



## **"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	Tommy Ellis
Vice President	Mark Smith
Secretary	Connie Penny
Treasurer	Richard Noxon/Joe Carter
Benevolence	Mary Nelle Singer

### OTHER POSITIONS:

Newsletter Editor	Bill Shirley
Tour Director	Bob Smith
Publicity Director	Mark Smith
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 2019-2021
Tommy Ellis Dec 2021-2022	



## From the President...

The March Dinner meeting of the River Cities Model A Club was held on March 17<sup>th</sup> at the China Buffett. There were 17 members present. Our visitor from the February meeting, Keith Dickson was also present and became a new member that night. Welcome Keith to the club. There were four March Birthdays and one Anniversary. We talked about several tours that were up coming. Make sure you check your newsletter for the dates and locations. There was a tour scheduled for March 19<sup>th</sup> at Carl Cupp's garage but had to be cancelled. Brian Chin gave a slide show about the Savoy Museum. The April MATT's meeting will be held on April 2<sup>nd</sup>. The dinner meeting for April will be held on April 21<sup>st</sup>. The members all voted to continue meeting at the China Buffet. Joe Spooner will be doing the program for April.

**Tommy Ellis, President**

# River Cities Model A Ford Club

The March meeting of the River Cities Model A Club was held on March 17, 2022 at the China Buffet. Member's present were Brian Chin, Bob Smith, Mark Smith, Richard Noxon, Scot Singer, Mary Nell Singer, Sharon and Tommy Ellis, John Roberson, Bob and Connie Penny, Joe Spooner, Robert and Catherine Wharam, Jimmy Napier, John Gilson and Skipper Barfield. Also, visitor Keith Dickson.

President Tommy Ellis called the meeting to order. After the Pledge of Allegiance and blessing by Brian Chin the members proceeded to the buffet.

President Tommy Ellis welcomed all members and second time visitor Keith Dickson.

There were no members under the weather.

March birthdays and anniversaries were read.

Minutes: One correction was made concerning one member Al Lugo who was listed as not present at the February meeting. Sorry Al.

Treasurer's report: Treasurer Richard Noxon gave the treasurer's report. It was accepted as read by a motion from Brian Chin and second by Bob Smith.

Old Business: The February meeting was held at T-Bones and 17 members were present

Connie Penny made a motion, and it was seconded by Bob Smith to return to the China Buffet for our April meeting. Motion passed.

New Business: It was voted by a show of hands to meet at the China Buffet at our April 21 meeting. Joe Spooner will present a show and tell for our program.

There are several tours and car shows coming up. Check your newsletter for dates and times.

The tour to Carl Cupp's on Saturday March 19 was cancelled.

Program: Brian Chin gave a great slide show program about the Savoy Museum. It was enjoyed by all Members. Thank you, Brian.

Having no further comments or business the meeting was adjourned.

Submitted by

Connie Penny

Club Secretary

# JOIN US!

BY AL Lugo

**NEXT MEETING: Thursday, April 21, 2022-6:00PM (EASTERN)**  
Our next Club Meeting will be at Buffet City, 2401 10<sup>th</sup> Street, of  
280 Bypass, in Phenix City.

## COMING EVENTS

April 1-2	Moultrie Swap Meet
April 2	MATTS & Planning Meeting (Saturday: 9:00AM)
April 2	Crawford Car Show, Alabama
April 9	Ft. Mitchell Heritage Festival Tour
April 16	USA Center Swap Meet, Opelika (8-12 Central)
April 21	Club Meeting (Program: Joe Spooner)
April 30	Beulah Family Day, Alabama (9-1 Central)
May 6	Tour to Warm Springs Nursing Home (Friday)
May 7	MATTS & Planning Meeting (Saturday: 9:00AM)
May 7	Phenix City Exchange Club Show
May 14	Tour to Rick Horne's Garage in Carrollton
May 19	Club Meeting (Program: Joe Carter)
May 21	East Alabama Old Car Club Car Show

### CRUISE EVENINGS

Every 1 <sup>st</sup> Tuesday	Cooks Hot Dog on Miller & Airport Thruway
Every 2 <sup>nd</sup> Tuesday	Jim Bob's (By Hobby Lobby)
Every 3 <sup>rd</sup> Tuesday	Jason Deli (Close to Sears)
Every 4 <sup>th</sup> Tuesday	Country's on Broadway
Every 5 <sup>th</sup> Tuesday	El Vaquero Mexican Restaurant (Stadium Drive)
Every 2 <sup>nd</sup> Saturday	Opelika Home Depot Cruise In
Every 3 <sup>rd</sup> Saturday	Phenix City Home Depot Cruise In
Every 4 <sup>th</sup> 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 12-1, 2022	National Convention, Kerrville, Texas
September 16-17	Model A Day- Model A Museum, Michigan
December 5-8	National Awards Banquet, Golden, Colorado

## ANNIVERSARIES



**April 12<sup>th</sup> Leroy & Krystal Napier**

## BIRTHDAYS



**April 16<sup>th</sup> Connie Penny**

**April 24<sup>th</sup> Mark Smith**

**April 26<sup>th</sup> Sharon Webb**

**April 27<sup>th</sup> Joe Spooner**



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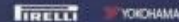
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## MODEL A TINKER TIME SHOP

Information and photos by Al Lugo & Mark Smith

"Members met at Bobby's shop on March 5, 2022" ...



"Bobby showing an unusual item in his collection"....



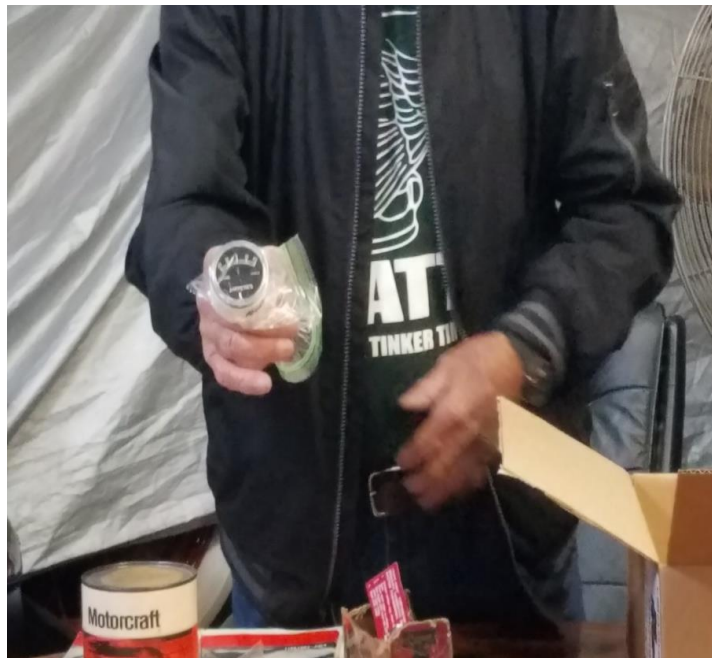
**“Chad Smith did a Show and Tell, showing some of neat items in his collection. This one was a tune up in a can” ...**



**“Joe Spooner discussing a mystery tool: a piano adjusting tool.” ...**



**“Some of the items in Chad’s collection were in its original box” ...**



**“Chad showing an original Amp Meter.”**

**Hope to see you at the next MATTS!**



# TROG-Veteran Ford Model A Lakester

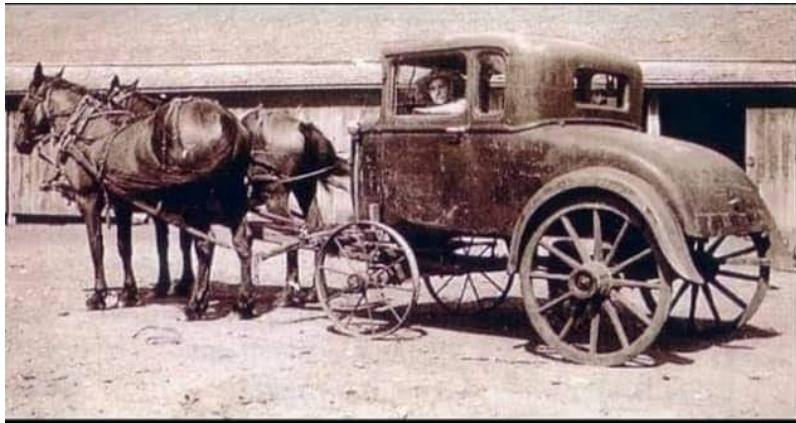
The bodywork is formed from an aluminum F-84 Thunder jet wing-tip auxiliary tank, which was split by the seller and fitted with a headrest fairing. When mounted on the F-84, the tank featured a horizontal fin. It is now equipped with a vertical fin. The Model A frame has been flipped and re-contoured inside the tank. This Ford Power is from a 201ci flathead inline-four positioned behind the driver and paired with a 3-speed manual gearbox. The build was completed over the course five years in preparation for the 2018 Race of Gentlemen in Wildwood, New Jersey.



The Model A contained over 6800 parts whereas the **Model** T only contained about 5000.

It is said Ford spent \$100,000,000 on the new car design and for retooling of the Rouge plant to build the new Model A.

The new Model A Tudor Sedan sold for \$495.00 with the Fordor bringing \$570.00 F.O.B. Detroit. For \$385.00 you could get a Roadster and \$395.00 would get you a beautiful Phaeton. At \$495.00, the new Ford Coupe was nice but for \$550.00 the Sport Coupe with a standard Rumble Seat was a hot seller.



This is what you do when you can't afford gas.



This Ford Model T has been turned in to a sandwich shop on the streets of Washington D.C. (1918)



The Ford Model A of 1927–1931 (also colloquially called the A-Model Ford or the A, and A-bone among rodders and customizers) was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the Model A name back in 1903–1904) was designated as a 1927 model and was available in four standard colors, but not black.

The Model A was produced through 1931. When production ended in March, 1932, there were 4,849,340 Model As made in all styles. Its successor was the Model B, which featured an updated 4-cylinder engine, followed by the Model 18 which introduced Ford's new Flathead V8 engine.

Prices for the Model A ranged from US\$385 for a roadster to \$1400 for the top-of-the-line Town Car. The engine was a water-cooled L-head 4-cylinder with a displacement of 201 cu in (3.3 l). This engine provided 40 horsepower (30 kW). Typical fuel consumption was between 25 and 30 mpg (U.S.) (8 to 12 kilometres per litre or 8-9 L/100 km) using a Zenith one-barrel up-draft[citation needed] carburetor, with a top speed of around 65 mph (104 km/h). It had a 103.5 in (2,630 mm) wheelbase with a final drive ratio of 3.77:1. The transmission was a 3-speed sliding gear manual unit with a 1-speed reverse. The Model A had 4-wheel mechanical drum brakes. The 1930 and 1931 editions came with stainless steel radiator cowlings and headlamp housings.

The Model A came in a wide variety of styles: Coupe (Standard and Deluxe), Business Coupe, Sport Coupe, Roadster Coupe (Standard and Deluxe Image:1931 Ford Model A Deluxe Coupe.jpg), Convertible Cabriolet, Convertible Sedan, Phaeton (Standard and Deluxe), Tudor (Standard and Deluxe Image:1931 Ford Model A Deluxe Tudor.jpg), Town Car, Fordor (2-window) (Standard and Deluxe), Fordor (3-window) (Standard and Deluxe), Victoria, Station Wagon, Taxicab, Truck, and Commercial.

The Model A was the first Ford to use the standard set of driver controls with

conventional clutch and brake pedals; throttle and gearshift. Previous Ford models used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was located in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburetor by gravity. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. Model A was the first car to have safety glass in the windshield.

The Soviet company GAZ, which started as a cooperation between Ford and the Soviet Union, made a licensed version of the Model A from 1932-1936. This itself was the basis for the FAI and BA-20 armored car, which saw use as scout vehicles in the early stages of World War II.

In addition to the United States, Ford made the Model A in plants in Argentina, Canada, France, Germany and the United Kingdom.

In Europe, where cars were taxed according to engine size, Ford equipped the Ford Model A with a 2,033 cc motor providing a claimed output of just 40 hp. However, the engine size was still large enough to equate to a fiscal horsepower rating of 24 hp and attracted a punitive annual car tax levy of £24 in the UK and similar penalties in other principal European markets, leaving the car unable to compete in the newly developing mass market. It therefore was expensive to own and too heavy and thirsty to achieve volume sales, but also too crude to compete as a luxury product. European manufactured Model A failed to achieve the sales success in Europe that would greet their smaller successor on the assembly lines in England and Germany.

In the teens and early twenties, Ford Motor Company dominated the automotive marketplace with its Model T. However, during the mid-twenties, this market dominance quickly eroded as competitors such as General Motors caught up with Ford's mass production system and began to outcompete Ford in some ways, especially by offering more choices such as more power, new convenience features, or cosmetic customization.

Ford's sales force recognized this threat as it was developing and advised

Henry Ford to respond to it, but he resisted. However, features he had seen as needless, such as electric starters (for just one example), were gradually shifting in the public's perception from unneeded luxuries to minimum requirements. (This trend would continue into the 21st Century). The sagging market share of Model T finally forced him to admit the automotive market wanted a new Ford model. When he finally agreed to begin development of this new model, he dove into the effort with a strong focus on the mechanical aspects (and on what today is called design for manufacturability (DFM), which he had always strongly embraced and for which the Model T production system was famous). The development, although ultimately successful, had plenty of bumps along the road. For example, the die stamping of parts from sheet steel, which the Ford company had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the new model (to become the Model A) would rely more on drop forgings than the T. He had ideas about improving the DFM of forging (to use today's terminology), but they did not pan out. Ford's engineers eventually had to convince him to back down on his insistence, lest the Model A's production expense overinflate its retail price.

Given Henry's disdain for cosmetic vanity as applied to automobiles, he left the design of Model A's body work to a team led by Edsel.

It was during the period of the mid-1920s to early 1930s that the limits of the first generation of mass production, epitomized by the Model T production system, became apparent. The era of "flexible mass production" had begun.

In case you were not at MATTS this past Saturday I wanted to tell you that I announced then that Joe Spooner was having a parts and tools sale at his garage next Saturday April 9, 2022 at

9:00 AM Central. This will be open to Central A's and River Cities Model A Ford Club.

In case you are using your navigation system, the physical address is:

2002 Lee Rd. 86

Waverly, Alabama

Hoping you can attend,