



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

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



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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:

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Vice President
Secretary
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Mary Nelle Singer

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Lisa Farrar
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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)

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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...



May 2020

As we get ready to open back the country and our daily activities, we will do so taking into consideration the health of all our great members. Please bear with us as we will continue to have schedule changes depending on what is happening in our communities.

Please note one of our favorite events, MATTS, for May 1st is cancelled. Also, our Planning Meeting is cancelled, and other activities are “to be determined” Just continue to watch for email updates. We will increase our activity level as it is safe to do so.

Hope you all had a chance to do many projects in your cars during the time of our “Stay at Home” order. I managed to do many of the ones that were in waiting for a long time.

This is not the way I pictured celebrating our Club’s 20th year Anniversary, but the good news is that we have many more months of the year to continue to celebrate and take part in many planned activities.

If you feel like doing something car related may I recommend going to the AACA Museum website. They are conducting many interesting “Virtual “tours. This will be a great way to enjoy many interesting and beautiful antique cars. You can do so by going to: www.aacamuseum.org/virtual-tour.

See you on the road soon,

AI

“A machine that has been used for 25 years is always more interesting than a new one; it has a story to tell, and shows where its weaknesses were”

Henry Ford

May 11, 1926, Boston Daily Globe

**“PARICIPATE,
DRIVE, HAVE FUN”**

“Celebrating the 20th Year of the Founding of Our Club”

River Cities Model A Ford Club

Normally this spot in the Newsletter is for the club meeting Minutes, however due to the health alert, our meetings have been cancelled.

Take a guess, whose Model A is on the First Page?



Early 1928 Model A Ford Tool Kit

JOIN US!

BY AL Lugo

NEXT MEETING: Thursday, May 21, 2020-6:00PM (EASTERN)

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

COMING EVENTS

May 1	MATTS (Cancelled)
May 8	Planning Meeting (Cancelled)
May 16	East Alabama Old Car Club Car Show (Cancelled)
May 21	Club Meeting- TO BE DETERMINED
May 23	First Annual Paul Singer Memorial Tour- TO BE DETERMINED
June 5	MATTS
June 6	Opelika Parts Swap Meet (11-4:00 PM Central)
June 12	Planning Meeting
June 18	Club Meeting
June 21	Club Tour

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-(CANCELLED)
December 3-6	National Awards Banquet, Fort Worth, TX

ANNIVERSARIES



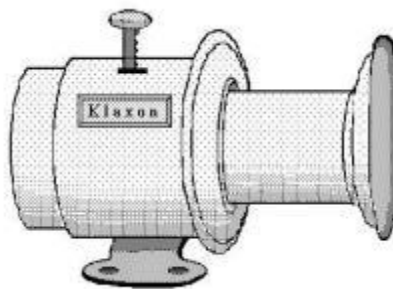
May 4th Dexter & Kathleen Walden

May 20th Tom & Laura Penny

May 23rd William & Anna Quick

May 25th Al & Lizbeth Lugo

BIRTHDAYS



May 1st Al Lugo

May 4th Teresa Chin

May 15th Pat Gamble

May 18th Grover Barfield

May 27th William Quick

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MODEL A TINKER TIME SHOP

As with the Monthly meetings, the Tinker Time shop has been closed.

Since most of us have a lot of time on our hands these days with "stay at home" orders in place throughout the USA, now is the perfect time to give that Model A its spring service

In addition to an oil change, while you are at it, lube the chassis and check the trans, steering, and rear axle levels. Go one step further and rotate your tires and checked the water in your battery.

Once you have completed these maintenance steps, your trusty buddy will be ready to hit the road once the country is healthy again. If you run into a difficulty, give Bobby Penny a call. More than likely, he has run into the same problem and can give you some good advice.

Larkin's T adventure
By Vic Groah

Many years ago, a good friend, Larkin Vaughn, related an experience he had as a youth. I found it interesting and have decided to share it with you all.

The time was about 1930. Times were hard and if you had a job at all you would do almost anything to keep it. Larkin was working for a painting contractor in Lindsay California. The boss asked him to take the company Ford truck to Los Angeles to pick up a barrel of white lead. As you may know in those days any paint worth putting on was filled with great amounts of lead. As we all know lead is very heavy. I have no idea how much a 55-gallon barrel of white lead would weigh, but it must be a lot.

Larkin headed out early in the morning with the T Ford truck. This must have been an incredibly old truck at the time as it had hard rubber tires. It took Larkin and the Ford all day and all the night to make the 170-mile trip over the old ridge route, with its 60 miles of steep, switch back curves to Los Angeles. It was a hard trip and he did not relish the thought of making it again any time soon. He had run non-stop, as he had taken a drum of gas and food with him to make the trip.

Larkin pulled up to the dock and noticed that there were three barrels of white lead with the company name on them. Now young Larkin thought to himself, that was a hell of a trip and he did not want to turn around and make it two more times. He had the dock crew use the big crane and put all three barrels of white lead on the truck, next to the drum of gas for the return trip. He was too smart to make that trip again the next day after getting home. It was just too long and hard.

Well, Larkin soon learned the error of his decision, within a couple of miles it became evident that the old 20 horsepower T was not up to the task. Each little rise would bog the engine down and into low gear. It was fortunate the truck was equipped with a Ruxstell rear axle which was an under drive. This allowed for splitting gears and gave the two speed Ford four speeds forward, the massive grades of the ridge route loomed before him and he was already in low range in the Ruxstell on the rolling hills north of Los Angeles.

The heady grades of the ridge forced the poor T into low with the throttle in wide-open position. He found a forked stick to prop the low pedal down by propping it against the seat base. A Ford model T the transmission is held into low by applying heavy pressure on the low pedal on the floor. He took the hood off the engine to let some of the heat out; the exhaust manifold was glowing red-hot. He could not stay in the cab from the heat so walked along side or rode on the running board. Thus, he went, 2 to 5 miles per hour for the 60 or so winding miles it takes to cross the mountains. It was a tortuous ordeal to say the least.

It took all day and all the night to make it to the top, and then he was in real trouble. Downhill!!! He had to keep it in low in order to keep the truck from running away and joining the many other disasters at the bottom of one of the many canyons. He took a couple of short naps on the bed of the truck, as was the custom at the time. There were no motels in those days or money to rent one if there had been. He had packed a couple of lunches but due to the extended time ran out of food as well.

One last mistake was made. As the road straightened out into the valley, he was determined to make up some of the lost time and took advantage of the last down slope to get up some speed. BIG MISTAKE. The hard rubber tires, with three times the weight they were designed for started to come apart, throwing off big chunks of rubber. Now the truck was going along CALUMP, CALUMP, CALUMP as the heavy load came down on the rim because of the missing chunks of tire. He again was reduced to walking speed.

Well, several days after leaving home, and in the middle of the night, he made it back to Lindsay. He parked the poor, damaged T in the company compound and went home, knowing he no longer had a job. No use to go for the last paycheck. The truck was ruined, and the repairs would cost much more than he had coming in pay.

Much to his surprise the boss contacted him and had him come back to work. He had exhibited extremely poor judgment but was a good workman and that had saved his bacon.

After writing this story I have talked with Larkin's daughter. She informed me that the white lead was for making the paint for the Lindsay city water tower. That job too was not a fun endeavor as in those days' safety measures were not as they are now, and Larkin had concerns about working with no safety lines on the tower.

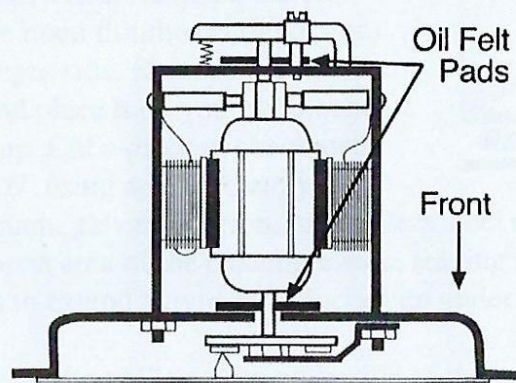
Larkin had a lifelong respect for the model T Ford. He had one until his death in the 1970s.

Larkin Vaughn became a master mechanic and worked in the automotive field into his 80s. He also was a valued member on the Tulare County Regional Group of the Horseless

Carriage Club of America for many years. His Overland, Franklin, and brass era T Fords were a part of most area tours from the 1950s to the end of his life. He was also a special friend and godfather to my son.

HORN LUBRICATION

Lubricating their horn is one item that some people overlook. There are two felt pads at the armature area of your horn. Put two (2) drops of 3-1 type oil on each felt oiler pad about two times a year and this will help keep your horn working. DO NOT OVER OIL.



*Submitted by Tony Topicz, Ohio Valley Region.
Illustrated by Dick Lewis, Lawrenceburg, Indiana*



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Jim's Tech Tip by Jim Cannon

Installing New Radiator Hoses

Heat takes a toll on the radiator hoses, especially the upper hose. The radiator hoses on a Model A can be a pain to install, particularly the lower ones with the pipe. Here are a few tips I have picked up to make the job easier.

Use a lubricating non-hardening sealant inside the hose ends to make it easier to slide them on to the engine and radiator necks, and easier to move them around when you need to. The best one that I have found is called Hylomar AF (I get it from W.W. Grainger). A thin coating inside the hose helps it slide around when installing, and will also make it easier to remove in the future.

On the lower pipe, install one short hose on each end of the pipe and secure each with a clamp. Estimate where you want the hoses to be, but be prepared to move them later after a trial fitting. Slide the hose end first on to the radiator outlet at the bottom and slide it far forward. Then work the other end's hose over the cast iron water inlet and slide up. Feel through the hose to find the bead on the inlet and clamp on the engine side of the bead. Then tighten the clamp at the radiator.

The upper hose uses a similar technique. Slide the hose first down on the cast iron engine gooseneck. Carefully work the other end over the radiator inlet and slide it up. Then position the hose clamps near the end of the hose and tighten them.

Do not over tighten the hose clamps, especially the ones on the radiator. If you do, you can buckle and crush the thin brass, and you will cut into the hoses. You should not have to make the clamps too tight if you use some sealant. Start out with them just snug and then only tighten more if coolant drips from the hose when the system is full. After driving a few times, go back and check the clamps, snug them up a bit if needed.



That's it! Have a Model A Day! Jim



1900's in Columbus Ledger, 1924 Pekor Motor Car Co.

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The Star Motor Company was a British car and commercial vehicle maker based in Wolverhampton and active from 1898 to 1932. At its peak Star was the UK's sixth largest car manufacturer and produced around 1000 cars a year. Star was founded by the Lisle family who like many other vehicle makers started by making bicycles, in their case in 1893 as Sharratt and Lisle. In 1896 this was changed to the Star Cycle Company.

D.J. Freeman of Philomath, Oregon who is a member of the Corvallis Historic Auto Club, wanted to share this story with you from his Great Grandfather Roy Fitzgerald. I have put a picture of D.J., his wife & Plymouth cars below! Jill

From the autobiography of Roy Fitzgerald
(His first car, 1914 Model T)

Once we had driven into Alturas to take in a movie. Going home that night,

when we were about halfway there, rap, rap, rap went a burned-out connecting rod. I always carried extra connecting rods, for with Ford's unique oiling system, burning out a rod was a regular happening. So, putting a bucket that we had in the car under the oil drain plug, I took the plug out, and while the oil was draining I took the tail light loose from the car, and used it as a light while taking the crank pan off. To remove the burned-out bearing to get the piston with rod out, I had to take the top off the motor. My wife drained the water out of the radiator into an old rusty five gallon can she found alongside an old deserted shack. While my wife held the improvised light for me, and our daughter slept peacefully in the back seat, I took the piston and rod out, fastened the new rod to the piston, put it back in the motor, crawled under the car, put the bottom half of the bearing on the rod, tightened it to what I thought was about right, and put the pan on. While I was putting the oil plug back, my wife gave a scream, and dropped the can she was filling the radiator with, which gave me a nice shower bath. I called to her to find out what had happened. It seemed the old rusty can was the home of some lizards, and when she started pouring the water into the radiator one of them came out with the water, but being too big to go through the opening in the radiator, had acted as a plug--and when my wife felt the water running out of the radiator instead of in, she reached over to find out

what was stopping the water from going into the radiator. She found out all right. The first thing she touched was the wriggling tail of that lizard, which explained the scream, the dropped can of water, and my shower. The radiator was only about half full, so after fastening the taillight back on, we drove slowly to where a small stream crossed the road, finished filling the radiator, and drove on to camp. I had done as good a job putting that rod in with only that dim taillight for light, as I could have done in broad daylight.



Answer is **Chet Atkins**