TBD

### **Azteca Mexican Restaurant**

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

### **Sports Page**

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

### **Golden Corral**

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

### **Towne Tavern**

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

## Tech Tidbit - Brakes

By Jim Townsend


When I first entered the Model A Hobby about 20 years ago, I was told by several old timers that reproduction parts were not as good as the originals. I've since learned that this is often true. I once replaced rusted and pitted u-bolt nuts securing the rear springs only to have them strip out when torqued. The rusted ones worked fine.

When Brad Fisher bought his '31 Victoria, it came with new parts to totally rebuild the brakes even including new cast iron drums fitted to new hubs. When reassembling the front wheel backing plates with the new shoes, we used the new rollers, pins, springs, wedges, adjusting shafts, etc. in the package. All came from the most reliable (in my opinion) Model A supplier. The shoes had even been marked and matched to the drums for perfect fit. But the installed drums were binding to the shoes and brakes could not be adjusted. After several disassembles and inspections, comparing old and new parts, we noted the shafts on the new adjusting shafts were straight and fit snug into its housing while the original shafts were tapered and loose fitting allowing for the shoe to center as the brakes were applied. The originals were cleaned and installed with great results. Proof again that replacement parts are not always of the quality or critical dimension of the originals. The lesson here is to be careful when replacing good original parts with reproductions ones. In this case the old adjusting shafts showed minimal wear. Our time wasting error was using the new ones because we had them.



The adjusting shaft on the top of the illustration is the original. Note its diameter tapers from the tip to the base while the reproduction on the bottom is straight most of its length. The overall length of the two are the same but the camera prospective makes it look like the original is shorter.

I chose not to identify the supplier because I don't know how long ago the parts were supplied and even this supplier's catalog illustration shows the tapered shaft of the part, a minor but important design feature.

January		
Jim Butler	02/12/22	
Steven Ratchclift	02/23/22	
Carrie Swann	02/14/22	

Treasurer's Report		
Beginning Balance , December 20, 2021		<b>\$6,147.80</b>
Receipts:		
Dues:		\$50.00
Other:		\$0.00
Total Income:		<b>\$50.00</b>
Disbursements:		
MARC Dues		\$10.00
Distributor Printing and mailing – 6 months		\$60.00
Misc		\$5.66
Ending Balance, January 20, 2021		<b>\$6,122.14</b>
submitted by Nancy Gustafson		

## New Member Highlight – Dave and Carol Habersang

By Dave Habersang

Hello everyone,

As a new member, I have been asked to inform you of my past history in the Model A Ford hobby. It all started with my grandfather in the late 1960's. In the late 1920's, he came across the country from Oregon with my young dad and aunt in an open 1925 Star Phaeton. He settled in Middlefield, CT and opened a grocery store business. I was able to keep a very memorable piece from the store when it closed in the early 80's – a beautiful 1 cent bubble gum machine that I later restored.



When I was a teenager, I invited my grandfather to a local car show. He enjoyed looking at the old cars and reminiscing about the days when these cars were used as everyday transportation.

I fell in love with the early Ford. Cars. The early Brass T's were beautiful! Grandpa saw my enthusiasm with the old cars and when I found a 1930 Model A Ford Cabriolet years later, he was kind enough to help find my purchase. However, with a young family at the time, the newly obtained Model A had to take a back seat for a while.

In 1990, a good friend and I decided to start a Model A club in the northwestern part of Connecticut. I became the first president and also club editor lasting for 31 years, (over 300 newsletters) until I moved to NC this past year. The club is called The Northwestern Model A Ford Club of Connecticut, which is affiliated with MAFCA. It was not easy for me to leave this club and wonderful friends after so many years.

Time passed and I eventually decided to begin restoration of my Model A. I tried to have local restoration shops restore the car, however, with many disappointments, I decided to study every piece of information I could get my hands on and do it myself. I grew up during the period of muscle cars, owning some of those powerful cars like, Mustangs, Chevilles and Camaros but at some point my love kept going back to those old Fords that my Grandfather taught me to appreciate. It took me 12 years of blood, sweat and tears to take the car completely apart and restore every part. My career as a Technology Teacher gave me enough background knowledge to do the job correctly. During restoration, I discovered tags/plates that showed the car was assembled in Copenhagen, Denmark. The odometer is calibrated in kilometers.



Painting the car was most challenging. I was informed that patience was a necessary path to success in this process of restoration. I decided to use acrylic lacquer. The paint still looks good after 26 years. She took over 12 years to restore so I decided to call her Suzie Q, after the long song by the band Creedence Clear Water Revival. She has been shown twice in the MAFCA magazine and has been on the Hemmings Motor News calendar. We no longer show her. I believe newcomers in the hobby should be able to take center page.

My wife, Carol and I have been to many National and local meets over the years. Carol, an Economic teacher, became involved in the vintage clothing aspect of the hobby. She owns some beautiful pieces of vintage clothing and won trophies for her collection. One of her pieces was from an abandoned trunk found in a NY City storage building. It was designed and created for a young lady in



1930, who traveled to Europe and decided to stay but, never sent back for her belongings. We also have her private phone book.

Our Suzie Q has been a wonderful car. She has never left us on the side of the road stranded. My good friend Bill, who sadly has passed away, gave me the knowledge and confidence to believe in the Model A's simplicity and endurance as well as the courage to run her on today's crazy roads. The only thing, that I regret, is that I can't burn rubber in front of these disrespectful drivers that we experience on the roads today. My muscle car days have passed. The Model A has majestically been able to keep up with all our technological changes. I'm sure Henry Ford would be very proud of his "Lady".

## Black Velvet is Winter Favorite

### Soft draping Qualities and Lustrous sheen Appeal To All Women

Velvet, velvet and more velvet. That is the slogan of the winter season. Velvet with all its soft draping qualities and its lustrous sheen and its spell of femininity creates the most interesting winter fabrics for formal and semiformal gowns, for the appeal of velvet is universal.

Very early models showed a tendency to introduce color into the mode. Bright and rich shades were shown in the newer silhouettes and it seemed as if greens, reds and blues as well as the more passive beiges and grays would take precedence in colors. But in later models, black is forever chic. It possesses and allure to those who seek the feminine in style and it also suggests mystery.

This season, with its open appeal to sophistication, black is used in all fabrics and for all occasions. The beauty of heavy dull satin, crepe satin, georgette, wool crepe, and velvet all unite in emphasizing this phase of the mode. Black velvet, because of its universal appeal to both youth and age, possesses the greatest popularity.

Thelma Todd, featured motion picture player, is seen wearing a charming black velvet dress in the film, "The Crash". The model, while in general straight in silhouette, shows a flare at the hem. A jabot of black velvet from the neck to the hem is an interesting feature while a butterfly bow of cream Chantilly lace forms a color contrast



## Advantage of our National Affiliations, Editorial Comment

We are affiliated with both MARC and MAFCA as Regions. As individual members of those clubs, you share in their great magazines plus the amount of research they do as recorded in the Judging standards. We can also participate in their organized events and meets. As a Region of both those clubs, QCMAC and its members also have the advantage of insurance protection when we sponsor club events and tours. MARC provides this to clubs who require membership in MARC as a requirement for membership in the Region. MAFCAs asks for and we participate in a voluntary contribution toward insurance coverage. As a result, all meets operated by QCMAC have liability coverage under the national policy's umbrella. As I understand it, MARC's umbrella is currently \$2 million. I am not aware of the current limit of MAFCAs. This liability coverage would include parades, parts swaps, picnics, tours, and any other normal club activity. Your membership in MARC is important if we are to maintain this coverage.

## Recent Happenings



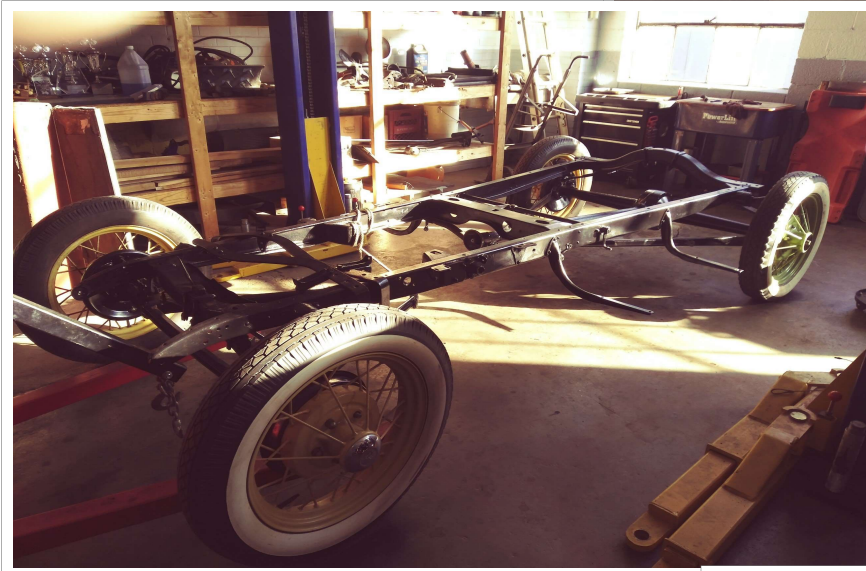
Eric Peterson sent in this copy of an ad in Hemmings. This would be a real fun project for a club member. Anybody interested?

This shot brings to mind the old saying, **“Never trust a used car salesman”**. When Claude, Kalei and I bought the roadster project, we were told not only that they had turned the engine over but it ran good. In reality, the engine was locked due to a head gasket leak causing #4 cylinder to rust in place. Evidence you see here is the crust around the valves. Unseen is the rust on the #4 cylinder wall. We beat the piston out with a 2 x 4. The block is now in a machine shop for cleaning and for reboring the cylinders to .060” over size. New pistons and valves will be installed. Bearings are good.



Not so recent but I couldn't resist printing this not so flattering one showing me on tour several years ago under the hood of my car that refused to start. We got it going for the return trip home from Hartsville, SC. For those not having courage to tour, we all breakdown on occasion but we also help each other get home. Don't let fear keep you from having a great time and creating great memories. Model As are very dependable.

The Butrz engine kit has arrived. Troy Dalsing has donated his failed engine for the source of many of the needed parts for the build. I will be buying pistons, rings bearings, seals etc required for the build and when all is in place, we will do a shoptime event to assemble it. The plan is to use the high compression head from my phaeton and replace the pickup truck engine with the Burtz engine. Watch for the notice if you wish to be present for the build.



The chassis of the roadster project is nearing completion with the brakes reworked, the front end rebuilt, the rear spring reworked and with new shackles. The transmission has been rebuilt with new bearings and the engine is disassembled for rebuild.

Body work has begun with replacement of subrail components and floor pans. Here, we have stood the body up in order to cut out a rusted cross member. The X bracing in the top is to hold the body square during the subframe rebuild. We have built a level platform for the body to sit on while new components of the subframe are welded in place.





## Remember the Ruxton

By Danny Phillips

If I had put a question mark after the heading, you would possibly have every reason to scratch your head or pinch your chin while gazing at the ceiling. Remember the Ruxton could also be a statement of action. My guess is you are kind of screwing up lyour face as if to say “Ruxton?”, “What the heck is a Ruxton?”



Ruxton made headlines in April 1929 (Model A Era) as the first American automaker to announce a front-wheel drive passenger car, soon followed by the Cord. But less than 2 years later, the snazzy Ruxton with its pioneering front-wheel drive, low slung silhouette, cat's eye headlamps and multi-colored body, was a remnant of history. In the beginning, it seemed destined for greatness.

While the Great Depression meant the death of many automobile manufacturers and brands, it did not stop the visionaries from dreaming about what the automobile should or could be. William Muller, who had been educated at Brooklyn Polytechnic Institute, came up with the visionary idea for a front wheel drive passenger auto. In 1913, Muller's first encounter was with a front-drive race car, a speedster called Gila Monster, racing on an oval track in Texas.

He liked the way it handled realizing later that the track was oval, had no pot holes, and steering was in a single direction, nothing like the roads encountered in everyday driving. So, creating a passenger car that would be subject to all kinds of driving conditions was going to be a challenge. Muller's new car would be powered by a 100 hp straight eight Continental engine. His new body design called for the car to be 7 inches lower in height than his competitor's cars and therefore eliminating the need for running boards, emphasizing the car's lowness.

It was 1930 before the Ruxton went into regular production having failed in an association with Moon Motors of St Louis and eventually ending up being produced by Kissel Motors of Hartford. Even with its strengths and weaknesses, the Ruxton's greatest short-coming was the Woodlight headlights which looked much better than the performed.

Ruxton owners ended up having 2 choices: have the car retrofitted with normal headlights or restrict driving to daylight hours only. Troubles continued to plague Andrews and Kissel Motors. In November 1930, production of the Ruxton came to an abrupt halt. Reports of production ranged from 96 to 400 cars. Today, there are only 19 ruxton automobiles still known to be in existence.

## Women and Automobile Design

By Nancy Gustafson

Not many of us women have had much to do with cars, let alone Model As, but women have been in the forefront for years. Who is Florence Lawrence? In 1914 (the year my Dad was born), she developed a mechanical "auto signal arm" that, with the press of a button, elevated or lowered an arm with the attached flag on the car's rear bumper that signaled to other drivers the direction the car was going to turn. She also devised a similar brake signal system, where the driver pressed on the brakes and a "stop" sign lifted from the back bumper. Why is she unknown? Because she never patented her ideas, so she never received credit or compensation, however most deserving.

## Some Thoughts on Engine Oil and Gasoline Cost

Rich Fallucca of Antique Engine Rebuilders presented a seminar at the 2019 MARC National Meet in Dearborn on "Rebuilding the Model A Engine". He shared several thoughts on engine oil summarized here... The best grade of oil for all Model A engines, all climates, is 5W30 service SN. Some feel the need for added Zink, such as Shell's Rotella, but this is not needed with the Model A's steel camshaft. Rich feels that one oil change per year is good enough unless you drive a lot of miles. The benefits of using synthetic oils are outweighed by the cost. The full-flow oil filter that mounts on the valve cover is a good option but Rich does not use one because he doesn't like the look. *Taken from the Tail-lighter, Western Lake Erie A's*

### Think Gasoline is Expensive?

Diet Coke, 16 oz, \$1.29 ... \$16.80 per gallon

Starbuck's Reg Coffee, 16 oz, \$1.10 ...\$16.80 per gallon

Lipton Ice Tea, 16 oz, \$1.19 ... \$9.52 per gallon

Gatorade, 20 oz, \$1.59 ...\$10.17 per Gallon

Ocean Spray, 16 oz, \$1.25 ...\$10.00 per gallon

Brake Fluid, 12 oz, \$3.15 ...\$33.60 per gallon

Vick's NyQuil, 6 oz, \$8.35 ... \$178.13 per Gallon

Pepto Bismol, 4 oz, \$3.85... \$123.20 per Gallon

Whiteout, 7 oz, \$1.39 ... \$25.42 per Gallon

Scope, 1.5 oz, \$ 0.99 ... \$84.48 per Gallon

Evian water, 9 oz bottle, \$1.49 ... \$21.19 per Gallon for a gallon of WATER!!! and buyers don't even know the source. Evian spelled backwards is Naive. Ever wonder why computer printers are so cheap? So they can sell you ink. Someone calculated that in at \$5,200 per gallon.

## MAFFI Memorial Bricks

In 2011, MAFFI (Model A Ford Foundation Inc. at The Gilmore) began selling memorial bricks to raise money for the Model A Museum. QCMAC made a donation for a marker of our club and several members have made like donations for memorials for loved ones. The museum is a great testimony to our hobby and was built and is operated by donations alone. The cost of a brick recognizing someone is \$150. To order a brick, go on line to [www.maffi.org](http://www.maffi.org), complete the form and send your check. All bricks are installed on the drive in front of the Model A Ford Museum for all to see.

Just Stuff Gathered from Other Newsletters

**Tire Prices:** European Classic Tires has suggested members with plans to replace tires should do it sooner than later to avoid significant price increases due to material shortages and higher transportation costs. If one manufacturer sees this, others probably see it also.

**January 15th, 1930** — Josephine Esther Mentzer marries Joseph Lauter (later Lauder). Josephine, nicknamed Estee, worked in her uncle's business, New Way Laboratories, which sold beauty products such as creams, lotions, rouge, and fragrances. She was fascinated watching her uncle create his products. One day, as she was getting her hair done at the House of Ash Blondes, Florence Morris, the salon owner, asked Lauder about her perfect skin. Soon, she returned to the beauty parlor to hand out four of her uncle's creams and Demonstrate their use. Morris was so impressed she asked Lauder to sell her products at her new salon. One thing led to another, and Estee Lauder was created. About her success she said, "I have never worked a day in my life without selling. If I believe in something, I sell it, and I sell it hard."



*"Let's have our Shredded Wheat with hot milk this morning"*

WITH ALL THE BRAN OF THE WHOLE WHEAT

THAT's the regular solution of husband and children these cold winter mornings. I make a hot dish by heating the bran in the oven and then I pour hot milk over them, adding a little cream. They are warming and so satisfying—and when we eat them I know we are eating the whole wheat in a digestible form.

NATIONAL BISCUIT COMPANY "Unusda Bakers"

# SHREDDED WHEAT

Why do chicken coops only have two doors? Because if they had four, they would be chicken sedans!

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When my wife told me to stop impersonating a flamingo, I had to put my foot down.

# Ford Cars Heated

Efficient Heating at Low Cost

Now you can sell the Model A equipped with a heating system that your customer will become enthusiastic over—a heater that will give 100% satisfaction. And the price is so low that every customer will want one.

**A Twitch of the Switch Heats the Car**

**DONALDSON HEAT BLASTER**

**AUXILIARY POWER FAN**  
For Use With Model A Ford Manifold Heater

Fits right onto the Ford Manifold Heater and blows the heat, which strikes a deflector and is circulated throughout the car. Pressing on a convenient switch on the dash starts the fan and in a few moments the entire car is warm. Positively proven to be most efficient and reliable.

**Circulates Heat Throughout the Car**

There is always plenty of heat in the Ford Manifold when the engine is running and the Donaldson Heat Blaster forces it into the entire area of the car. It is always ready and may be controlled at will. Installed in less than an hour so as to give satisfaction plus.

**Details at \$11, F.O.B. St. Paul**      **Send for Sample**

If Ford Manifold Heater is already on car, it simply fits into the Donaldson Heat Blaster to produce plenty of heat.      Transmittal for removal the efficiency of the Donaldson Heat Blaster. The sample will be fitted in quarter plate.

**DONALDSON CO., Inc., 2425 Washburn Ave., St. Paul, Minn.**

## For Sale and Wanted



**For Sale by Howie Hanson**  
704/591-8547

1931 Tudor

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

**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)



**Two rear 1930-31 fenders.**

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



## 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](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  
250 South Cypress Street  
La Habra, CA 90631



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

You may join any of the above national clubs on line or download the application forms to join. When you join QCMAC, you **MUST** also join MARC and furnish your MARC membership number when renewing your membership to QCMAC.

## MARC 2022 National Meet June 5<sup>th</sup> - 11<sup>th</sup> Morgantown, PA.

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

Hosted by the North Penn Model A Ford Club

### Too Old for a Model A??

When you think you are too old to have a roll in the hay...

*You can still drive your Model A*

When you think you can no longer have an easy poop...

*You can still drive your Model A Coupe.*

When you are under the car and it is hard to get up and stand...

*You can still drive your Model A Sedan*

When at night your wife says she wants to play....

*Take her for a ride in your Model A Cabriolet*

In the morning when you don't think you can get up...

*Go for a drive in your Model A Pickup*

When your pee is slow and control is no more...

*Be careful driving your Model A Tudor*

But when the time comes that your Model A will no longer run...

*You will still have memories of your Model A and years of fun!!*

*Thanks to Dave Brockman of Charter Oak A's*