

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.

Queencitymodelaclub.com is our website

April, 2023

The Prez Sez, Spring is here but I am reminded of the threat of frost even as the fruit trees in the area are in full bloom along with the azaleas and other spring flowers.



About the time you read this, we will have completed our first tour of the season, a day trip to Blow out the cobwebs, lead by Troy Dalsing and will have had several gatherings at breakfast spots and at Model A Brewery for lunch. The first major event of the year is the 6th annual Car Show we sponsor with Historic Rock Hill. It has possibilities of being the best yet with the added feature of Manifold Cook off. Plan to be there and join in on the fun.

With the enthusiasm we see, I am reminded of the tough start up after the pandemic shut us down. What a difference a year makes! Our membership has grow 50% and we have a calendar full of opportunities to get our A's out. I hope you have the weekend of May 6 blocked so you can attend the first of the year over night tour, our 2023 Mystery Tour. Watch for details. Danny, Susan, Sandra and Paul haven't told us where we are going yet? Maybe we'll just have to go to find out.

New member Bob Wessmiller hasn't yet bought a model A but he has been coming to Jim's shop and is trying to organize a BBQ for the club. The more input from our members, the better our activities will be.

Hope to see you Down The Road, Kalei

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2023 QCMAC Event Calendar

<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
<p>7th Board meeting at Captain's Cap</p> <p>16th General Meeting Golden Corral Brad & Jane Fisher hosts</p>	<p>20th General Meeting John's Restaurant Glenn & Carrie Swann hosts</p>	<p>20th General Meeting Sports Page Troy Dalsing Host</p> <p>25th Blow of the cobwebs Tour Try Dalsing</p> <p>29th Breakfast at BigView9am</p>	<p>6th Northside breakfast 13-15 Charlotte AutoFair 14-15 Old 96 flea market 16th QCMAC Car Show White Home 17th General Meeting Golden Corral Geoff & Clare Leek Hosts</p>
<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>
<p>6th-7th Mystery Tour 20th Landsford Canal Tour</p> <p>15th General Meeting John's Restaurant Bill & Anne McDonough Host</p>	<p>19th General Meeting Sports Page Glenda & Dwight Jackson Hosts</p> <p>? Picnic at Bryant's Farm</p>	<p>17th General Meeting Golden Corral Danny and Susan Phillips Hosts</p> <p>? Poker Run Tour</p>	<p>21st General Meeting Danny & Linda Foster Hosts</p> <p>26-28 Linville Falls Tour Brad & Jane Fisher</p>
<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
<p>18th General Meeting Sports Page Bruce & Jane Hyland Hosts 15th Murray Mill Tour</p> <p>? Scavenger Hunt Tour</p>	<p>16th General Meeting Golden Corral Sandeep Berry Hosts</p> <p>? Beach tour</p>	<p>20th General Meeting John's Restaurant Rion Rutledge Hosts</p>	<p>11th Christmas Meeting</p> <p>9th Harvey Hood Memorial Christmas Parade Tour</p> <p>9th Denver NC Parade</p>

Note: Events with ? Indicate they are tentatively scheduled.

**Old 96 District Model A Club
Flea Market, April 14-15
314 Old Mount Mariah Rd
Greenwood, SC
8 am til 5 pm both days**

**April 6th Northside Breakfast hosted
by Troy Dalsing and Sandeep Berry.
9 am at Corine's Cafe, 559 E Plaza
Dr. Mooresville, NC 28115.**

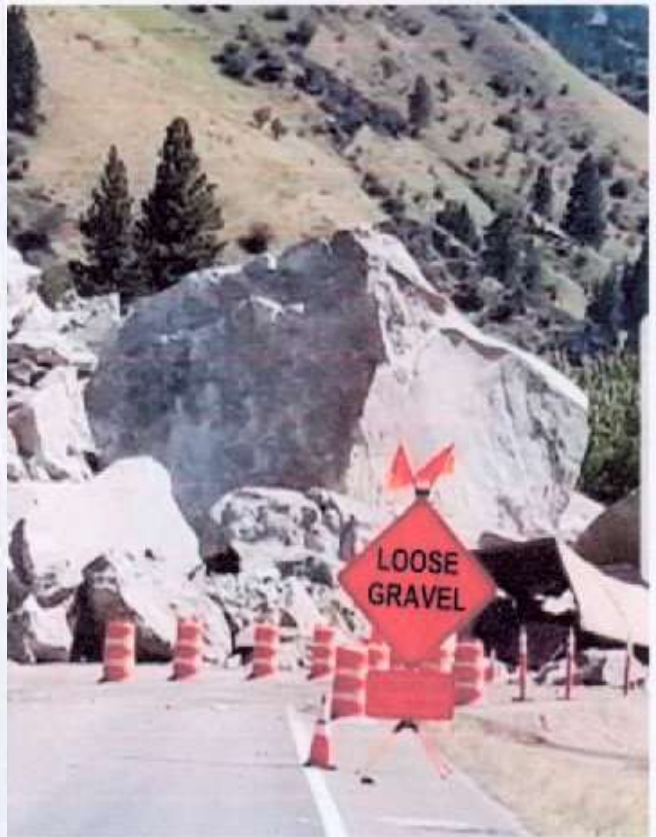
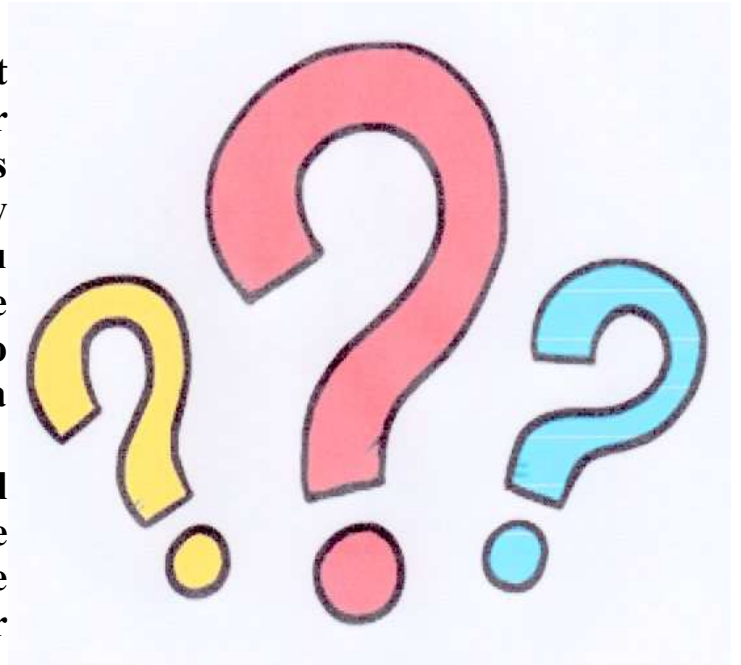
**March 29th East side breakfast meeting at Big View Diner on US 521 at the
corner of Audry Kell Road. Drive your Model A. Manfred Kothe hosting.**

**Charlotte AutoFair will be at the speedway Thursday, the 13th thru
Saturday the 15th. The AACA Southeastern National Car Show will be
on Saturday the 16th and will be located just outside the Speedway on
the US29 side.**

Mystery Tour, May 6 & 7

The Mystery tour is fast approaching! It is time to reserve your spot. We have 15 room reservations and it is **first come first served**. Many signed up at our March Meeting. You will need to write a \$125 check payable to QCMAC. Then mail your check to Paul and Sandra Crosby, 120 Comata Road, Mooresville, NC 28117.

The deadline is at our April Meeting, April 17th. After that date, we will release any unused rooms. The \$125 will cover your room in full. For any questions, call Paul Crosby, 704-754-7115.



2023 QCMAC/ Historic Rock Hill Car Show Featuring Manifold Cooking Demonstrations



Sunday, April 16, 2023

1 PM until 4 PM

**On the grass in the garden
of the historic White Home
258 E White St. Rock Hill, SC**

Featuring cars built by Anderson Motor Company of Rock Hill, the Model A Ford and other automobiles built 1966 and earlier.

- **Registration required, contact Jim Townsend, 828/964-3425, townsendj@comporium.net**
- **Register by April 9, 2023, All cars must be on field by 1 PM, There is no registration fee but donations to Historic Rock Hill are encouraged the day of the show.**
- **No awards are planned, No tents allowed**
- **Bring chairs and your snacks and non alcoholic refreshments**
- **Entrants will be limited to the first 70 cars. Cars will be arranged by year and whether original or modified. Be part of it.**
- **Event will be canceled if there is rain.**
- **Co sponsored by Queen City Model A Club and Historic Rock Hill, a 501(c)3 nonprofit.**

Registration form attached.

March '23 Minutes

By Carrie Swann

March 20, 2023, the QCMAC monthly meeting was held at Sports Page in Coolwood area. The host and leader of the meeting was Troy Dalsing. The meeting was called to order at 7:18 pm, the blessing was asked by Jim Townsend. 35 were in attendance and included 3 visitors. Minutes and treasurers report as printed in the newsletter were voted to be accepted with motion offered by Kalei Unea and seconded by Claude Palmer. New members Henry and Diane Hinds attended their first meeting and gave a brief description of their ca.

Committee Reports:

Membership; John Haack – 3 new members this month bringing the total to 60 members in the club. A motion for online banking be made available for payments to the club was made by Karsen Titus and seconded by Bertha Haack. The motion passed.

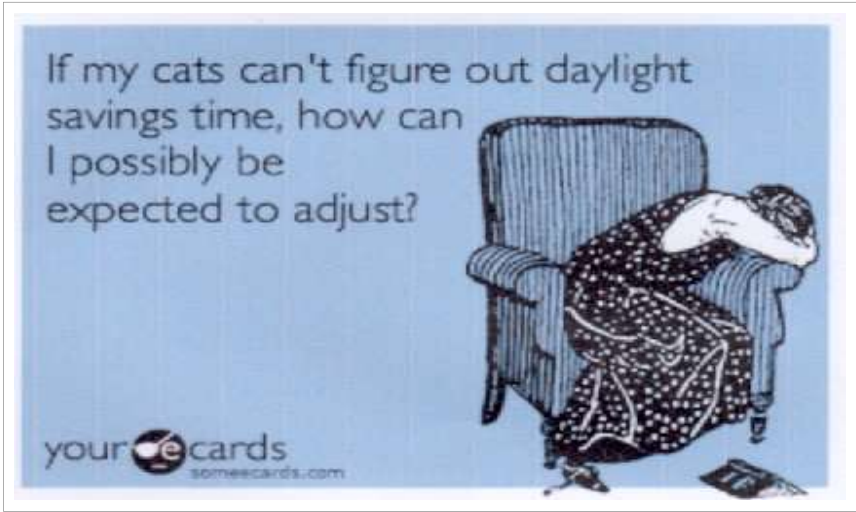
Clouds and Rainbows: Bertha Haack reported all was well and asked that she be notified of any illnesses or troubles.

A presentation was made by Bren Patton (Ron and Jo Anne Bryant's grandson) on autos from Italy and was most informative. He is 10 and knows ALL about Ferrari, Pagani, Lamborghini and Maserati. He informed us of Do's and Dont's when buying and selling these autos. Also, there is an Italian pasta that looks like a radiator from an auto.

Troy gave a rundown of upcoming tours and gatherings that will be in the newsletter.

MARCH 2023 Review of QCMAC Checkbook			
Beginning Balance	MARCH 1, 2023		\$6,194.49
Income:			
	Dues		\$50.00
	50/50		\$68.00
	Total:		\$6,312.49
Expenses:			
	Awards Express, name tags (9)		\$57.92
	Awards Express, name tags (13)		\$83.66
	Checking Balance as of	March 31, 2023	\$6,170.91

We live in a time where
intelligent people are
being silenced so that
stupid people won't
be offended.



May is National Model A Youth Month, An Editorial

By Jim Townsend

New in 2022, both MAFCA and MARC recognized May as Youth month in hopes of bringing the needed attention to bringing more young people into the hobby.. It extends the work of the Model A Youth Restoration Award Program (MAYRA) established in 1994 in Texas to encourage young car enthusiasts to tinker with Model As. That year, a young man was given \$500 in Model A supplier gift certificates to assist him in restoring his Model A. The program has grown with awards now being given out every two years. Twelve recipients in 2020 each received \$2500 in certificates. Funding comes from clubs like MARC and MAFCA as well as from contributions from the vendors themselves. In 2020, Grundy offered first year insurance to the recipients at no charge.

MAYRA's difficulty is finding young restorers (ages 12-21) who want to restore a Model A.

This is what we can do to help, we need to find ways to identify the young and encourage them to find joy and education in the old car hobby. I recently made two contacts, I simply emailed the person in charge of auto tech training at Rock Hill Schools and at York Tech, not knowing if I would get a response. I did get an immediate response from the high school teacher saying he was interested and would be back to me. I don't know what sort of red tape he will run into but I'm reasonably sure we will set up something that will introduce his students to what we do. The potential of an award is a good incentive. And did you know that your kids or grand kids might be eligible for a college scholarship under a different youth program?

But let's not stop there, how about contacting middle schools to see if the students would like to see, touch and feel your A's. Some of us have done this before with a 5th and 6th grade group studying the industrial revolution and Henry Ford's assembly line contribution. Or maybe you have a connection with your church youth group. Plan an event for them. Others of us will join in to help. And while we should be doing this year around, we now have a month, May, where the national clubs are promoting to get us out and help. What can you do? **And let me know so I can cover in the Distributor!**

Stop and read the above. It is important and only our action will make any thing happen.



Sunshine and Clouds

Bertha Haack, Coordinator
704/258-1035



Keep Wayne and Barbara Helderman in your prayers.

Keep Frank Gerosa in your prayers as he recovers from multiple surgeries on his right shoulder.

Keep Dave and Dawn Frintner in your prayers as Dave suffers from the effects of Parkinson and is now in a nursing and rehab center.

Praises go out for the quick recovery from a Covid illness of Danny and Linda Foster, Geoff and Clare Leek, Bob Wessmiller and Jim Townsend. Praises also that others in the group contacted did not get infected.

April



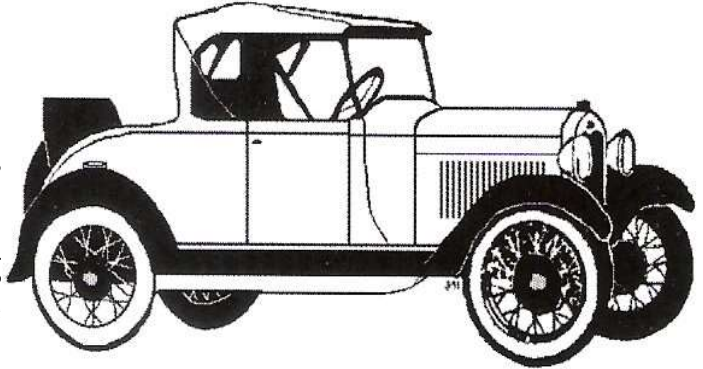
Sandeep Berry	04/24/23
Tom Berry	04/05/23
Jasper Evans	04/02/23
Sue Evans	04/21/23
Bryan Fleet	04/02/23
Bruce Hyland	04/09/23
Julie Kluttz	04/07/23
Larry Long	04/03/23
Anne McDonough	04/25/23
Henry Moore	04/27/23
Jim Townsend	04/10/23
Bob Wessmiller	04/29/23

Car Show Manifold Cook off

Come Join in on a fun event

Planned in conjunction with the
Car Show at the White Home.

Plan a food item you can cook on your manifold while driving to the show. You will be parked with others doing the same and we will all share a taste test of the dishes. It can be as simple as a baked potato in foil or as complicated as a casserole or desert in a cooker. Treat us to your ideas.



Sandeep and Jim have manifold cookbooks for viewing. Manifold cookers are available on line or a foil baker wrapped in additional foil and wired to the manifold will work. Here is a sample idea:

Double Clutch Potato Casserole

4 Tblsp olive oil	2 Lb frozen hash brown potatoes (thawed)
1 Cup onions, chopped fine	1 can cream of chicken soup
6 oz sour cream	1 stick butter
8 oz shredded sharp cheese	Salt and pepper to taste
2 Tblsp Chives	

Fill bottom of cooker with crumbled foil and line cooker with foil. Spray with Pam. Add olive oil, potatoes and onions. Drive down road for 20 minutes or 11 miles.

Add remaining ingredients and cook for 40 minutes or 20 miles.

(Hint) If driving distances are not that long or if the meal contains an uncooked meat, consider precooking to insure the meal will be fully cooked.

Chips and dips or Beanie Weeny or fruit cobblers, you decide your dish!



The 1931 De Lux Tudor Sedan



What Makes the 1931 De Lux Tudor A “De Lux”

The De Lux Tudor Sedan was introduced in June of 1931. Ford hoped to boost sales during the early years of the depression by adding features the Standard Tudors lacked to make it more desirable. Most of these changes were inside the car, where the interior resembled the Victoria. Fewer than 24,000 De Lux Tudors were produced and all were “late 31” models with indented firewalls. The price of the Standard Tudor was \$495. The De Lux Tudor sold for \$525.

All De Lux Tudors (DT's) had cowl lights installed from the factory. Cowl lights were optional on the Standard. The DT paint choices were the same as the 1931 Town Sedan. All DT's had wheels painted other than black. Most wheel colors matched the pinstripe. Outside of the cowl lights and paint, all 1930-31 Tudors were identical.

The interior of the TD and the Standard were markedly different. The Standard had standard upholstery materials while the DT use similar materials to the Victoria and the De Lux Fordor sedans.

The window garnish moldings and the dash were wood grained in the DT's while the Standards were painted solid maroon color. While both the Deluxe and Standard came with shades on the rear window, the material used in the DT was different; the fabric was silk-like and was one of two patterns, one diamond-like and the other herringbone like.

DT's had arm rests and assist straps in the rear passenger compartment, similar to those in the Victoria. The DT also had a round dome light in the center of the roof, just beyond the front seats. The cut of switch was in the rim. This same dome light was used in the De Lux coupe, standard Fordor sedans and some other body styles. The front seats of the DT were similar to the late Victoria and the Convertible Sedan. The driver's seat was adjustable. The passenger seat had adjustable rear legs to adjust rake. Standards had non adjustable flip seats.

6 Volt or 12 Volt

By Jim Townsend

With many new members, the question often comes up, Should we convert to 12 volt? My short answer is always a quick, NO.! What follows is a more depth answer.

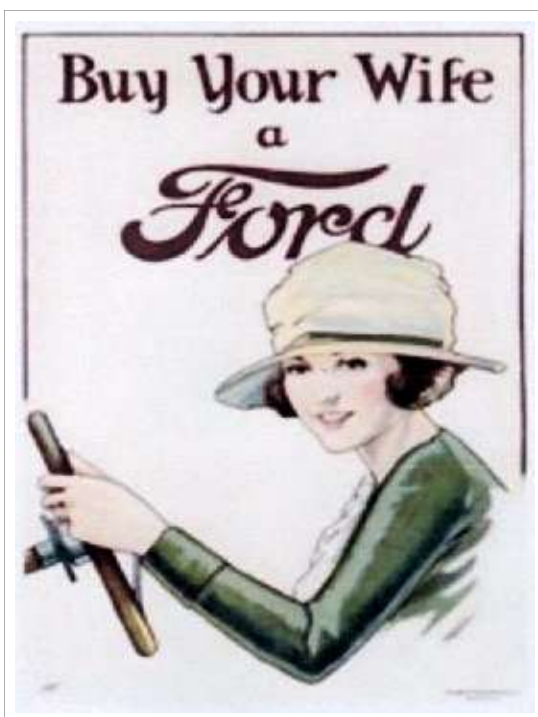
Chuck Christensen, 2011 MAFCA Technical Director offered, "One of the reasons the auto industry converted to 12 volts in the 50's was to reduce the cost of the automobile. When the electrical system is charged to 12 volts, the amount of current (amps) is reduced to maintain the same electrical power (watts). With the reduction in the current in the system, the size of the wire can be reduced, therefore saving money.

As the original system wiring in a model A is designed for the 6 volt system, the wire size is actually heavier than necessary. This does not cause any problems in the system." So, What would be wrong with making the conversion?

If one decided to convert, the whole system would have to be converted to prevent harm to components like the lights, the horn, the coil, the distributor, the starter, the generator etc. The trouble with buying a converted vehicle is that one does not know where the conversion ended. For example, a 6 volt coil will operated on a 12 volt system for a while but it is a time bomb, failing at an inopportune time. A 6 volt starter will spin the engine fast on 12 volt making starting easier but the jolt will shorten the life of the Bendix and probably the starter itself. Then, there is the problem with trouble shooting when failure occurs. Those familiar with model A wiring have a more difficult time trouble shooting when helping you beside the road when you experience problems.

In short, if I owned a car that had been converted to 12 volt, I would likely convert it back to 6 volt. If it is better lights, consider converting the lamps to 6 volt LED, the focused variety is best. If you seek a stronger starter action, have your starter rebuilt, it is probably dragging. If you are experiencing weak electrical, a poor ground is a probable cause. Cleaning cable ends and ground connections will improve performance. If needed, install a second ground cable from the frame to the engine.

Take Pride in accomplishing what others say you can't do.



We all know
Mirrors don't
lie...

I'm just
grateful that
they don't
laugh.

We live on a blue
planet that
circles around a
ball of fire, next
to a moon that
moves the sea,
and you don't
believe in
miracles?

The True Cost Of Car Restoration

Hours on the toilet searching the Internet	\$0.00
Purchase of a ton of rust on four wheels	\$5,000.00
Flowers for wife to break the news	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Restoration cost - engine and transmission rebuild	\$8,000.00
Restoration cost - chassis rebuild	\$5,000.00
Parts and endless trips to swap meets	\$1,600.00
New lounge suite to balance ledger and keep wife happy	\$3,500.00
Restoration cost - bodywork and paint	\$7,000.00
Flowers for wife to save buying new kitchen suite	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Family trip to Bali to offset 1000 hours spent in the workshop	\$4,000.00
Restoration cost - new upholstery and soft top	\$6,300.00
New outfit for wife to save another argument	\$450.00
Dinner at restaurant after argument with wife	\$120.00
Inspection, Registration and other on-road costs	\$1,200.00
Dinner at restaurant to celebrate completion	\$120.00
Hairdressing cost after wife's first ride in a open top tourer	\$60.00
BBQ to have neighbours over to see the finished project	\$90.00
Paint touch-up after neighbour's son drew on the car	\$150.00
Settled out of court cost for clobbering neighbour's son	\$600.00
New outfit for wife to go out rallying	\$450.00
New shoes to go with the new outfit for wife to go out rallying	\$150.00
New hand bag to go with new shoes and outfit for wife to go out rallying	\$100.00
Dinner at restaurant after asking wife to economise	\$120.00
New clutch after teaching wife to drive a classic car	\$400.00
Dinner at restaurant after shouting at wife while teaching wife to drive a classic car	\$120.00
Repairs to front guard after wife's second lesson	\$600.00
Candlelight dinner at home (can no longer afford restaurant) after shouting at wife to watch where she is going	\$20.00
Advert on-line for Classic Car For Sale	\$20.00
Total	\$45,390.00
Proceeds from sale of Classic Car	\$29,500
Balance added to mortgage	\$15,890

Courtesy Alan Roper

Ladies Spring Hats for 1930

Winning Hats
Stunning Adaptation -- from
the *Journal* Tailorist & Knitwear PARIS

PARIS STYLES
---that accent
The NEW
Feminine
SILHOUETTE

Paris' Spring
\$3.98

Lightweight
Felt
\$2.59

Black
Silk
\$1.89

Light
Wool
\$2.45

Light
Wool
\$3.49

Light
Wool
\$2.98

Light
Wool
\$2.69

Light
Wool
\$1.88

Light
Wool
\$2.39

Light
Wool
\$2.39

BECOMING!

DREAMY

WE PAY POSTAGE
ON EVERYTHING
EVERYWHERE

Check List for Touring

Lubrication Tips, by Jim Townsend, 3/2023		
Chassis Grease Fittings	Every 2,000 miles	Do not grease fittings on rear axle ends Limit grease to throwout bearing
Water Pump	Every 2,000 miles	Only if packing type Use water proof grease Use very limited amount
Steering gear	Check every 1000 miles	Add 600W as needed
Distributor & Generator	Every 1,000 miles	Several drops 3W oil
Distributor Cam	Every 1000 miles	light film of grease
Transmission & Differential	Every 2,000 miles	Add 600W as needed Change every 100,000 miles
Front Wheel Bearings	Repack every 20,000 miles	Wheel Bearing Grease Check for looseness every 2,000 miles
Engine Oil	Check regularly Change every 1000 Miles	10W30 or 10W40 full Synthetic Older engine -30W non detergent
Engine Coolant	Check regularly Flush when rusty	One gallon Zerex "Original" green 50/50 One Qt NAPA MACs Anti Rust Inhibitor Fill with clean water – Distilled if available

Tour Ready Check List, by Jim Townsend, 3/2023		
Tires	Inflate to 34-35 psi	Check Monthly Check for cracks in side walls Check for tire wear
Fan Belt	Tighten for 1" deflection	Check for wear
Radiator Hoses	Check for leaks	Squeeze and check for cracks or rot
Manifold	Torque nuts to 40 ft-lbs	Check for leak evidence
Fuel Leaks	Check all Fuel line connections	
Battery Terminals	clean and put on drop of oil	Check water
Crank and Run	Make short drive and Observe Engine Smoothness both at Idle and Road speed.	
Brakes	Observe effectiveness and Smoothness of brakes	
Horn and Lights	Test Operation	A Drop or two of oil on felts in horn motor

Tech Talk

By Jim Townsend

Oil Your Distributor Frequently I read an article taken from Hub City A's Newsletter telling of a distributor that was so stiff to turn that it broke gear teeth of the fiber timing gear. I've never seen that problem, more often seeing a problem of worn distributor shaft and brass bushing creating looseness in the distributor shaft. Even so, what was discovered is possible. It points out the need to oil the distributor bushings regularly and while excess oil here does not cause a problem, over oil them. The lower bearing is oiled through the oiler located on the side of the distributor body but the upper bearing may be left dry if only that is used for lubrication. Remove the distributor cap and if the screw at the top of the cam shaft has a hole in it, oil it there. If not, then allow a few drops of oil to drip at the base of the cam against the shaft. The oil will make its way to the bearing. While there, each touring season, also apply a small amount of grease on the cam itself. May as well check the point gap while here and then you are ready to go.

Spare Parts One Should Have With Them I'm asked often about what spare parts I carry when touring. I've seen a lot of lists and some seem to say the owner has little confidence in his car. I do and my actual list is short. Here it is:

Fan Belt, Spare Carburetor, Spare Distributor, Coil and coil wire, Generator with cutout, Radiator Hoses and clamps Sediment Bowl Gasket and spare filter if used, and a good spare tire that holds air.

Tools carried are: Set of wrenches, set of sockets with ratchet, pliers, snips, jack, screw drivers, hammer, knife, feeler gauge, flash light, multimeter

Supplies include Bailing wire, electrical tape, a gallon of water, spare fuses, a little electrical wire and fittings., rags, paper towels, hand wipes. **And, always have your fire extinguisher.**

If on a group tour, other people will have spare parts also and will be willing to assist if you experience troubles. Proper pre-tour inspection and maintenance will reduce the chance of failures on tour.

Wife: There is trouble with the car. It has water in the carburetor.

Husband: Water in the carburetor? That is ridiculous.

Wife: I tell you the car has water in the carburetor.

Husband: You don't even know what a carburetor is. I'll check it out. Where is the car?

Wife: In the bottom of the pool.



J T's Beer Palace

Blow Out the Cobwebs Tour

By Jim Townsend



March 25th was a full day of driving the rural roads east of Charlotte. We had 7 Model A's and one modern car participating in the first Blow Out the Cobwebs Tour envisioned by and hosted by Troy Dalsing. Here you see (right to left) Jim Butler, Frank Gerosa, Brad Fisher Tom Berry Jon Dalsing, Troy Dalsing, Bertha Haack, Clare Leek, Oliver Berry, Kalei Unea, Geoff Leek, Jane Fisher, Walter Berry, Sandeep Berry, and John Haack. Jim Townsend was taking the picture.



We departed our meeting spot and drove through some pretty farm land turning seemingly onto every other road we came to. Some were good and some had ruts that made steering a Model A difficult to say the least. I'm not sure where we were but we came close to Gold Hill passing by John Kluttz's favorite lunch spot as we crossed over US Hwy 52. Several miles further, we arrived at our "red neck" lunch spot, The Getaway Place shown above, a pool hall, bar, restaurant combo with a tin ceiling and Army and trump flags decorating the walls. The food and beer was good.

Driving into the Uwharrie National Forrest area, we found our way to the Pisgah Covered Bridge, one of only two remaining in NC.



After more turns and about 10 miles (3 of them on a gravel road) we reached a single lane low water bridge across the river. Photo time!



The time of day was telling us that we needed to skip stopping



at an antique store in the plans and let everyone head home. Along that journey, the Berrys' decided to take an unscheduled stop for milk for one of the boys. They discovered that breaking away from the tour group was maybe not the best idea as when they

attempted to leave, their A, Vivian, refused to start. The Haacks went back to pick them up and a rollback was ordered to haul their car home. It would be reasonable to award the Golden Wrench to them but we will have to wait until the next meeting for that.

My take on the tour was that it was an overwhelming success. The showers in the morning were not severe and the afternoon sun was nice as was the mid 70's temps. The drive through the farmland was a good escape from driving in traffic and all the stops we made were interesting and new to us. It was a big day drive at about 120 total from the meeting spot. I probably had the longest trip in that when driving and returning to Rock Hill, I drove



another 100 miles bringing my total to 220 miles. I guess that is just the price one has to pay to live near a larger metropolitan area and participate in a great club like QCMAC.

Recent Happenings



We have a lot of members drop by to help and socialize. And who says lady members are afraid to work with us. Here, Dawn Frintner and Sandeep Berry assist with sanding the body of the Fordor project car. Earlier, Dawn assisted Jim in cleaning the door locks and window regulators for painting. I missed the picture opportunity on the day before this but we were treated with a visit with Dave Frintner when Dawn brought him to the shop.

The group below met at Model A Brewery on St Patty's Day for lunch and to celebrate the video of the starting of the Burtz engine passing 5 million views. Well, it looks like the beer is helping with the happiness of the group.



It doesn't take as much time to block sand primer on the Fordor project when six of us are doing it. Here, Jim is joined by Kalea, Geoff Leek, Danny Foster, Bob Wesssmiller and Chris Neil. Kieth Oliver dropped by with his drone and took this shot of us.





March 24, A landmark day in the restoration of the Fordor project car. After a lot of sanding, two coats of primer and sanding again, the Brewster Green paint is being applied to the area below the waist band molding. The molding and the upper body will receive a coat of black paint. Bob Wessmiller and Danny Foster look on as Jim works his way around the car with the first coat. I think Bob is grinning because he likes the green. He is first on the waiting list of people who have expressed an interest in buying the car when complete. The two rear doors are not shown but in a separate fixture and also got two coats of the green paint. Another two coats of paint will be sprayed on the body after a light sanding. This should yield a smooth shiny surface. Weather permitting, don't be surprised to see the body sitting on the rolling chassis and driven to the car show on the 16th.



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.

\$24,000.

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.



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



Free Stuff found during Fall Cleaning and too good to trash

Small electric pressure washer with hose and nozzle. Operational Contact Jim Townsend

Window Regulator For Sale, fits left front/right rear on '30/'31 Fordor. Part # A-48106-B. The 4 hole mount stile used on the straight windshield 4-door sedans. New in box On line price \$60. Asking \$40. Call Bruce Hyland, 704/488-6118. or email bjhyland87@gmail.com.



Wanted for the Fordor Restoration Project;

While the **30 Briggs Fordor** Project is coming along very nicely and the condition of the car has been found better than expected, We are missing some key elements to include:

- The bottom hinge for both rear doors.
- The dash rail that is mounted with 5 screws under the windshield. This is common to other closed Fords.
- The oval shaped dome light used on deluxe Fordors.
- The front seat adjustment mechanism.

Contact Jim Townsend, townsendj@comporium.net if you have any of these.



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

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

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

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.

Club Tours

With Touring season coming and many new members, I thought a review of touring Procedures might be in order.

- All drivers and passengers must be ready to depart at the appointed time as well as at rest stops. When others get in their cars, be in yours.
- All cars should be gassed up for the trip.
- Wait for the car behind you especially at corners and in towns. The car behind you is your responsibility, don't leave him!
- When someone breaks down, pull over to help. Drivers in front will see you stop and come back.
- On the road, allow space between your car and the one in front for modern cars to pass but not so much space as to stretch out the line of cars to the point where the lead car can not see you.
- When coming to a town, close up the distance with the car in front of you in an effort to allow all in the group to pass traffic lights together.
- Maintain the speed of the tour leader.
- No car should leave the tour line without notifying the tour leader and tail car.
- Any of the club's modern cars on tour will always drive in the rear.
- Participate in the tour and planned activities to help maintain a fun atmosphere.
- Try not to complain about the tour. Not everyone is an expert all of the time. Remember, it is the Tour Leader that is in charge of the tour, not you!
- You know of a good idea for a tour? Don't just suggest it, Plan it and lead it!