



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

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VOL 20 ISSUE 2 ESTABLISHED IN 2000 February 2020

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MAFCA AWARD WINNING NEWSLETTER, 2002-2009, 2011 and 2013
OLD CARS WEEKLY GOLDEN QUILL AWARD 2004, 2010



Visit our Web site at www.rivercitiesrunningboard.com

RIVER CITIES MODEL "A" FORD CLUB

This newsletter is the official publication of the River Cities Model A Ford Club, a chapter of the Model A Ford Club of America. It is mailed monthly to all members in good standing. Dues are \$25.00 per year per family. Membership in the MODEL A FORD CLUB OF AMERICA is a requirement for membership in the River Cities Model A Ford Club.

CLUB OFFICERS:

President
Vice President
Secretary
Treasurer
Benevolence

Al Lugo
Mark Smith
Connie Penny
Richard Noxon
Mary Nelle Singer

OTHER POSITIONS:

Newsletter Editor
Tour Director
Publicity Director
Program Director
Club Liaison
Membership Director
Awards Director
Historian Director
MATTS Team Leader

Bill Shirley
Jim Langley
Pat Gamble
John Robertson
Joe Spooner
Al Lugo
Richard Noxon
Lisa Farrar
Bobby Penny

The River Cities Model "A" Ford Club permanent address is:
P.O. Box 342, Columbus, GA 31902

All mail should be sent to the River Cities Model A Ford Club address above.
Matters concerning the newsletter should be sent to the editor to insure timely publication.

FOUNDING MEMBERS:

***Jim Timbes**
Mildred Timbes
***Dan Palmer**
Dan Diener

Bob Smith
Al Lugo
Lawrence Farrar
Bill Buck

Bobby Penny
***Robert Jackson**
***Bettie Jackson**
(*Deceased)

PAST PRESIDENTS:

Jim Timbes NOV 2000-DEC 2001
Mildred Timbes DEC 2003-2004
Joe Spooner DEC 2006-2008
Jim Timbes DEC 2009-2010
Paul Singer Dec 2012-2014
Jim Langley Dec 2015-2017
Jim Langley Dec 2018-2019

Bob Smith DEC 2001-2003
Jim Langley DEC 2004-2006
Jim Langley DEC 2008-2009
Al Lugo DEC 2010-2012
Joe Spooner DEC 2014-2015
Sharon Webb Dec 2017-2018
Al Lugo Dec 2019-2020

From the President...



February 2020

The weather was perfect, and all the Model "As" performed flawlessly.

Thank you to Jim Langley for conducting a great program during the January Club Meeting which serve to better understand our tour great to Talbotton.

Hope those that missed this tour will join us this month on our first Garage Tour of the year. Remember our challenge: Participate, Drive, Have Fun.

If you missed our tour to Talbotton you really missed a great one. Jim Langley did a splendid job researching, planning and executing a great and historic significant tour. Eleven Members and one guest drove 7 Model A's to "Mountain Top" and had a great breakfast to start the tour. Then we drove to Talbotton where we joined our 8th Model "A" and 12th member and had a guided tour of the Zion Episcopal Church built in 1848. This is a historic and beautiful church. We then drove to the former Ford Garage built in 1916 and the first dealership in the nation to be run by a lady. There we saw a photo of the historic visit to Talbotton of the 20 million Ford, a Model "A", on December 11, 1931 and confirmed by a letter from Ford Motor Company. We also saw the first elevator in Talbotton which is at this former Ford Garage and to our surprise it had a 1928 Model "A" sitting on the elevator.

My son and I worked on our Anniversary Club Logo and I gave a preview to those attending the tour. Hope you all like it when you see it.

Our February Program will be a great video "Into the Wild" a video of the "Vagabonds"

Remember if you have not paid your dues please send a check at once to the PO Box or the treasurer, Richard Noxon.

See you on the road,

AI

**"PARTICIPATE,
DRIVE, HAVE FUN"**

**"Celebrating the 20th Year of the Founding
of Our Club"**

River Cities Model A Ford Club

Club Minutes

The January meeting of the River Cities Model A Club was held January 16, 2022 at the Woodman Life building. Members attending were: Bob Carter, Kathy and Chris LaClaire, Sharon and Tommy Lewis, Joe and June Spooner, Mickey Timbes, Mary Nelle Singer, Bob and Connie Penny, Wayne Kennedy, Mark Smith, Leroy Napier, Al Lugo, Richard Noxon and Bill Shirley.

Meeting was called to order by President Al Lugo.

Members stood for the pledge of alliance and prayer by Bob Carter and then proceeded to the buffet.

Members under the weather are Bill Quick who is recovering from Home. Lee Coxwell who had open heart surgery the 15th, John Robertson recovering from gall bladder surgery.

Minutes were approved as printed in the newsletter by a motion from Bob Smith and second from Tommy Ellis.

Treasurer Richard Noxon gave the treasurers report and was approved by motion from Bob Smith and second by Wayne Kennedy.

Old Business: Our Christmas party had 37 members present.

New Business: President Al Lugo will send out a survey to see if members would be interested in changing the 20-year anniversary of the club to a Saturday on November 14th or the 21st. Also, the Christmas party on Saturday December 17th or the 21st.

An anniversary t-shirt or sweatshirt may be designed.

Discussion to provide Benevolence Director with money for cards and stamps. Motion by Joe Carter and second by Bill Shirley to allocate \$50.00 for this purpose. Motion passed.

Motion by Tommy Ellis and second by Grover Barfield to donate \$100.00 to MAFFI. Motion passed.

Motion by Bob Smith second by Joe Spooner pay MAFCA \$75.00 for liability insurance. Motion passed.

Motion by Bob Smith and second by Joe Spooner to authorize Treasurer to pay P.O. boy in September and pay website when presented the invoice. Motion passed.

President Al Lugo told members when they send their MAFCA dues to write out checks payable to Model A Ford Club of America.

Matts: Members to decide if they're monthly MATTS winter meetings should be held on Saturday. No decision was made.

Bob Penny presented Joe Spooner his Road Runner medallion for 2019. He also passed out a 2020 calendar with a picture of our brick at the Model A museum.

Our February dinner raffle winner was Joe Spooner.

Jim Langley presented a program on the 20 million Ford, it was outstanding. Thank you, Jim.

The tour to Mountain Top and Talbotton was canceled until January 25 due to weather.

President Al Lugo requested members submit tech tips to our newsletter.

Coming events will be listed in the newsletter.

There are a few members who have not paid their annual dues. Please be sure this is done.

No further business the meeting was adjourned.

Submitted by
Connie Penny

JOIN US!

BY AL Lugo

NEXT MEETING: Thursday, February 20, 2020-6:00PM (EASTERN)

Our next Club Meeting will be at Woodmen Life Lodge, on Highway 80, in Phenix City.

COMING EVENTS

February 7	MATTS
February 7-8	Moultrie Swap Meet
February 14	Planning Meeting
February 20	Club Meeting- Program: "Into the Wild"
February 22	Club Garage Tour I
February 29	Jordan Car Show
March 6	MATTS
March 7	Glenwood School Car Show
March 13	Planning Meeting
March 14	Clothe a Child Car Show (Union Springs, AL)
March 19	Club Meeting
March 21	Tour of Historic Homes & Commercial Sites
March 21	Drive to End Hunger Car Show (Midland)

CRUISE EVENINGS

Every 1 st Tuesday-	Cooks Hot Dog on Miller & Airport Thruway
Every 2 nd Tuesday	Jim Bob's (By Hobby Lobby)
Every 3 rd Tuesday	Jason Deli (Close to Sears)
Every 4 th Tuesday	Country's on Broadway
Every 5 th Tuesday	El Vaquero Mexican Restaurant (Stadium Drive)
Every 2 nd Saturday	Opelika Home Depot Cruise In
Every 3 rd Saturday	Phenix City Home Depot Cruise In
Every 4 th Saturday	Steak and Shake (Bradley Park Drive)
Last Saturday of month	Opelika Cruise In at the Tracks
Every Sunday AM	IHOP Airport Thruway

NATIONAL:

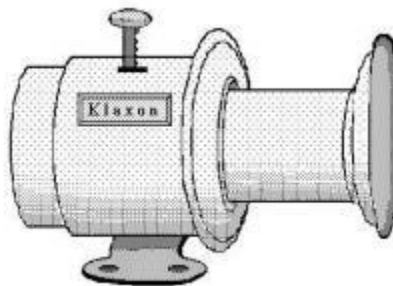
June 21-26	MAFCA National Convention, Kerrville. TX
December 3-6	National Awards Banquet, Fort Worth, TX

ANNIVERSARIES



February 10th Mark & Pat Gamble
February 14th Bobby & Connie Penny
February 16th Russell & Mary Ann Lester

BIRTHDAYS



February 3rd Robert Wharam
February 11th Mark Gamble
February 14th Friederilke Robertson
February 16th Howard Ruddick
February 19th Becky Coxwell
February 23rd Louie Willett

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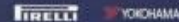
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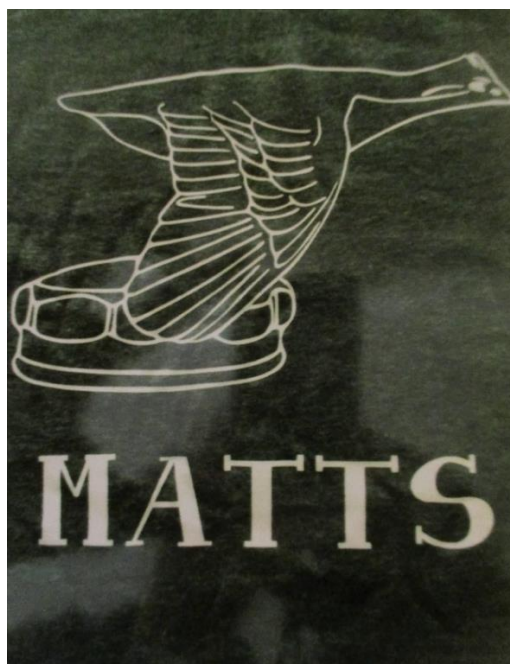
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MODEL A TINKER TIME SHOP

Photos and information by Al Lugo

Members met at Bobby's shop on January 3, 2020...



Bobby talks about how to build a simple bumper flag holder...



During the Christmas Parade a members Generator stopped working...



Bobby talks about what he found when the Generator was disassembled...



“How to tell which type of Generator we have...”



Talks about what went wrong with the Generator...

NOTE:

We are looking for someone that attends MATTS routinely to take over this column for the Newsletter. Any volunteers please contact Al Lugo

1929 Model A custom built Model A woody



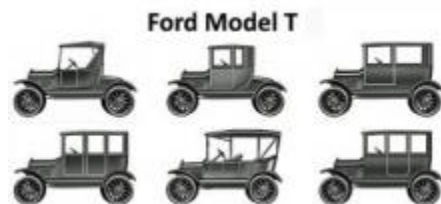
Photo provided by Mary Singer



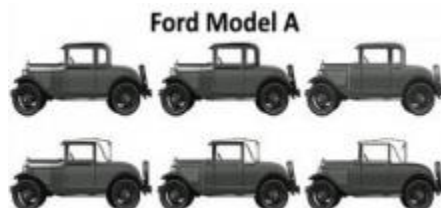
Provided by Mary Singer

More than 125 years since the first self-propelled vehicles started to appear on the streets, all the primitive horseless carriages from before WWI look more alike than different to modern eyes. Many people today just refer to any of these little, old, clattering, smoking contraptions with spindly wheels and a flat upright windshield as a "Model T". Much later (nearly too late), in 1928, Ford introduced the successor which was such a great leap forward that they started their naming convention all over and called it "Model A".

The popularity of those early Fords cannot be overstated, but there were literally hundreds of other companies making cars back in those early days, how could one know that the vehicle they were looking at was a Ford Model T? Compared to cars today, the Model A and Model T both appear archaic, what are the easy to spot differences?



When Ford started out, the first production model in 1903 was called the Ford Model A, which was produced for just a couple years. The same was true of the Ford Model B, C, F, K, N, R, and S, selling just a few hundred each as Ford honed its product and production methods. Ford *really* hit it big with the 1908 Ford Model T, offering a combination of low cost and reliability, which is why it became so well-known.



The "new" Ford Model A rolled out of the factory in December of 1927 and the first of the 1928 Fords. Model A Fords were produced until 1932, with more than 4 million units sold, before the inevitable Model B was introduced, which would be the last of the letter models.

The differences between the two should be obvious, but a lot of people confuse them. There are *many* differences, but here are a few things that stand out when considering the Ford Model T and Ford Model A:

- **Size** – The Model A is a larger car than the Model T, with an extra 3.5 inches between the wheels, and more than 24 inches of additional length. Depending on the model, the Model A could weigh 1,000lbs more than its predecessor.
- **Height** – The Model T Ford is smaller in every way than the successor Model A, except for height. The Tin Lizzy is a very tall and upright car, perched above its wheels like a modern 4 x 4. The Model A is much lower slung, even at stock ride height with its 1920s wheels and tires.
- **Radiator Shell** – The Model T radiator shell opening is flat across the top, while the Model A's double curve reminds some of the top of a heart. Also, the Model T radiator's sides are parallel and straight, while the Model A radiator sides are rounded and angle outward.

Ford Model T



Ford Model A



- **Engine** – The Ford Model T was equipped with a 177 cubic inch four-cylinder engine with 20 horsepower, with a top speed around 45 mph. The Ford Model A was equipped with a similar flat head four-

cylinder engine, this one with 201 cubic inch displacement and twice the power at 40 hp and a top speed of 65 mph.

- **Ignition and Starting** – The Model T Ford for the most part needed to be hand cranked to start it, and the ignition spark was adjusted by hand, to control the timer of its architect trembler coil ignition. The Model A featured electric start, and conventional ignition which required much less knowledge on the part of the owner.
- **Transmission** – The Model T engine's 20 hp were put through a two-speed planetary gear transmission operated by pedals, while the Ford Model A featuring a sliding gear three-speed transmission with conventional controls. Driving a Model T required mastering three pedals, a shift lever, and spark lever, and a throttle lever, and there was also an emergency hand brake.
- **Fuel Tank** – The Model T fuel tank was under the driver seat, while the Model A fuel tank was in the cowl, between the engine and the passenger compartment. The Model A fuel filler cap is right there in the middle of the cowling in front of the windscreen, where the Model T has an air vent door.
- **Wheels** – Nearly all Model T Fords have wooden spoked wheels from the factory, though wire wheels were available in some years. The Model A used wire spoke wheels or conventional stamped wheels.
- **Brakes** – While the Model T relied on a single transmission brake, activated with the right-most foot pedal, the Model A had mechanically activated drum brakes at all four wheels.

RIVER CITIES



**Columbus
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Model A Ford Club

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