

# Distributor



May, 2022

## *The Prez Says,*

I am excited to tell you that our website is up and running once again even though it is still "under construction". Google "queencitymodelaclub.com" and check it out. Better than that, communicate with our new web master, Sandeep Berry, and give her input as to what will make it better. We are truly blessed that Sandeep and Tom joined the club and Sandeep immediately volunteered to take on the task. Thank her when you see her.

I write this with high anticipation of a successful car show in Rock Hill on the 24<sup>th</sup> of April. Jim Townsend has recruited 54 cars, mostly prewar, to show this year. I am impressed that there will be 28 Model As on the field. Thank you for supporting the Club!

The MARC National Meet in Morgantown, PA will be only a month away when you read this. I will again go this year but will not take my car as I won my Touring Class MARC Award of Excellence last year. John Haack is taking his '31 Deluxe Coupe this year John, Claude Palmer, Jim Townsend and I will travel with Jim with John's car in Jim's trailer. This makes it a fun trip with our friends. We will all be on the same judging team the day of Touring Class judging. There is a mandatory tour of about 100 miles John must take. Claude has suggested that he and Jim should ride in the front seat and John and I in the rumble seat. He doesn't think he and Jim could get out of the Rumble if they got in. Time will tell.

The April meeting was a fun one with great engagements. Hope to see you at the May meeting. *Kalei*



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## 2022 Event Schedule

**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. Register your car with Jim.

**May 13 – 14, Mid-Atlantic Pre-War Swap Meet**, Luray, Va

**May 16 Meeting** at Azteca Restaurant, 6 pm for 7 pm meeting, Ron and JoAnne Bryant hosting

**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. Geoff and Claire Leek 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. 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**

### **Azteca Mexican Restaurant**

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

### **Golden Corral**

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

### **Sports Page**

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

### **Towne Tavern**

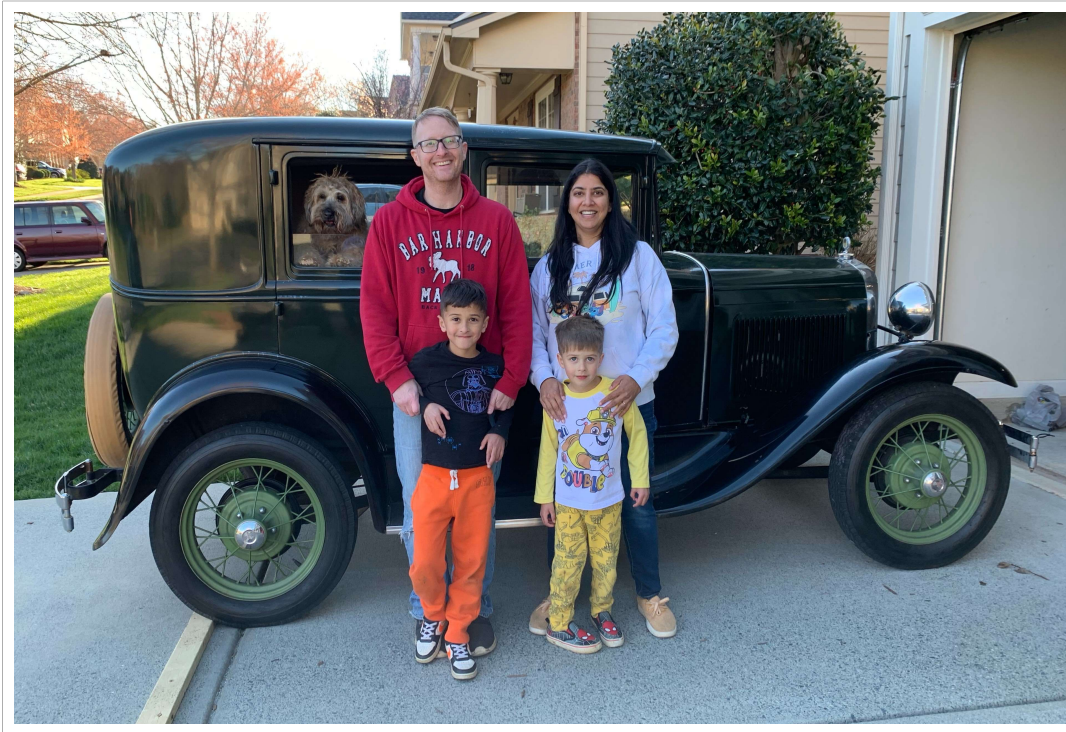
2000 SC hwy 160  
Fort Mill, SC 29708  
803/802-2340

**For BABY'S COMFORT**

 <p><b>BABY SEAT</b> <b>89<sup>c</sup></b> EACH Heavy Duck, reinforced. Frame hooks over top of seat and may be placed wherever convenient. No fastenings necessary. Folds up.</p>	 <p><b>CRADLE</b> <b>89<sup>c</sup></b> Convenient, safe, compact, practical. Heavy khaki reinforced. Suspends from top of car with nicked chain and spring fasteners.</p>
F8254—Each..... <b>89<sup>c</sup></b>	F8186—Complete..... <b>89<sup>c</sup></b>

## New Member Highlight – Tom and Sandeep Berry

By Sandeep Berry



I was born and raised in Chicago, graduated from college at age 19 and went on to become a software tester, then a business analyst, then a project manager, and then I totally switched careers and went into technical recruiting! Tom was also born and raised in Chicago. He got his MBA from the University of Chicago, and is now a director with slalom Consulting in Charlotte.

As for how I met Tom, well I actually interviewed him for a software engineering position, and he got the job! We started dating after I left that company, and a year and a half later, he asked me to marry him! I said yes, but under the conditions that my mom agreed. When I told my family, my dad and brother became quiet, and my mom fainted – Tom would be the first non-Indian guy in the family. I was worried, but my mom met him and loved him right away.

Tom and I lived in Chicago, got Beans (our dog, now 12), had our son Walter (now 7), moved to Houston, moved back to Chicago and had our second son Oliver (now 4 ½). After moving back to Chicago, we realized that we didn't like the winters there anymore, and decided to move to Charlotte about a year and a half ago. We absolutely love it here!!!

I have been a stay at home mom ever since Walter was born, and when I have the time, I am a cake decorator, crocheter, cross-stitcher, drummer and hopefully soon a Model A mechanic-in-training. Tom's Hobbies include playing the guitar, doing electrical work, starting side businesses and now trying to get my Model A to run!

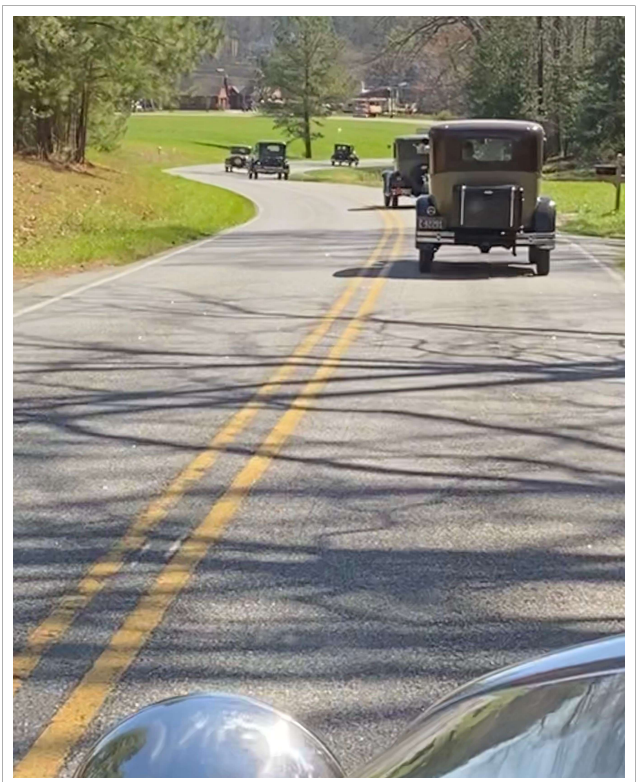
Speaking of Model As, last October, Tom confessed to me that he was planning on buying me my dream car for my upcoming 40<sup>th</sup> birthday, but wanted to make sure he got me a car that I wanted. I have always been intrigued by mafia history and have secretly dreamed of driving a “mobster” car. Adding to the backstory, I actually worked with the Mafia Princess herself – Antoinette Giancana (daughter of mob boss Sam Giancana). In any case, we started researching 1930 sedans, and fairly quickly landed on the Model A Fordor, both for looks and for reliability. A close friend of ours told us about a couple of auctions taking place in the midwest this past January and, when we saw our Fordor come up, we bid and won!!! Sight unseen. She was shipped to us from our home state of Illinois fairly quickly, and though the description said she was running condition, she didn't actually start. Thankfully, Tom has been able to work on her and has gotten her to run. There is still a lot of work to be done, but I couldn't be more thrilled.

Vivian (I named her after Vivian Vance, who played Ethel on I Love Lucy) has been getting a lot of attention from our kids and our neighbors. Beans will jump in as soon as a door is opened and refuses to get out. The kids constantly ask when I'll be able to pick them up from school with Vivian. And I keep reminding Tom that once she starts running, he will no longer be able to drive her, because she is all mine.

## Yellow Deli Tour – April 1, 2022

*By Kalei Unea*

Ron and JoAnne Bryant planned this tour for the fall of 2021 but it was delayed due to Covid and health. Queen City members, Ron and JoAnne Bryant, John Haack, Glenn and Carrie Swann, Troy Dalsing, Claude Palmer, Kalei Unea and Kalei Unea joined in on April 1<sup>st</sup> with 7 Model As. This was another wonderful outing with friends with a common bond. Great food at the Yellow Deli in Hiddenite, NC, excellent adventure and drive through the foothills mountains of North Carolina. Thanks go to Ron and JoAnne for planning the tour and leading us.



## Steering Gear Oil Leaks & Engine Timing

From the MAFCA Website at [www.mafca.com](http://www.mafca.com)

### Question:

An article was published recently in both club magazines that recommends using Ford steering gear grease in the Model A steering box. After fighting with a leaky box through three rebuilds this seems like a real good idea, but every source I have read states emphatically that oil, not grease must be used in the box. Also, in "Patent Cures" a while back the author suggested using a grease-oil mix in the box. Could I have your thoughts on this, please?

### Answer:

That article has confused many people. I am in complete disagreement with the article. The grease talked about was formulated in 1963 and for steering gear boxes of that time. There was nothing indicating that it was appropriate for the square cut Model A type steering gear. Most gear boxes after 31 were helical cut and worked well with grease. The square cut two tooth sector will push the grease away from the worm and sector and cause more wear and eventually binding. There is only one way to fix your steering box oil leak. The two tooth worm and sector type (used primarily in the 1930/31 Model A's) has an after market end plate with tube that replaces the original end plate. The tube extends above the oil level in the gear box to prevent oil from leaking out the end of the steering column around the horn rod. The second place it leaks is around the sector shaft at the frame connection. This can be corrected by putting a new bushing in the sector housing.

Either install a new sector shaft or have your sector shaft turned down to eliminate wear in the shaft. Then install an over size ID bushing and ream and hone it to fit the shaft. Must obtain a fit of .001 to .0015" of shaft to bushing. Most sector shaft leaks are because there is from .002 to .005 clearance between shaft and bushing. A worn sector shaft will always leak. If someone has put needle bearings in the sector housing you will never get an oil seal. The needle bearing allows too lateral movement and causes the oil seal used with it to pull open, allowing oil to escape. Finally, place an "O" ring around the end of the sector shaft before bolting to the frame. This is the way I do it and have never had a problem with a steering oil leak. The 1928/29 with the 7-tooth worm and sector is fixed the same way at the sector shaft. At the end of the steering column there is a rubber seal that can be tightened around the horn rod. Hope this helps you. Let me know how it works out. -- Les Andrews, 1998 Technical Director

*Editor's note: John Klutz offered advice to mix axle grease and transmission oil to a consistency that it will just flow. While marked 600W, current transmission oil is not of the same viscosity as the oil used in the Model A. The mix may separate and continue to leak so the answer above is the correct cure as I am sure John will agree.*

*Ford Motor Company*

CHICAGO, ILL.  
April 3, 1931

### WEEKLY SERVICE LETTER

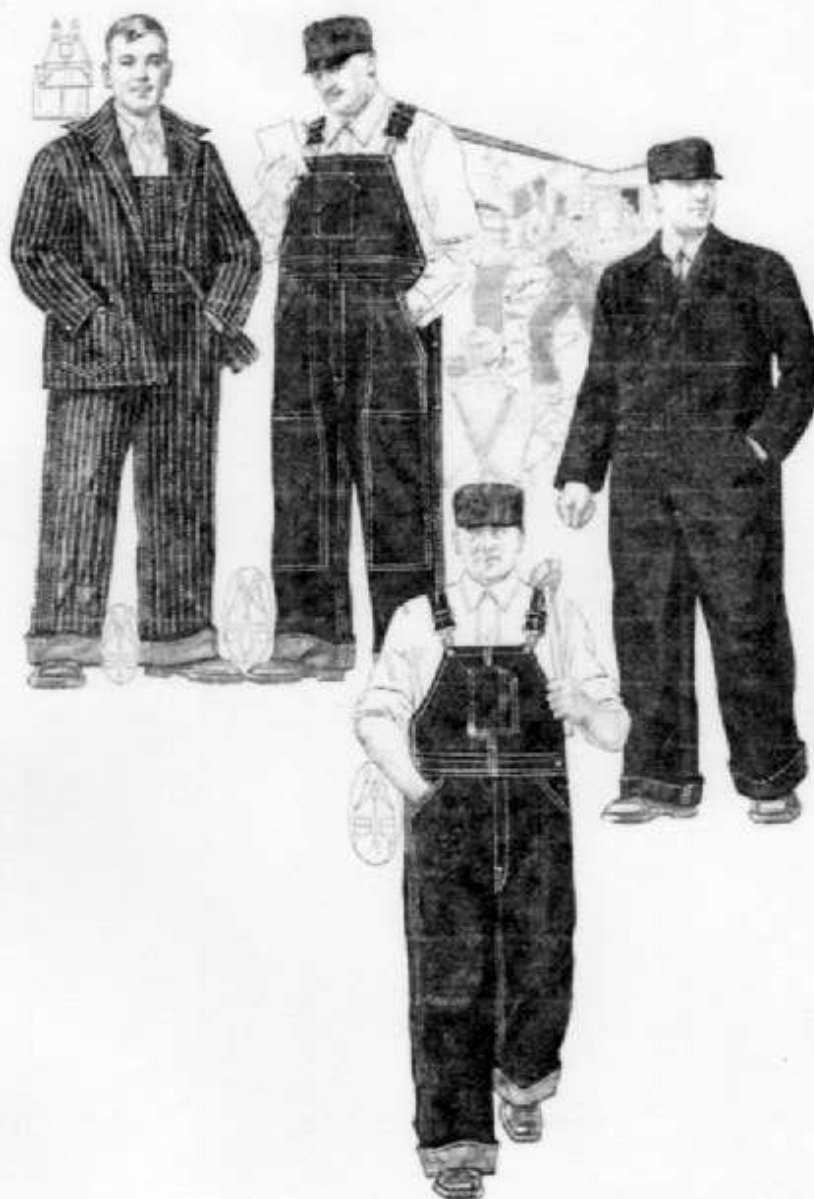
### ENGINE TIMING

In checking complaints of poor gas mileage, or lack of speed in the Model A Car, we have found in practically every instance, these complaints are due to improper timing and incorrect spacing of the distributor points or spark plug gaps. We have also found in questioning dealers' shop foremen, superintendents and mechanics, a general lack of knowledge as to the correct clearances for these settings. We, therefore, direct your attention to Page 342 of the February Service Bulletin, showing the distributor points as correctly set .018 to .022 and spark plug point gaps properly set of .035. It will be very much to your advantage to question your own shop men to determine whether or not they are familiar with this clearance and to further ascertain whether or not they know how to properly time a motor. It is very important in timing a motor that the distributor body be installed and that the rotor arm is opposite number one contact in the distributor body as outlined on Page 480 of the August 1930 Service Bulletin, and also on Page 346 of the May 1929 Service Bulletin. These instructions should be reviewed from time to time, as this will assist considerably in the rendering of good service.

## Era Fashions From a Book of Fashions, MAFCA

### Uniforms and Work Clothes

#### Overalls



Still popular today, these durable overalls for hard work wear are constructed of denim. Seams are triple sewn, and feature reinforced seats. The overalls and one piece suit are popular with carpenters, painters, mechanics, farmers, and outdoor workers. Pocket corners are reinforced to prevent ripping. Overalls with suspenders are adjustable with brass buckles.

## Jim Beam - - More Than Just Bourbon

By Danny Phillips

For those of you who do not know, I've been a member of QCMAC for over 30 Years and in that time, I've had the opportunity to learn from many of you about Model A Fords. In those early years, I looked for things from the 1928-1931 era, things in books, Model A publications, and yes, antique shops and swap meets.

On a visit to Georgetown, SC and to an antique shop about 30 years ago, I discovered something "Model A" that I had never seen. As I wandered through the shop, I noticed on an upper shelf the rear end of what appeared to resemble a Model A. Asking for assistance to get it down so I could look at it, the shop owner said it was a liquor decanter, a Jim Beam Model A decanter that once held a fifth of Jim Beam bourbon. I had never before seen such, but I had to have it and so I bought it. It was one of the first things I bought representing the era of the Model A.

The decanter was made of porcelain china by the J>B>Brands Co., a division of Jim Beam Distillers. Although the cap seal was broken and all of the contents had already been enjoyed, the shop owner said an empty decanter of this type, was valuable for the decanter and not what it once held. So, this was my 1<sup>st</sup> trophy as a new model A owner.

Jim Beam is a familiar name to those who are bourbon drinkers. Jacob Beam sold his 1<sup>ST</sup> barrel of "Old Jake Beam Sour Mash" in 1795. His bourbon quickly became a local favorite, surprisingly when you consider by the early

1800's, Kentucky became the home of some 2000 distillers. This Distiller opened up a new division many years later in Antioch, Ill. The company was called the Regal China Corp. and their product was a liquor decanter or as it was often referred to as "A porcelain clay pot or jug". Jim Beam distillers used this glorified clay jug to hold their product beginning in the mid-1950's.

An older generation beginning in the 1950's wanted "in home bars". These were areas of the home ---a garage, a basement, any kind of room that could be set up like a bar for the enjoyment of the family, neighbors and friends. People would buy their liquor in regular bottles but then transfer it to one of the porcelain decanters and you had an attraction and a conversation piece.

For about 40 years, liquor decanters were popular and eventually became collector pieces.



However, in the early 1990's, the attraction of in home bars waned as more and more bars opened for the public to enjoy. Thus the attraction of specialty decanters declined and Jim Beam was the only major distiller selling bourbon in “glorified clay jugs”. June 30, 1992, the Regal China Co. closed its doors and the custom decanters became collector pieces. One of the reasons these decanters were special, when they were popular, was because distillers only but “aged” liquors in the decanters (the product had to have been aged no less than 8 years).

Jim Beam crafted decanters on forms other than Model A's/ The decanters were offered at a much higher price than a regular bottle of bourbon and distillers had no trouble selling the higher priced product because the customer felt they were getting so much more. . . . a keepsake.

When the decanters were no longer produced, it seemed unlikely more would ever be produced. A collector once commented that an empty early decanter was worth as much as a full one the the seal still intact (not so sure that would be true today given a full bottle with the seal intact, the contents would be at least 38 years old).

So, what is the most expensive Jim Beam decanter? Word is, it is a gold, semi 18-wheeler, listing for \$3,000.

. . . . . An now you know the rest of the story!

## **Radiator Hoses**

*By Jim Cannon, former MAFCA Technical Director*

If there is one thing we take for granted on a Model A engine, even more than the fan belt, it is the radiator hoses. We put them on and expect them to last forever, but they don't.. I've been on more than a few tours where someone ends up with a leaking radiator hose that interrupts their drive.

This tech tip is to remind you to inspect the radiator hoses and snug up the hose clamps (if needed) every time you change the engine oil. Look for signs of coolant while you drive, so that is often the hose that starts leaking first, and the lower steel pipe tends to corrode away from the inside out where you cannot see it until it is too late. So, look for coolant weeping down there too. A stock Model A does not have a pressurized cooling system, so it does not have a lot of pressure on the hoses. However, if you have a thermostat installed in your upper hose (not recommended) the hose section between the engine outlet neck and the thermostat sees a lot of pressure when the thermostat is not open. A leak there can pump all of your coolant out in no time at all. It is probably overkill, but to avoid a problem on the road, I replace radiator hoses and coolant about every 3 years.

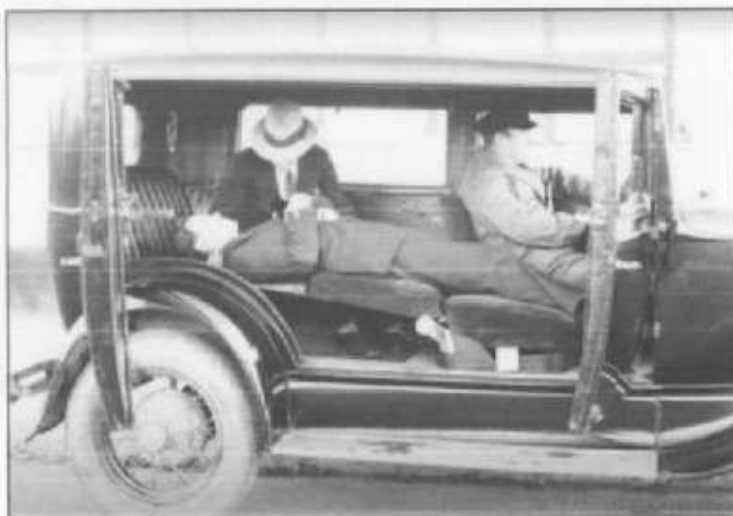
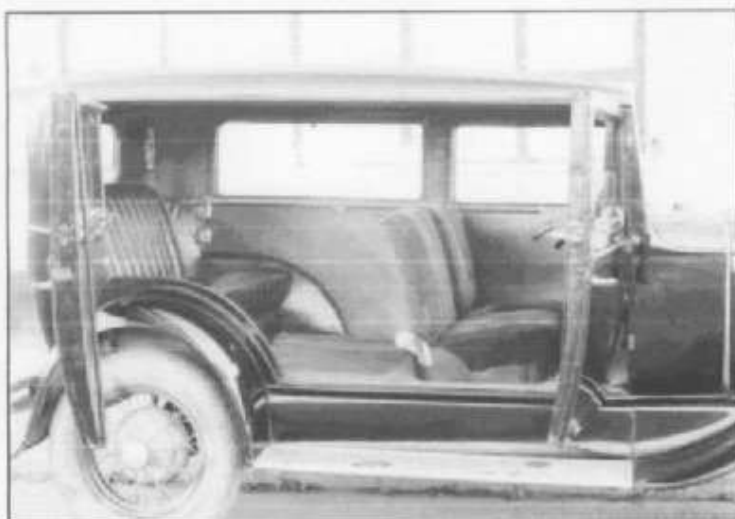
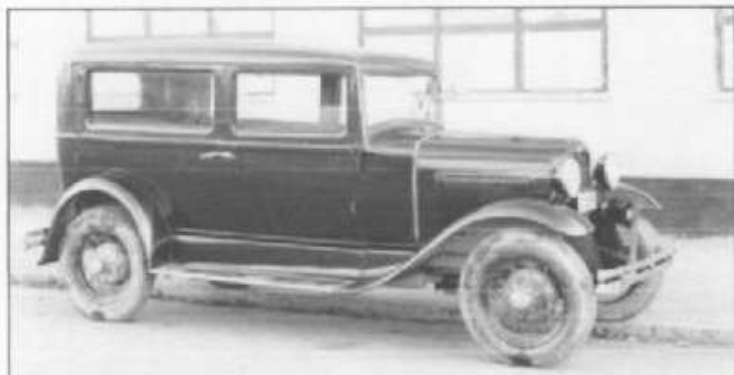
## **Murphy's Laws**

*Reprinted from Western Model A News who took it from Early Auto, June 2000*

- The nut or bolt which is the most difficult to reach will always be stripped or seized.
- Nothing is ever put back together in the reverse of the way it is dismantled/
- No matter how rare the accessory, there is always someone's uncle who had one just like it'
- No matter what fails on your car, there is always someone who knew it would.
- The later you leave for home after a Rally, the greater the chance of failure of the lighting system.
- Carrying an extra set of plugs, points and condenser will inevitably result in rupture of the lower radiator hose.
- When you double-check everything prior to a run, you stand a greater chance of running out of gas.
- The probability of a car starting is inversely proportional to the number of people standing around and watching.



## An Unusual Model A



*From Western Model A News by Ron Andrews. Ron's comments: I presume it is and ambulance or for patient transfer. There would be a lot of weight on the rear hinges but it does appear to have a substantial latch on the door.*

## QCMAC/Historic Rock Hill Car Show

*By Jim Townsend*



Sunday, April 24<sup>th</sup>, 2022, our sponsored car show was held on the grass in the gardens of Rock Hill's historic White Home. We had expected 54 cars built from 1910 through 1976, while we had a few “no Shows”, we also had at least 8 come who had not registered. The mix of cars was perfect and Queen City Model A Club came out to support the effort.. We had 26 model As on the field representing almost every body style made during the four years of production. We had a beautiful 1910 REO brought by club member Bill McCleave. Bill also showed his 1928 well restored Model A Phaeton showing its mark under the driver's seat that it was assembled in Charlotte, NC. Three Model Ts, a 1915 pickup, a 1916 Runabout (roadster) and a 1927 touring helped demonstrate the progression of automobiles until the Model A was sold. Other notable cars of the Model A era were a 28 Chevrolet, two door a 28 Chrysler two door, a 29 REO sedan and a 32 Pontiac Coupe. Between 1916 and 1925, Rock Hill was the home of the Anderson Motor Company with some 7,000 Anderson automobiles being built here. There are only a dozen or so of these cars known to exist today. Four of them were on display at our show.



For fans of other automobile eras and interest, we had three street rods, a 31 model A coupe, a 32 Model B coupe and a 1933 Graham coupe. We had several English sports cars of the 50's and 60's. We had a group of automobiles built in the 30's, 40's , 50's and 60's.

I mentioned above the setting being on the grass but what made that better is the weather cooperated with sunshine, a light breeze and temperatures in the low to mid 80's. There are a number of mature trees at this site giving us a great place to put our lawn chairs and share the company of all the others showing their cars. The date of the show is during the annual Come See Me Festival held in Rock Hill each year and the car show drew a crowd of people out on the beautiful Spring day.



Historic Rock Hill uses this event as a fund raiser and all indications were that they had record donations and also picked up members for HRH. QCMAC also picked up members and experienced a great social event. This was our 6<sup>th</sup> annual car show with attendance increasing at each one.

We started our work in preparation for the show early Sunday morning, laying out the field with flags, training helpers on their reception and parking duties and bringing the cars from my shop located a couple blocks away. The picture to the right is of Bill McCleave arriving home with his 1910 REO and Model A phaeton.



At the end of the day, we were tired and I was troubled when arriving back at my shop to start returning cars. Someone had blocked the garage door. I called to the show field but before my call was answered, the driver of the blocking vehicle came. I put my phone in my pocket without hanging up and my words were overheard “You need to move your truck, we

can't get in”. Muffled by the phone being in my pocket, the person whom I had called heard, “I've fallen and can't get up”. Word spread quickly and a number of my QCMAC friends came looking for me to assist me. I admit while I thought the situation was funny, it sure is comforting to know your friends care enough about you to come running if they think they can be of assistance. Thank you all first for traveling with your cars to take part in this event, thank you for the support you gave me in making it happen and most of all, thank you for caring about me and coming to my aid. Jim

## Recent Happenings

*By Jim Townsend*



Ron and JoAnne Bryant at the car show. The night before, they celebrated their Golden Anniversary by saying their vows again. The celebration actually was on their 52<sup>nd</sup> anniversary but delayed due to the pandemic. Happy anniversary!

Sandeep Berry celebrated her 40<sup>th</sup> Birthday at the car show by bringing cup cakes for the crowd. Happy Birthday! Ron and Carrie share her company.



Kalei Unea inside the roadster project installing the gas tank before we sprayed the Washington Blue paint on the body!



The front fenders and running boards are installed on the roadster project frame.

Claude Palmer and Kalei watch as Jim Townsend installs the body blocks after placing the painted body on the frame. There is no shortage of instruction we give each other. Below, the roadster project, less doors, hood, rear fenders and upholstery, was driven to the car show and on display. It drew many onlookers. Work began on the body off restoration in November. Many different hands have been laid on it with the majority of work done by Don Houser, Claude Palmer, Kalei Unea and Jim Townsend.



## 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



**Many will remember John and Pat Troutman and their 1930 Deluxe Roadster.** Pat died in 2020 and John suffers from dementia and has been moved near his son in Raleigh. Their son, Scott Troutman is offering the roadster for sale. It is an early 2000 restoration by Butch Cook of Vintage Cars Inc near Fort Mill and has been in dry storage since. It is offered at \$21,000 obo. If interested, contact Scott Troutman at [wscotttroutman@gmail.com](mailto:wscotttroutman@gmail.com) or 919/218-3556



**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)



**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.

## 2022 Model A Days

at Gilmore Car Museums

Hickory Corners, MI 49060

September 16 & 17

- 2-day Swap Meet
- Fashion Seminars
- Technical Seminars
- Tour Model A Museum

Delta Hotels by Marriott in Kalamazoo MI  
269/375-6000

## 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

If you remember your mom doing this, you are pre-seat belt and really old, like me.

