



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

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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:

President	Al Lugo
Vice President	Mark Smith
Secretary	Connie Penny
Treasurer	Richard Noxon
Benevolence	Mary Nelle Singer

OTHER POSITIONS:

Newsletter Editor	Bill Shirley
Tour Director	Jim Langley
Publicity Director	Pat Gamble
Program Director	John Robertson
Club Liaison	Joe Spooner
Membership Director	Al Lugo
Awards Director	Richard Noxon
Historian Director	Lisa Farrar
MATTS Team Leader	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	Bob Smith	Bobby Penny
Mildred Timbes	Al Lugo	*Robert Jackson
*Dan Palmer	Lawrence Farrar	*Bettie Jackson
Dan Diener	Bill Buck	(*Deceased)

PAST PRESIDENTS:

Jim Timbes NOV 2000-DEC 2001	Bob Smith DEC 2001-2003
Mildred Timbes DEC 2003-2004	Jim Langley DEC 2004-2006
Joe Spooner DEC 2006-2008	Jim Langley DEC 2008-2009
Jim Timbes DEC 2009-2010	Al Lugo DEC 2010-2012
Paul Singer Dec 2012-2014	Joe Spooner DEC 2014-2015
Jim Langley Dec 2015-2017	Sharon Webb Dec 2017-2018
Jim Langley Dec 2018-2019	Al Lugo Dec 2019-2020



From the President...

November 2020

Our November Workshop will be a combined workshop and Club Meeting. It will be held at Al's Garage on Saturday November 21, 2020 starting at 9:00 AM. As always lunch will be provided. If you have not signed up at MATTS or the October meeting please email me or call me no later than November 12, so I can give a headcount to the caterer.

Jim announced the nominees for 2021 Officers. The Nominees are:

President: Al Lugo
Vice President: Mark Smith
Secretary: Connie Penny
Treasurer: Richard Noxon

As always, any other nominations can be made from the floor. Voting will be during the November Workshop and Club Meeting. Thank you to Jim Langley- Committee Chairman and Committee members Richard Noxon and Bob Smith for serving in this Committee.

The December Club Business Meeting and Christmas Party will be on Saturday December 19, 2020 and will be held at the Woodmen Life Lodge. Starting time will be announced soon.

My trip to Michigan to pick up the wood body for my Model "A" Station Wagon went well. I appreciate Bobby traveling with me to pick up the wood for the Station Wagon. It sure looks like puzzle that I will slowly put together.

Jim Langley planned another great tour on October 17. The visit to Mr. Williams's collection was awesome. We were able to see a lifetime collection of memorabilia displayed in two buildings, a garage and a room in his lovely house. Thank you Jim for your constant work in making each tour even better than the one before.

The date to turn in miles for the Road Runner Trophy is fast approaching. Please bring mileage to the workshop. Forms will be provided. Please turn in any miles you drove in a Model "A". Each mile counts for the Club total.

See you on the road soon,

Al

"PARICIPATE, DRIVE, HAVE FUN"

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

River Cities Model A Ford Club

The October meeting of the River Cities Model A club met October 15, 2020, at the T. Bones restaurants Phenix City, Alabama.

Members present were Jim Langley, John Robertson, Sharon and Tom Ellis, Mary Nell Singer, Al Lugo, Bob and Connie Penny, Mark Smith, Bob Smith, Richard Noxon, Mickey Timbes, Leroy Napier.

Al Lugo let the members in the Pledge of Allegiance and Jim Langley let the blessing.

Meeting was called to order by President Al Lugo. There were no visitors.

Under the weather was June Spooner who has returned home.

Al read a thank you note from him to Mark Smith for leading the board meeting for October.

Minutes: Minutes were approved as printed in the newsletter.

Treasurer's report: Richard Noxon gave a treasurer's report, and it was approved as read by motion from John Robertson and second by Tom Lewis.

Richard also asked members to give him their millage from cars at November meeting for the Roadrunner Award.

Old Business: Nomination Committee announced officers for the upcoming year 2021. Nominated were: President: Al Lugo, Vice President: Mark Smith, Secretary: Connie Penny, Treasurer: Richard Noxon and Newsletter Editor: Bill Shirley. No nominations from the floor. These members will be voted on at the November meeting and installed at the December meeting.

New Business:

November meeting will be held at Al Lugo's home and will be combined with the workshop on Saturday, November 21, 2020. The workshop program will be presented by Bob Penny on brakes. Lunch will be provided. If you would like to attend, please contact Al Lugo for the lunch count.

December meeting will be held at the Woodman of the World facility. This will be our Christmas meeting. Mary Nell Singer, Connie Penny, Mickey Timbes and Sharon Ellis volunteered to decorate for the Christmas meeting. Everyone invited to help.

Hopefully, the Woodman of the World facility will reopen in January. If not we will be looking for a possible place to meet. Ole Time Country Buffett was suggested.

Members voted to send \$100.00 to MAFFI and Bob Smith matched the donation. Because MAFFI did not have International Model A Day clubs are donating to help the budget.

A suggestion was made for the club to purchase some books we do not have in our library.

Al Lugo will bring a suggestion list to the November meeting.

Bob Penny is ready to order t-shirts and sweatshirts. If you have not signed up for one and would like to order please contact Bob Penny.

No dinner drawing.

Program was presented by Al Lugo. It was a film about Henry Ford and the 16th million Model T. Thanks Al! It was great!

There is a car tour scheduled for the next day. Members are to meet at St. Marks Church and then touring to the car collection of Mr. J.R. Williams.

Look for coming events in the Newsletter.

Remember to renew your MAFCA dues.

Having no further business, the meeting was adjourned.

Submitted by Connie Penny Club secretary



COLUMBUS MILLS

JOIN US!

BY AL Lugo

NEXT MEETING: Saturday, November 21, 2020-9:00AM (EASTERN)

Our next Club Meeting and combined Workshop will be at Al's Garage at Coca Lake.

COMING EVENTS

November 7	MATTS & Planning Meeting (Saturday))
November 21	Workshop/Club Meeting/Elections/Club Birthday
December 5	MATTS & Planning Meeting (Saturday)
December 19	Club Business Meeting and Christmas Party (Saturday-At Woodmen Life Lodge)

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

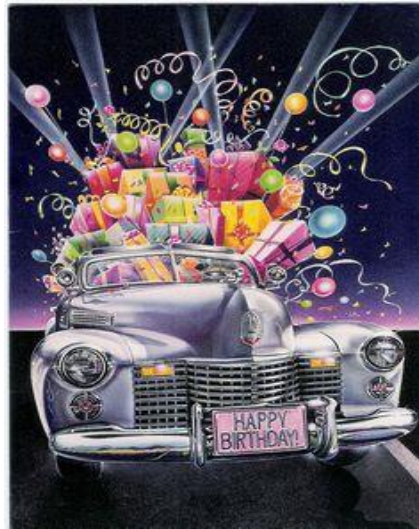
NATIONAL:

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



None



November 2nd Dexter Walden
November 8th Tom Penny
November 17th Donna Carter
November 28th Bobby Penny
November 28th Bill Shirley
November 30th Laura Penny

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MODEL A TINKER TIME SHOP

Information and Photos by Mark Smith

Members met at Bobby's shop on October 3, 2020. There were 11 attendees at MATTS...



"Bobby discussed continued success with the RUST 911 product. He cleaned the fuel tank in his newly acquired Phaeton. Bobby has also used it on some miscellaneous parts....



“John Gilson was having issues with his fuel gauge, the group discussed changing out the gauge and fuel line shutoff valves...”



“Bobby talked briefly about the trip he and Al made to pick up Al’s Station Wagon body, great trip...”



"Bobby leading the discussion on other issues members had with their Model A's during the past month..."



"Members join in the discussion of other issues..."

Brakes II Workshop/Seminar, combined Club Meeting and Club Birthday Party.

Our next Workshop/Seminar, combined Club Meeting and Club Birthday Party will be conducted on Saturday, November 21, 2020. The topic will be Brakes on the Model "A" (II part) and the instructor will be Bobby Penny. Proper brakes adjustment is critical in the safe operation of the Model "A".

The location will be at Al's Garage. Lunch will be provided and starting time will be 9:00 AM Eastern. This is our 18th Workshop!

Please sign up if you have done so already. Please Email or call Al Lugo before November 12, 2020 (Last Day to sign up). This is especially important to have an accurate headcount for the caterer. Come and Join us!

Al Lugo



Standing outside the printer's shop on Beamish Museum town street is this very unlikely collection of vintage Fords.

At the front of the lineup is, if anything, the odd one out! It is a 1922-built former Ford Model T 22cwt Van, registered BF 4165. The van is a left-hand drive imported model, originally from America although it has been in UK for some time.

Since arriving at Beamish Museum in 2009, the van body has been removed and it has been converted to its current state as a Crewe Tractor with WW1 military livery. These conversions were originally used by the army on trench tramways during WW1. They were designed to be easily converted from road to rail use, and back again, as required.

Behind that is a pair of much more conventional classic Fords. Nearest is a 1931 Model-A 2043cc Coupe registered BU 6829. Behind that is a 1929 Model-A 2200cc Tudor Sedan registered WW 9782.

Submitted by Howard Ruddick



Provided by Mary Singer



Many women worked for the American Red Cross during the war. Detroit had its own chapter of the Red Cross and Ford Motor Company provided ambulances, trucks, and cars in a \$500,000 contribution. Women of the Red Cross conducted training sessions with their Ford ambulances outside the Highland Park factory. Women also transported sick patients, medical supplies, and doctors and nurses to and from hospitals during the Influenza Epidemic. In addition, volunteers in the Motor Corp used Ford vehicles, and others, to transport supplies to canteens, deliver surgical supplies, knitted garments, and other materials and personnel.



Women also worked from their homes to aid the war effort. Posters of the time encouraged women to volunteer for the Red Cross, asking them if they had a Red Cross service flag in the window of their home, support the YWCA helping women factory workers, join the Women's Land Army, and to buy war bonds. Women at home were also encouraged to conserve food by using less wheat and meat, growing home gardens, and show children the importance of rationing. Cookbooks giving recipes avoiding wheat included recipes for corn and bran muffins, and potato doughnuts, while other pamphlets instructed housewives in gardening, and home canning and drying. Posters often compared U.S. women to the hard working, hard suffering, women of France, encouraging women to do their part to help.

While the U.S. was only directly engaged in the war for 19 months, the U.S. industry had long before been manufacturing for the war, and women were engaged in the public and home sectors working in factories, volunteering, and rationing. The shortage of men during the war allowed women to enter

jobs they were previously barred from, at the same time the importance of cooking, making, and volunteering took on new proportions for women as well. Though many of the women working in factories had to give up their jobs, and opportunities for women diminished as the men returned from war, women of WWI played a key role in the war effort both in industry and at home.



Model T Light Patrol car in WWI

PUSH START

Those of you who read about my Around the USA tour in 2003 may recall that I introduced my first Model A, a 1930 'Rough and Ready Roadster' with a penchant for blowing exhaust smoke rings out of the open radiator filler neck every time I lugged it down on a third gear turn. Well, I will have you know that I finally restored that car while living in Santa Clara, Calif. However, after doing so, I found the timing was a bit off and the engine was tight making starting difficult at times. Before correcting these deficiencies, I had an episode that I don't believe that I have related to this audience. One fine Saturday morning I drove the Roadster to San Jose to visit the local Model A Guru to pick up some "A" parts. My Junior High son decided to 'Ride Shotgun.' The traffic was light and the trip to San Jose was uneventful. While selecting my parts, I left the Roadster's engine idling to avoid any problem restarting it. Coming home, all was well until I got to an intersection where I had to make a left turn on a four-lane street. I pulled into the left turn lane to await the green turn arrow and as I stopped, so did the engine! I immediately tried to restart, but it was no use, I knew I was in for a cantankerous tussle with the stubborn engine! The lights were still "fresh" and I believed I had time to get out of the left turn lane and called for my son to get out immediately and help me push the car to the right across in front of the waiting cars down the empty street. In this we were successful. We were in a new subdivision and there was little if any traffic on the street so we could take our time and get the engine restarted on the level streets. I knew from experience that a push start was the best bet with the hot engine, so we both got out and began pushing. When we got up to starting speed, I jumped in the seat turned on the ignition, shifted from neutral to low and felt the car bump to a halt. My light-weight son's thrust did not overcome the friction and compression of the engine in low gear! So, we started over again and I told my son I would use second gear this time, and he was to push like demons were after him when I jumped into the car. So off we went down the deserted street, only to have a repeat of the previous performance. Second gear did not noticeably improve the situation! I reiterated my instructions to my son but didn't tell him that I had changed my plan of attack. As I got out of the car. I made certain that the ignition was on and moved the throttle a bit more to open. When we reached what considered our likely maximum speed, I reached into the car and with reasonably great force shoved the gear shift lever into second gear! Success! The car jerked a bit and then the engine began running and the wheels were rapidly taking the car down the empty street without me! I know that I didn't stop running, but the way the car was putting distance between us seemed that I had! And glancing down the street I saw for the first time that there was a T-shaped intersection and that the car was headed straight for the lawn of a new house at the end of the street! To say that I was incentivized to exceed my best 100-dash time ever, was to put it mildly! I caught the car, climbed aboard and applied clutch and brake pressures that brought the car to a stop just prior to the intersection! While I caught my breath I adjusted the hand throttle to a fast idle and slowly made a U-Turn to take me back to pick up my son, who at this time was still lying face down on his belly laughing hysterically at the Laurel & Hardy scene of his father chasing a Model A Run-A-Way Roadster down the street to stop it from smashing its self into a new house!

Keith of the San Fernando Model A Ford club sharing a funny story