

# 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)

**September, 2023**

*The Prez Sez,*

This month, We got a reminder from MARC that they expect, and we agreed in our bylaws, to require all QCMAC members to also be members of MARC. When John Haack checked our roster against the MARC membership roster, he discovered we were doing a pretty good job but there needed to be clarifications and a few follow ups. First, we had to separate "Honorary Members" from regular Members as honorary members do not have to belong to MARC. Then we found 4 members who had failed to maintain their national membership. We are in the process of following that up but they will lose their QCMAC membership if they do not maintain the MARC one. This has to do with MARC's liability insurance they offer us. It is not negotiable. Thank you all who have stayed up to date with this requirement.

We are just back from the MARC National Meet in Ohio and what a good time we all had. Jim is covering it in this issue. Consider next year, Rumor is it will be in North Carolina.

The Linville Falls Tour is just a month away and I am working on my brakes getting my A ready for the drive on the hills. I personally made a dry run with Brad and Jim earlier in the year and can attest to the nice facilities we will be staying in and visiting. Lake James is beautiful and given fair weather, Brad plans on taking you out on the water in addition to the Fishers providing our meal.

*Kalei*



## **QCMAC OFFICERS**

### **President**

Kalei Unea

[kaleiu01@gmail.com](mailto:kaleiu01@gmail.com)

704/519-9900

### **Vice President**

Troy Dalsing

[troydalsing@icloud.com](mailto:troydalsing@icloud.com)

704/956-4964

### **Secretary**

Carrie Swann

[seau4oacs@aol.com](mailto:seau4oacs@aol.com)

704/617-4901

### **Treasurer**

John Haack

[jhaack68@att.net](mailto:jhaack68@att.net)

### **Phone Tree & Tool Crib**

Ron Bryant

[ribryant5495@gmail.com](mailto:ribryant5495@gmail.com)

704/998-8856

### **Newsletter Editor**

Jim Townsend

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

828/964-3425

### **Webmaster & Event**

**Coordinator**

Sandeep Berry

[Sandeep@tsbberry.com](mailto:Sandeep@tsbberry.com)

847/208-5921

## 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 The Hylands Hosts 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.**

**“If there is any one secret of success, it lies in the ability to get other person's point of view and see things from that person's angle as well as from your own”**

*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.**

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.



## **Matthews Auto Show**

The Matthews Chamber announces that their 32<sup>nd</sup> Annual Auto Reunion and Motor Cycle Show is scheduled for Monday September 4<sup>th</sup>, 2023. Registration is now open. Details along with applications are available at [Matthews Auto Reunion & Motorcycle Show 2023](#).

Sandeep Berry is our leader on this event. She attended last year and received the invitation for us to be part of it this year.

## **Cruz-in at Tirzah ARP Church**

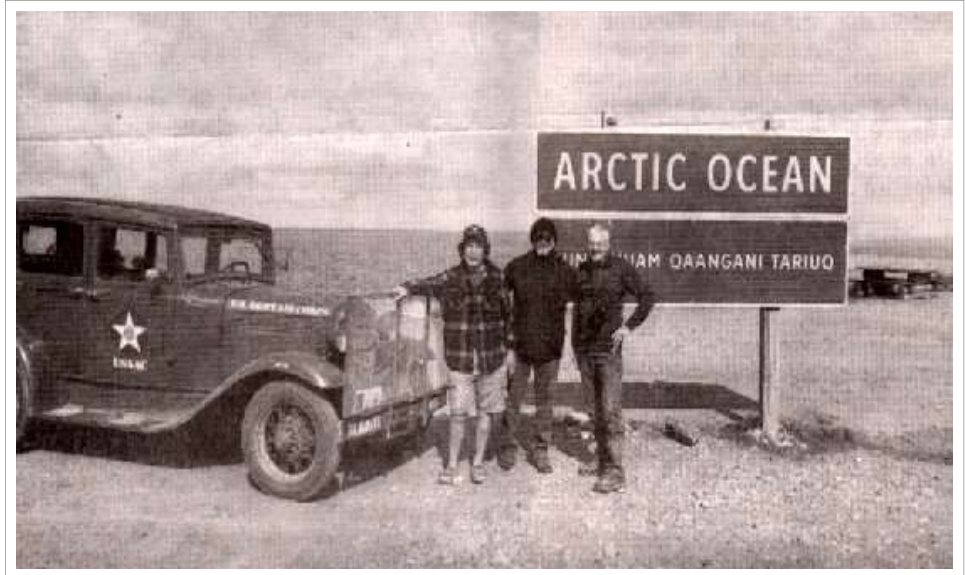
The Tirzah Associated Reformed Presbyterian Church is sponsoring a Cruz-in on August 23 from 5 pm until 7 pm and has asked that we bring as many Model A's as possible. Hot dogs will be served free to those bringing their cars. The community of Tirzah is located on SC hwy 160 just west of Rock Hill and east of York.

## Mission Possible?

By Jim Townsend

Some of you “flinched” or smiled or shook you heads when Troy Dalsing started talking about touring to Key West in May of '24. I can assure you he is serious and has several other club members counting down the time when they will join him. The following is from a California news paper article sent to me from Danny Enos. If you think Troy's idea is impossible, read on.

“In June, 1923, two men set out from Cambria (California) on a 7,000 mile journey to the Artic Ocean, with 1,400 of those miles driven in a 1931 Model A Ford Town Sedan. Jay Burbank of Cambria and his friend Charlie Enxuto of **South Carolina** told the Tribune by phone on July 2 that they had just arrived at their destination, along with firefighter Tim Murdock, who'd joined his buddies along the way.



Burbank planned the epic road trip to honor military veterans in the U.S. and Canada, and vets along the way signed the body of the Model A, as hundreds of them had done before. He drove the slant windshield town sedan converted to look like a U.S. Army Air Corps general's staff car for most of these 1,400 rugged miles on graveled Dempster Highway to Tuktoyaktuk at the northern edge of the continent, in Canada's Northwest Territories. He protected the front of the antique vehicle from rock strikes by mounting a large screen on the front.

They made it to Inuvik, Canada, in time to meet their commitment to drive in a celebratory Canada Day parade on July 1, he said, adding that they took advantage of the stopover to complete some repairs, including to the Model A water pump.

For the first leg of their journey starting on June 10, the pair traveled about 1,600 miles in a Cadillac SUV to arrive at Prince George, British Columbia on June 14, towing the model A in a 14 foot car hauler. For much of the rest of the trip to the remote town of Tuktoyaktuk and the Arctic ocean, Burbank and Enxuto each drove one of the cars.

Tuktoyaktuk is about 500 miles north of the Arctic Circle. /The Arctic Circle marks the northernmost point at which the sun appears above the level of the horizon on the winter solstice. Murdock joined them for the final leg of the trek. He and Enxuto will leave the convoy at different points on the way home, leaving Burbank to carry on alone as he takes a round-about route back to Cambria.



## Key West Tour update

Work continues on initial planning for the 2024 Key West Tour.

Exact dates have not been solidified but will fall within the date range of May 27th - June 14th

This will be a two week tour which requires substantial planning and car preparation.

A few key dates to get on your calendar if you are interested in taking this tour

Nov 9th Meeting to review proposed tour/timing etc Location TBD

Jan 12th Tour Follow up meeting Location TBD

Feb 8th Tour Follow up meeting Location TBD

Feb-May Car inspections, repairs and maintenance

We currently have 8 interested cars/families

Troy & Jon Dalsing

Kalei Unea

Bill McDonough

Paul & Sandra Crosby

John Haack

Frank Gerosa

Jim & Laura Silver

Sandeep Berry & Boys

If you are interested in taking this tour  
please Contact Troy Dalsing 704-956-  
4964

In addition to carrying the Model A, the car hauler trailer provided a place to mount a Cascadia Vehicles rooftop tent for camping and room to carry filled fuel cans. The backup supplies were not optional as there are long gaps without gas stations. The Model A gets about 15 miles per gallon and has a 10 gallon tank. The Caddy gets about 15 miles per gallon and has a 25 gallon tank.”

---

## August 2023 Review of QCMAC Checkbook

Beginning Balance as of August 1, 2023		\$6,396.67
Income:		
Donation by D. Lentz		\$100.00
August 50/50		\$60.00
Total:		\$6,556.67
Expenses:		
Donation to Landsford Canal State Park		\$100.00
Ending Balance as of August 31, 2023		\$6,456.67

## Meeting Minutes

By Carrie Swann, Secretary

August 21st, 2023 the QCMAC club meeting was held at Golden Corral, in Matthews, NC. Host/Hostess were Danny & Linda Foster (Linda was home sick). Kalei Unea opened the meeting at 7:00 pm. The blessing was asked by Troy Dalsing. There were 23 members in attendance. The reading of the minutes and treasures report were dispensed and will stand as written in the newsletter.

**Clouds & Rainbows** – Linda Foster–Gall Bladder surgery, Jo Anne Bryant -2 fractured bones in her left foot. Will be wearing the boot for another month.

**Murray's Mill tour** date has been changed by the mills board to be a week long event with the finale weekend to be September 30<sup>th</sup> & October 1<sup>st</sup>. We will be going for Saturday on the 30<sup>th</sup>.

**Beach Tour** is being on September 30<sup>th</sup> planned and finalized by Claude Palmer. If you haven't made your reservations **Hurry!!!**

A **Vintage Bike and Car Show** at Camp North End for October 7<sup>th</sup> was offer for any interested members. A flyer was passed out, If interested and didn't get a flyer it can be emailed to you.

The **Ohio National Meet** was attended by 19 of QCMQC members. A great showing for our club. Sandeep Berry gave a report on the Hubley competition. Her son Oliver won 1<sup>st</sup> Place, and son Walter won 2<sup>nd</sup> Place. Lots of fun a bus tour and shopping. There were many seminars with interest to many attendees.

Claude Palmer had a 486 points for his Touring Class 1931 Deluxe Roadster!!!  
**CONGRATULATIONS!!**

Linville Tour August 26<sup>th</sup>, 2023. Plans for the weekend were summarized by Brad Fisher. Last minute information was supplied. Everyone is excited to go to the mountains with hopes to escape the heat in Charlotte. Also Brad & Jane are **Officially RETIRED !!!**

## Clouds and Sunshine

### **Keep the members below in your special prayers**

JoAnn Bryant as she has back surgery and recovery from broken foot

Ron Bryant as he continues having blood pressure issues

Wayne and Barbara Helderman both with health problems

Claude Palmer recovering from bacterial pneumonia

Clare Leek whose brother passed in August

Eric Peterson whose wife, Kathie, passed recently

Carl Adams as his Parkinson's disease limits his mobility

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

Jim Townsend who is also recovering from pneumonia



### **September Birthdays**

9/1 Harriet Winters

9/14 Rhea Farris

9/14 Jim Silver

9/15 Jean Long

9/17 Jane Hyland

9/18 Carol Habersang

9/21 Mary Adams

9/23 Rion Rutledge

9/24 Henry Hinds

9/24 Laura Silver



**Please send reports of illness to Bertha Haack. She is doing a wonderful service of sending get well cards and birthday cards to our members. Her contact information is:**

**704/258-1035  
sistermary80@hotmail.com**



## Fashion Page



Suspenders were designed to distribute weight evenly across the body, and hold the pants up securely. In our era, they came in many bright colors and were considered a stylish accessory. There was no one design for these helpful accessories. The straps could be thick and strong for hefty men, or lighter weight for young men. The web fabric they are made out of could be made of elastic or non-elastic webbing, with a few models adding springs to the straps. The non-elastic model A's often had an elastic insert on the back to add the needed flexibility. The ends and trim could be leather or cording. In one instance, they used chain! Backs could cross over, or come down to one strap. A few were self adjusting in length.

Colors were all over the gamut, and stripes, dots, checks and brocades could all be found. A few novelty version in a different catalog included an aviation design, and a modernistic dancer!

*All pictures are from a 1929 Montgomery Wards Fall and Winter catalog.*



### Brands We Still Know

Dentist Thomas Bramwell Welch was a Methodist who objected to wine being used in communion services. But it was hard to have a steady supply of grape juice with no refrigeration at that time. In 1869, after years of experimenting, Welch finally perfected a juice pasteurization process in his kitchen and began selling “Doctor Welch's Unfermented Wine” to churches. Eventually, as demand grew, he formed the Welch Grape Juice Company. Later, when the prohibition movement started to grow, and Welch's Grape Juice was the only non-alcoholic fruit drink on the market, it was used as a substitute drink.

In 1918, the company answered a call from the military, and developed the first ever grape marmalade, called Grapelade. It was provided to soldiers overseas. In 1923 Welch released a new product to the market as Welch grape jelly.



## New Member Highlight – Heather Fowler & Karsen Titus

*By Karsen Titus*

Meet Karsen and Heather, Claude Palmer's daughters (and sometimes his mother-hens). Although both daughters joined QCMAC officially in 2022, they have been "members" of the club their entire lives. Claude joined QCMAC in 1973, when Karsen was 2 and Heather was 4. They grew up going on trips with early QCMAC members such as Reid Robinson, Sonny Sain, Coy Shue, Wilber Cox and John Klutz.

Karsen says, "We carry the last 50 years of QCMAC history in our memories and hearts."



The sisters have two Model As by association. Both cars were restored by Claude. He has a 1930 Model A Tudor Sedan that their grandfather bought in 1957; and a 1931 Model A Roadster that the girls heard about their entire lives (more on this later). Rumor has it that one day, Heather gets the Sedan and Karsen gets the Roadster, but Heather says, "We might have to arm wrestle over the Roadster, which is a lot easier to drive!"

Claude restored the Tudor in 1971, the year Karsen was born, and Heather was 2 years old. He jokes that he finished the car "and somehow stayed married." Karsen and Heather grew up riding in the Tudor around Charlotte with Claude and their mom, Beth.

Karsen says, "I loved the way people waved at us like royalty when we rode past; the *AH-OOOO-GA* horn; and the pop-and-tickle sound of an idling Model A engine. We attended Model A meetings in the 1970s at Barclay Down's cafeteria, went on trips to the NC mountains, and rode to Dearborn, Mich., where we were the modern-car helper. We have lots of memories of sitting on the side of the road while the Club worked on a sick car."

Heather says, "We remember when Daddy was president of QCMAC (in 1979) and Mom was his unofficial secretary ... and he had an afro, too. We might be the only current members with Club memories that go back to early childhood. Neither of us remember a moment in our lives without a



Model A in it.”

That said, Claude loves his cars and is protective of them. He did not teach his daughters to drive until 2017, after their mother, Beth, died unexpectedly due to complications of rare uterine cancer.

Both Karsen and Heather are married, but the passion for Model As belongs to them, not their husbands. “We are big believers in girl power, and we share this love of cars with our dad,” Karsen says. “Our husbands have other hobbies and passions, so they sit in the backseat when it comes to Model As.”

Heather says with a laugh, “Jon is 6 foot 2, so it’s hard for him to even get in the backseat!”

Both graduated from Harding High, and fulfilled their mom’s dream of graduating from college, both from UNC Charlotte. Karsen has her master’s in English and Heather has her bachelor’s in education.

Karsen is a former NASCAR reporter and editor who now works in clinical trial research. She loves horses and has a quarter horse named Waylon. She enjoys reading, writing, and lifting weights with her daughter, Peyton, 20. She lives in a log cabin in Semora, NC.

Heather runs the show at Bowman-Hollis Manufacturing. She has worked there in some capacity since she was 18 years old. Heather participates in a horse therapy charity, walks at least 4 miles a day and enjoys competing in long-distance events. She loves to read, garden, travel, and spend time with her son, Zach, 21.

As for the Roadster story, both girls grew up hearing about this “mythical” Roadster their entire lives. In fact, Claude started collecting parts for it in 1976.

Karsen says, “Daddy always talked about The Roadster. The joke was that he had an entire Roadster in the attic. The truth was, some parts were in the attic, some at our grandmother’s barn, some in his garage, and some under the bed!”

Finally, in August 2007, at 61 years old, Claude embarked on the restoration of the Roadster. In 2008, Claude was diagnosed with advanced prostate cancer. The family was not sure he would live long enough to finish the car. But Claude (who was still working full time) bounced back from surgery and threw his energy into the Roadster. Everyone helped, including Beth and his grandchildren. It was completed in 2013, 37 years after he bought the first part.

The Roadster contains parts from 21 different Model As, and just recently earned the MARC Award of Excellence in Hamilton, Ohio.

“These cars are our history,” Karsen says. “We hope to carry the tradition on for years to come.”

Heather says, “We are so thankful for the Club and for learning more about the As, and how to keep them running!”

## MARC National Meet – Hamilton, Ohio July, 2023



With most of our functions, it is hard to think in terms of 250 model As in one place but this double line is all I could get in the picture after the mandatory tour to Coney Island, Cincinnati's early amusement park located on the side of the Ohio River. But what you see here is us holding a couple of shirts Sandeep printed. The Orange one celebrates the fact that I met my love of my life and first wife at Coney Island in a dance place known as Moonlight Gardens with Harry James providing the music. I was there because my first job was with Allis Chalmers there. We were married for 43 years before cancer took her from me. The red head next to me is my oldest child who lives in the area.

The green shirt John is holding was printed for the group and we all wore them on Tuesday to make a statement as to the number (18) of QCMAC members there.

The photo to the right with the A being lifted with a crane is a testimony to the ruggedness of the "New Ford" as Henry called it. The driver was on the mandatory tour with his wife in this coupe he purchased about a year and a half ago. The written instructions clearly said to turn right and leave the car in second gear due to an upcoming downward slope. They were following the car in front of them and not following the directions. He then tried controlling his speed with his brakes which began to fade. Toward the bottom of the grade, there was a sharp turn to the right into a one-lane tunnel under the railroad, when he saw he could not make the turn, he drove straight onto an uphill grassed area. But he failed to stop on that hill driving air-borne off a bank and falling onto the tracks. Local police said that this happens about three times a year with





modern cars and most over turn and are sold for salvage value. The '31 coupe landed square, had two bad rims and tires, and a bent tie rod. Lesson, be aware of your written instructions and review your brakes condition before driving on steep grades. If possible, don't rid your brakes as they will fade.



As most of you are aware, one of our missions was to prepare Claude's 31 Roadster for Touring Class judging. The mandatory tour I've mentioned is mandatory for all cars being judged in Touring and those who meet a list of Model A features and finish the tour, receive a Blue Ribbon. Here Heather and Karsen, Claude's daughters stand proudly beside the car after that award was made. Each took their turns in driving the car to and from Coney Island as Claude was under the weather that day. The car won the MARC Award of Excellence at the banquet on Friday evening with a judged score of 484 points out of 500. It is a little unfortunate that the team captain judging paint was not aware of a variance relative to paint color that should have been allowed. In 1931, Delux roadsters did not come with Bronson Yellow Paint, Seal Brown moldings and orange pinstripe and wheels but the committee agreed that it could have been special order cars in '31. So he achieved his goal but lost bragging rights of a 494 score.



One of the main purposes for the National Meet is to have judging of fine point and touring class Model As. The judging occurs on Wednesday and the set above is of one line of the nearly 50 cars we judged that day. There were about 40 judges divided into 6 judging groups, each looking at only one area of the car. My group looked only at the exterior bright work for authenticity and condition. We arrived at the judging station at 7 and were released at 5:30. The fine point cars were judged in a hotel ballroom.





While there were only about 15 of those cars, they were judged with much more scrutiny and by more teams. The '30 Phaeton at the bottom of the previous page may cause you to question. Fine Point Class treasures truly original cars because studying them answers questions as exactly how cars were built. This fine example is owned by Randle Strickland just off I-77 at the Tennessee line. He is the guy who does machine work to install inserts into model A engines. He is also a Model T fan and I've been of several tours with him. He won an award for the best original car.

This is an extremely rare Town Sedan Delivery. It has had limited ownership and was purchase and restored by Stan and Mary Sorrells, the same couple who won all the awards last year with their beautiful Town Sedan. The repeated this year with a Marc of Excellence and The Henry, best car in the show.

The woodie below also scored high in fine point earning a Henry also. Also below right are two A-400s from fine point.



There was a large effort at the meet to get women to drive their A's. This is my daughter Amy and son in law Mike Schroeder after returning from the mandatory tour where she drove about 80 miles. But she also drove on a ladies tour of about 25 miles as did Karson & Heather, Claudes daughters and from a dinner that was off site. Amy and Mike live in Millford Ohio, about 20 miles or so from where we met and they mixed with us as well as volunteered as part of the host area club. The A was a gift from me to their son who has not yet taken a big interest to it. Amy and Mike are active members of the local club.





Several of us took the opportunity to go to a tech session to learn about woodgraining a Model A. I found it most interesting as the demos were on Model A trim pieces using the correct pattern and tone. The method they used was to scim ink onto a metal plate that was engraved with the pattern, Pick up the ink with a soft silicone roller and transfer the ink to the dash rail. There was a requirement to make more than one pass as the roller diameter was not big enough to pring the whole rail. The use an artist brush to feather the edges of the joint. We were told that this was the method used by Ford Workers.



The last photo I have may be the best as it is of Oliver Berry's Hubley in the right lane on his running of his victory in the youth division for this years Hubble races. But that does not say it all as the second car is that of Walter Berry and his car nearly caught Oliver at the finish line. So the Berrys won First and Second, both winning gold medals. The story almost got better still, Oliver was pitted against the winner of the adult division and came in just inches behind.

It was a fun event and QCMAC showed up in numbers along with a near full seating area. Sandeep said the boys wore their medals until bed time.





## Henry the Farmboy



*In the previous episode, Henry's mechanical aptitude began to surface as child. His father William was a successful Irish immigrant farmer. His mother died in childbirth when Henry was just shy of 14 years old.*

### **Henry the Farmboy, (part #2)**

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

Despite William Ford's best efforts to keep his son on the farm he recognized and even fostered his extraordinary mechanical talents. After all, he was a man of considerable mechanical experience himself. William could handle change and could see that America was changing from an agricultural society to an industrial one.

To this end William arranged for Henry to temporarily stay with an aunt in Detroit, and helped him find a job in a machine shop there. At the mere age of 16 Henry then walked nine miles on a cedar plank road to Detroit. There he would take a series of mechanical jobs.

Detroit, on December 1, 1879, when Henry arrived, was the oldest settlement on the Great Lakes. It was more than a hundred years older than Chicago. Detroit itself was established by Antoine Laumet de La Mothe Cadillac. "Cadillac" was a French soldier of fortune who sailed up the Detroit River in July, 1701. The French were the first whites to conquer the Great Lakes. Michigan did not provide the passage to India that explorers sought, but did prove to be astonishingly fertile in crops and furs. In time Michigan's mineral deposits, water, and innovative minds turned the area into an industrial giant. Farther east, the Erie Canal aided greatly in getting Michigan's goods to market.

By the time Henry arrived, Detroit's population exceeded 80,000. It had ten railroad lines, 20 miles of horse drawn streetcars on rails, and iron works. While working as a youngster selling snacks for the railroad Thomas Alva Edison would spend his down time in one of the city's libraries.

So it was amongst this flurry of activity that Henry soon went to work for the James Flower & Brothers Machine Shop. It was a small factory with a good reputation for workmanship and training. David Dunbar Buick, a success in plumbing fittings before turning to cars, was also an apprentice there. "It was a great old shop," recalled one of Henry's workmates Fred Stauss. "They manufactured everything in the line of brass and iron - globe and gate valves, gongs, steam-whistles, fire hydrants, and valves for water pipe. They made so many different articles that they had to have all kinds of machines, large and small lathes and drill presses. They had more machines than workmen in the shop." Our father of the Model T and beloved "A" would eventually put his machining skills gained there to good use.

After months at Flower & Brothers, Henry moved on to the Detroit Dry Dock Company. The company pioneered iron ship production and Bessemer steel.

Now this is interesting because throughout his lifetime Henry would primarily claim Detroit Dry Dock as his first employer. However, written records and overwhelming family and associates recollection establishes Flower's shop as the first. Who knows why this is. Did he have a dispute with someone at Flower's? His father and the Flowers were mutual customers. In fact his father met personally with Flower in the presence of Henry at the shop itself. Maybe there was a father-son thing going on there? Maybe, later in life, he wanted to present an image of making it totally on his own, which is silly as how can anyone minimize his hard work and accomplishments. Maybe he just forgot? Who knows? And lest we get the wrong idea, Henry respected his father and was considerate and generous with all his family. There was not some major riff going on. In fact, during his employment in Detroit he would return home to the family farm in the Fall to help with the harvest.

While working at the Detroit Dry Dock Company Henry paid \$3.50/week for room and board. His wage was \$2.00. He made up the difference with the watch repair skills by taking in evening work from jeweler Robert Magill cleaning and repairing watches for fifty cents a night. The jeweler had work for him every day, including week-ends, but had him enter through the back door as he feared his customers might doubt the workmanship of somebody so young.

Working two jobs did not tire him much. His thought about quitting time at Dry Dock was, "...the whistle is only a signal to start thinking..." .

Those thoughts led him to consider going into business - the watch business. He worked out that he could build a good timepiece for about 30 cents, he said, and build about 200 a day. But in the end he could not see himself trying to sell so many watches a year and gave up the idea.

Sometime in 1882, and still only 19, Henry completed his mechanical apprenticeship to his satisfaction. He decided to leave the city and return to the farm. He would stay until he was 30.

## Editor's Page - What is in a Name?

In last months meeting, there was a discussion as to the origin of the name of our newsletter. As your editor, I get compliments from you but must admit many of my articles or ideas come from other model A newsletters. I get copies of better than 50 each month and admit it is enjoying but difficult to read all of them. I try to give credit when I use material developed by others. But I thought you might enjoy seeing a few of the names others selected. I included club locations on some to either explain the wide area covered or explain the otherwise unusual name of the newsletter.

THE DISTRIBUTOR -Several times over  
THE QUAIL, QUAIL'S TALE , FLYING QUAIL, THE HIGH COUNTRY QUAIL  
HEARD IT FROM THE GRAPE VINE Grape Country Region  
THE ACCELERATOR  
MODEL A FLYER  
AHOOGA  
NEWS BRAKES New SouthWales  
RUMBLE SEAT REVIEW  
COWTOWN As, Fort Worth TX  
THE DESERT A  
THE FORD SQUEEKS  
THE TAIL PIPE  
HEADLIGHT HERALD  
THE SPOKESMAN  
THE TAILLIGHTER  
THE FORD SCRIPT  
THE RUNNING BOARD  
HENRY'S HORN  
THE SCRIPT A NEWS  
THE ROADRUNNER  
THE STEERING COLUMN  
THE HOT BABBIT NEWSLETTER  
THE MOHAIR FLYER  
VOLCANO NEWS Volcano As of Battle Ground, WA  
THE NUGGET NEWS, Gold Mine Region, Marietta Ga  
THE HARBOR LIGHT  
THE LINKAGE Hudson Indiana  
FORD TORQUE SA South Australia  
THE QUIPS Danny Enos club in San Luis Obispo, Calif  
THE DESERT A Model a Club of Arizona  
ACORN NEWS Charter Oak Calif  
THE WINE PRESS NAPA Valley As  
THE VANEOMETER, Utah (device for reading rate of air flow)  
THE PLANE DEALER Shawnee, Kansas  
CLUTCH CHATTER  
WESTERN MODEL A NEWS Western Australia

I also get but unable to read several other letters from non English speaking countries like Denmark. All this goes to prove the Model A hobby is alive and well.

## **Tech Tip – Lest We Forget**

By Jim Townsend

Bill McDonough came to the shop recently and elected to drive his “31 Town Sedan. About 15 minutes after he left for his return home, I got a call that his car had lost power and while it was running, he couldn't get it to move more than about 5 MPH. So Kalei, John Haack and Claude all jumped into my truck and off we went to rescue him.

The car sounded like it was starving for gas so I installed my spare carb with no improvement. So then I installed my spare distributor with again no improvement. It was late in the hot 90+ degree afternoon so I hooked a tow strap to Bill's car and towed it back to the shop. John Haack gave him a ride home and we said in *Gone with the Wind* style, “We'll worry about that tomorrow”

In the shop, I noted a couple problems with his distributor and made the repairs before re-installing it and re-setting the timing. I also removed my spare carb installing his back. The car would idle but would not run well with any depression of the gas. I referred to Les Andrews diagnostic book and was ready to start searching for an electrical fault when I decided to check his spark plugs. They were badly fouled. After cleaning them, the engine came alive running smooth.

The story does not end there. I had noticed that my always dependable phaeton was running rough on the road. I decided to check the spark plugs and again found them fouled. Cleaning them also corrected its problem.

In retrospect, I remember as a teen during the 50's working in my family's Dodge/Plymouth shop, we ran a special for annual tune-ups which included cleaning or replacing spark plugs. Bill confessed he had not cleaned his since he purchased the car 9 years ago. I would be less than honest if I said when I had cleaned those in the phaeton.

The lesson I re-learned and offer to you is that, in the Spring when readying our cars for touring, we should do more than crank the engine and see how it is running. The oil needs changing, the plugs need cleaning, the tires need inspection and air adjusted, the transmission, steering and rear end fluids need checking. I printed a list a couple of months ago and will print again. We don't need to ignore it. If we do, we are likely to have trouble on the road.

I had trouble making out the engines in the photo until I saw that they already had transmissions installed and were standing on the transmission end. Oil pans are on the right side of the engines in the photo.



Era photo of Model A engines ready for installation at the Ford factory



## Graphite Coating Leaf Springs

Information taken from *Model T Times*, Jan/Feb 2023, Model T Ford Club International, Dan Treace

Ford assembled leaf springs at the factory with a thin layer of paint between the leaves. The paint contained graphite to act as a dry lubricant between the sliding leaves of the springs. According to records, the paint was made with thinned M-170 black enamel and M-1012 graphite flakes, in about a 2:1 ratio of graphite to enamel before thinning.

Today, similar dry lubricant paints can be found under several trade names, EZ-Silde or SLIP Plate, instead of mixing up your own brew. This paint is full of graphite and dries quickly, leaving a slick surface that duplicates Ford's method of dry lube. Typical oils can be used on spring leaves, but that allows dirt and grit to adhere to or lodge onto the leaves.

Sometime back when Rion Rutledge and I were working on his roadster, we found a graphite paint at a John Deere dealer. We had the spring out while changing a worn out throwout bearing. When the rear end was dropped down, the spring flew apart due to a rusted center bolt holding the leaves together. Note I said flew apart. This can be a dangerous situation as leaves can become airborne, so use caution if working on springs. After disassembly, assembly can be difficult if one does not know the safe procedure. Use a section of all thread rod and assemble the leaves onto the rod. Tighten nuts onto the rod pulling the leaves together. Place "C" clamps on either side of the threaded rod, installing the center bolt in its place.



## DIY Rust Penetrant

From Diamond Thread Chapter of MAFCA Newsletter - Downey CA

WD-40 and Liquid Wrench might not be the best rust penetrants. My favorite home-made is a 50/50 mix of acetone and Dexron/Mercon Automatic Transmission Fluid (ATF). Mix one part acetone and one part ATF in a re-fillable spray bottle. The acetone will penetrate in between surfaces and then evaporate, leaving the oil to do its job. Because the acetone evaporates so quickly, it's a good idea to mix this brew in small batches.

The April 2007 issue of Machinist Workshop Magazine published data for independent testing of penetrating oils using a single steel bar with 1/2" x 20 nuts torqued to 50 ft/lbs and treated with a 10% salt water solution that was allowed to rust. The removal torque results are amazing:

None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
<b>50/50 Acetone/ATF</b>	<b>53 pounds</b>



## Big Foot – The Model A

This Model A Ford convertible coupe or cabriolet was originally manufactured around June of 1930. It is believed that this car was shipped new to eastern Montana by rail from the Ford assembly plant in Chicago. This car was modified in 1936 by Roman Chupp of Bloomfield Montana for Milton Hill, also of Bloomfield Montana, who used it to deliver rural mail around Bloomfield Montana. A Model T Ford truck rear axle assembly was installed along with four Goodyear 11.25 x 24 pneumatic tractor tyres mounted on 24" tractor tyre rims. These wide and tall tyres let this car float over packed snow drifts as well as plough through deep loose snow due the increased ground clearance.

These tyres were introduced in the mid 1930's and were Goodyear's first pneumatic farm tractor tyres. They had a diamond with a hole in the centre for the tread pattern. This distinctive tread design was not self-cleaning when running in mud, so these tyres were not as popular with some farmers as they might otherwise have been. Goodyear had thousands of various sizes of this type of tyre in their warehouses in the late 1930's and found it hard to find homes for them. They eventually sold them for snow applications such as on this car, or for use on agricultural equipment such as grain combines that were normally only used in dry weather conditions.

The rear axle and wood spoke wheels are from a 1919 – 1927 Model TT Ford one ton truck. That axle assembly was installed in order to get the higher numerical axle ratio to handle the larger diameter tractor tyres. The front wheels are made from mid 1928 – 1929 21" Model A Ford wheels. The outer row of spokes was long enough to reach the dropped section on the inside of the 24" tractor rims. The inner crossed spokes were too short to reach the tractor rims. They were completely removed and replaced with spokes about 3" longer. All welds on this conversion were done with an acetylene torch because electric welders were virtually non-existent in rural Montana back in 1936 when this conversion was done.





## 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 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.

## Henry One and Henry Two...

If by some quirk of fate, Henry Ford would have had the son he desired.

There is little to no doubt that Henry loved his son Edsel, but there is also no doubt he wished Edsel to have a personality much the same as himself, demanding vigilant to the point of being constantly overbearing and quick of tongue before thinking through a situation. Edsel had exactly opposite character traits. He was thoughtful, thinking out a plan or idea before presenting such plans or ideas to his father and other Ford men, and Edsel was quite creative with artistic design. Again, these men were opposites. When thinking of the automobile, Henry thought only of the mechanicals, while Edsel was fascinated with the beauty and design aspects. For this, we can be thankful or who knows what the new Model A would have looked like.

Henry II who came into power after Edsel's death and with Henry I in declining health and mental condition, quickly asserted himself as a forceful leader. He possessed many of the same traits of his grandfather, but was more thoughtful in his aggressiveness, for instance, he would learn of a situation, study all possibilities and ramifications and then make a decision. Once that decision was made, he was steadfast and unyielding. Henry II's decisions were law within the Ford Motor Company.

Henry II assumed the Presidency of the Ford Motor Company at a critical time in the company's history. He had to make immediate decisions which were vital to the company's well being and also long lasting. His wisdom in choosing executives to steer company operations was outstanding, to wit, his hiring of a group of former Air Force Officers, who became known as the "Whiz Kids" Over time, their abilities were wide spread not only throughout the Ford Motor Company, but in other strategic areas as well.

Henry II, like his grandfather, was a tough master and his motto of "Don't complain, don't explain", was felt throughout the company during his tenure as president and later as chairman of the board. Had Henry I lived and remained mentally strong during Henry II's reign, there is no doubt he would have been proud...

Article written by the late Jim Langley