



"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
OLD CARS WEEKLY GOLDEN QUILL AWARD 2004, 2010



Inside this issue; The Presidents Corner, June Meeting Minutes, Bentley Bohanan's tech tip, a tech tip on oils for older cars and the Classified section,

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 \$20.00 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 & Benevolence
Treasurer

Al Lugo
Paul Singer
Sharon Webb
Bettie Jackson

OTHER POSITIONS:

Editor
Tour Director
Publicity
Program Director
Club Liaison
Membership Director
Awards Director
Historian
Scholarship Chairperson
Car Show Director

Bill Shirley
Jim Langely
Mickey Timbes
John Robertson
Jim Langley
Jim Miller
Howard Ruddick
Mary Nelle Singer
Connie Penny
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
Mickey 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,
Mickey 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 - 2011



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July 2012

Thank you to Jim Langley for a great tour to Williamson, Georgia. All members that participated had a great time. Also thank you to Barbara Ruddick for a great "Smilebox". Those of us that were not able to participate in the tour felt like we were there after we saw the great collection of photos. If you missed it you can view it at our Website.

If you missed our June Meeting you missed a great program presented by Jim Langley on "Hood Ornaments" Jim always finds a way to contribute to our club and to the antique car hobby.

Please make sure that when you give a membership form to a possible new member that it includes our "Welcome Letter" If you have applications without this form, please contact me and I will give you some.

We are planning a breakfast tour in July to the Country Store at Callaway Garden. We will be traveling in our vehicles early to avoid the traditional July heat. Please contact Jim Langley or Al Lugo If you want to participate and you did not sign up for this event during the June meeting.

Have you visited our Club Website lately? Bill Shirley continues to do a great job with our Club Newsletter and our Website. THANK YOU BILL!

During the July meeting we will be providing all members a new Club Roster, so plan to attend and get your new roster.

See you at the meeting,

Al

**"DANGER TO OUR COUNTRY IS TO BE APPREHENDED NOT
SO MUCH FROM THE INFLUENCE OF NEW THINGS AS
FROM OUR FORGETTING THE VALUE OF OLD THINGS"**

HENRY FORD

JOIN US!

BY AL Lugo

**NEXT MEETING: July 19, 2012-
6:00PM (EASTERN) Our
next meeting will be at Woodmen
of the World Lodge, on Highway
80, in Phenix City.**

COMING EVENTS

July 1	Due Date for Scholarship Applications
July 13	Board Meeting
July 19	Club Meeting- Program: Overflow System for the Model A, by Russell Lester
July 21	Breakfast Tour-Callaway Gardens Country Store
August 10	Board Meeting
August 16	Club Meeting- Program: Show & Tell, by Howard Ruddick

CRUISE EVENINGS

Every 1 st Tuesday-	Cooks Hot Dog on Miller & Airport Thru Way
Every 2 nd Tuesday	La Pareja Mexican Restaurant (towards Waverly Hall)
Every 3 rd Tuesday	Jason Deli
Every 4 th Tuesday	Cooks Hot Dog on Miller & Airport Thru Way
Every 2 nd Saturday	Opelika Home Depot
Every 4 th Saturday	Steak and Shake (Bradley Park Drive)

NATIONAL:

December 9-12-MAFCA National Awards Banquet, Charleston, SC

River Cities Model A Ford Club

Meeting Minutes

June 21, 2012

Opening:

The regular meeting of The River Cities Model A Ford Club was called to order at 6:01 pm on June 21, 2012 at the Woodman of The World Lodge by President Al Lugo. He then led the group in The Pledge of Allegiance. The blessing was given by Jim Langley and all proceeded to the buffet.

Present:

Paul Singer, Glen and Cindy Williams, Al Lugo, Jim Langley, Dick Noxon, Bobby and Connie Penny, John Robertson, Bill Shirly, Howard Ruddick, Russell Lester, June and Joe Spooner, Taylor Jordan, Donna Corless, Bob and Bettie Jackson, Don and Evelyn Carlisle, Bob Smith, Neil R. LeClair, Bolo Shackelford, Roger and Janet Bailey and Sharon Webb.

Call to Order: The meeting was called to order by President Al Lugo at 6:30pm. He welcomed the visitors tonight. Taylor Jordan and Donna Corless guest of Joe and June Spooner. Al reminded the club that David Black continues to recover from his recent surgeries and encouraged the members to continue to remember him in prayers and cards. He also read the note sent from David thank us for our support. Al recognized our newest members: Bobby and Carolyn Shackelford.

Program:

Tonight's program is being presented by Jim Langley on Hood Ornaments. Jim had pictures on display of a number of impressive Hood ornaments known earlier as mascots. The first "mascots" were begun with the Rolls-Royce Silver Ghost. It was a sculptor of a young woman in fluttering robes with one forefinger to her lips. It was named "The Whisperer". The mascot became a symbol of prestige and the next creation for the Rolls-Royce was the "spirit of Ecstasy". Each mascot was unique because it was made using the old technique of the wax method. This method was used to create the mascot and the mold had to be broken each time to reveal the casting. These ornaments went on to be even more majestic and highly prized. As car engines progressed to water cooled engines and having radiators the ornaments began to be placed for radiator caps. There persisted a desire to make these very elegant and unique. Initially the radiator cap had thermometers to show the temperature but with the development of the temperature gauge on the dash board the radiator cap became just ornamental. All kinds of hood ornaments decorated various automobile manufactures up until the late 1950's. Today there remains remnants of the ERA gone by such as the Jaguars' Leaping Cat, the Mercedes Star, the Dodge Ram and the Mack Truck's Bulldog. The disappearing ornaments were replaced with logo emblems called

nameplates. Jim had lots of pictures to display the various examples and the presentation was well received.

Approval of Minutes: Al Lugo asked if there were any additions or corrections to the Secretary's minutes as printed in the newsletter. The following corrections were brought to the attention of the club: Need to add Mickey Timbes and Mary Nelle Singer as part of the Music and dress from the 20's and 30's Committee who presented the last meetings program. In addition it was announced that the winners of the best dressed contestant: Barbara and Howard Ruddick donated the prize money back to club treasury. Howard Ruddick made a motion to accept the minutes as written in the newsletter with those additions. John Robertson seconded it.

The minutes of the previous meeting were unanimously approved with revisions by show of hands.

Treasurers Report:

The treasurer's report was read by Bettie Jackson. Bob Smith made a motion to approve the treasurer's report. John Robertson seconded the motion and the members unanimously approved by a show of hands.

Old Business:

Thank you to Jim Langley for the two great tours and serving as the MC at the last meeting. Another big thank you to Howard and Barbara Ruddick for their planning and execution of a great and fun meeting last month. Barbara made a Smile Box of the meeting and also of the tour to the air field in late May by the club. Take a look at these on our web site. Al states he will ask Mickey Timbes our PR person to submit some of the pictures and such to the Restorer Magazine. AL reminded the club of the deadline for the application for the club scholarship is July 1, 2012. A Welcome Letter to be attached with any application for membership to the club has been drafted and approved to be used for all new applications now. Al has also completed a thank you note he plans on sending out to all the contributors for the Car Club Show. Bobby Penny asked to get copies of the letter to hand deliver to the participants he specifically got to participate.

New Business:

Jim Langley has come up with some wonderful tours for the next few months of this year. July 21, 2012 we will be touring to Calloway gardens early and have breakfast. An interest sheet for participants was circulated. The catering situation was discussed at the last board meeting. A recommendation was made to adjust the number of meals the caterer prepares may be the best answer to increasing loss of funds for meals. A

motion was made by Bobby Penny to accept the recommendation to ask the caterer to reduce the number of meals prepared to 25 so there will be less overage. Bob Smith seconded the motion and the motion passed with a show of hands. Regalia sales: the issue of whether or not to sale clothing and caps with the club logo on it was discussed. Sharon Webb made a motion to sale club memorabilia and regalia to club members only and Don Carlisle seconded it. The members voted by a show of hands to limit the sale of these items to club members only. Al Lugo circulated the club roster for all to make any corrections to before he publishes it for distribution to the members. Al Lugo thanked Bill Shirley for a continuing good job on the newsletter and upkeep of the web site. He will be including a section for the contributors of the car show as well. Activities: July 1, 2012 Scholarship application deadlines ; July 13 – Board Meeting, July 19- club meeting with program on “Overflow systems for the Model A” by Russell Lester and Sept 29- Spring Harbor Retirement and Nursing Home Reports from Committee Chairpersons:

Programs: Nothing to report.

Publicity: Not present.

Historian: Note present.

Scholarship: Connie Penny reminded members to review the requirements for the scholarship and deadlines for qualifying on the web site.

Membership: Nothing to report.

Awards: Nothing to report.

Mechanics: Nothing to report.

Vice President: Nothing to report.

Newsletter: Be sure to submit some pictures for the newsletter!

Tour Director: Jim Langley reported of some upcoming events as : street side classics in Lithium Springs, a visit to a museum in Tallahassee Fla, in Sept a club picnic pot luck at a place to be announced, Oct a mystery tour, Nov: Junction City 1st week to celebrate Harvest Day. More to follow in the coming months!

Adjournment:

Meeting was adjourned at 7:45pm at the motion of Don Carlisle and seconded by John Robertson.

Minutes submitted by: Sharon Webb

Club members, Please thank John Robertson and Jim Langely for the great job they do in Coordinating meeting Programs and Tours. Jim has a list of wonderful tours either established or in the making. John has lined up some great programs and if there is anything you would like to do or see let them know!

“Don't find fault, find a remedy; anybody can complain”

— Henry Ford



What? You don't know what a Burma Shave sign is? You say it was before your time? Burma Shave roadside signs captivated highway travelers all over the country from the 1920's till the 1950's. The signs were the brainchild of Allen Odell, son of Burma Shave's founder, Clifford Odell. He got the idea from gas station signs

that told travelers there were gas, oil and restrooms ahead. He thought, Why couldn't you sell shaving cream that way?

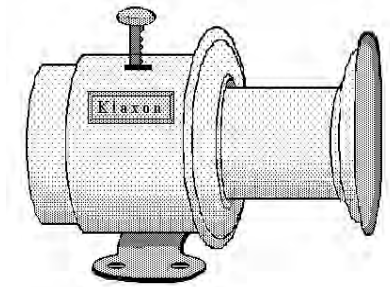
The white-on-red-highway signs consisted of several lines of rhyme each. Each line was on its own separate sign and the series of four signs were spaced far enough apart so that travelers could read the complete rhyme while driving along at a pretty good speed. The Burma-Shave signs had a fifth line to it's rhymes reading simply "Burma Shave", understandably to advertise the product, which was shaving cream. Burma Shave signs got more attention than newspaper or magazine advertisements could hope to win. The Burma Shave company devoted many signs to the cause of highway safety:

HAPPY ANNIVERSARIES



JULY 3- Joe & Donna Carter
JULY 6- Montie & Susan Gilbert
JULY 23- Louie & Gloria Willett
JULY 31- Patsy & Larry Phillips

HAPPY BIRTHDAYS



JULY 3- John Robertson
JULY 4- Mary Nelle Singer
JULY 7- Don Carlisle
JULY 11- Dick Noxon
JULY 14- Marvin Darnell
JULY 20- Pat Langley

Let's Restore a Model A Ford!

Part 5: Babbitting the Engine

This Month we're going to take a secretive look into the black art of Alchemy. It's a dark and spooky place from which you may never return. If you are faint of heart, then stop reading now, and go on to the Era Essentials article. If you are a brave soul, willing to risk a life of late nights in a garage, slaving over a hot pot of melted metal, then read on... Seriously, Safety First! Before you start doing any kind of work around hot babbitt, you must wear long clothing. We use elbow length gloves rated to 1100 degrees. These can be purchased at industrial supply houses. A face shield is also a must.

Let me start by saying that everything I know about Babbitting I learned from the late Harold Bennett, and Charles McGalliard. I have their machinery in my shop, and still think of them both often.

First you must properly prepare your engine block. Melt all the old babbitt out of the block and caps. Then send the block for machine work. Make sure all cylinder boring, valve work, decking, and so forth is done before any babbitt work is started. Make sure the block is pressure tested and magna-fluxed to check for any cracks or problems.

Place the block in a heavy duty engine stand so that it is upside down, and the bottom of the block is level. We use 4 1930-31 Model A hubcaps to plug the cylinders before we start any babbitt work, do prevent any damage to the cylinder bores.

The babbitt set-up we use is the Kwik-Way set up from the 1940's. We have modified it to take better cutters, and installed new bushings and shafts to get it to hold better tolerances. Other than that, it still works very well.

The babbitt we use is 4x Nickel Babbitt. We get it from a company called "Nathan Trotter". It costs about \$10 per pound, and you have to buy it 100 pounds at a time. You do the math.

Set up the boring bar on the block, along with all the bearing caps. Make a single cut through the block and remove just enough metal to make a clean working surface. You may need to use a drill to remove all the old babbitt from the stake holes, and might want to drill a couple of more stake holes for good measure. The boring bar has a geared feed, to move the cutter forward to remove metal. Once you get to clean metal, you are ready to start installing your babbitt fixtures.

There are two different fixture set-ups, one for the rear main bearing, and one for #1, and #2 bearing positions. We like to use tinning compound on the bare metal of the caps and block to make sure the babbitt is bonded properly to the metal. It is important to follow the instructions of the tinning compound to make sure you get a good bond. There are also other supplies used in babbitting, including a product called "damtite" which is sort of like clay, and can be used to keep the melted babbitt from running

out of the fixtures if they don't fit to the block perfectly. We also pack the oil tubes with "damtite" to keep the babbitt out of the oil lines.

We use a gas burner and a 2 quart cast iron pot to heat up the babbitt to 850-875 degrees. We also pre-heat the block and caps to approximately 350 degrees so the tinning compound is flowing. We use a digital infra-red thermometer to get accurate measurements. This step also insures that no moisture is trapped in the fixtures. Be sure to pre-heat your ladle too. If you put a cold ladle into the hot babbitt, the resulting explosion will splatter hot babbitt everywhere. When you are ready, use the ladle to remove any contaminants from the top of the hot babbitt in the pot. Stir the babbitt, then use the ladle to pour the babbitt into the fixture. When the babbitt solidifies, remove the fixture. You should end up with a rough shape of a babbitt bearing in the block. This will be repeated for all the caps and block positions.

Use a file or hack saw to remove any flash from the edges of your babbitt bearings. It is nice to have a very large flat file to level the bearing surface to the bottom of the block. Do not cut the bearing below the surface of the block, or you will create a permanent oil leak, especially on the rear bearing.

After you are pleased with the pour of the block and bearings, you are ready to install the align boring fixture again. Be sure to install a pack of shims under each bearing shell, so there is room for adjustment later on. Set up your cutters with a micrometer, and take about .010" of babbitt out in each pass. The idea is to bore each bearing to within .001" of the size of the crankshaft.

You will also need to cut the thrust surface on the rear main bearing. This is also done with the boring fixture, but with a different cutter installed. You are also shooting for about .001" clearance. The tighter the clearances, the better engine you will end up with. Go for .001" -.002" clearance on the crankshaft, with the crankshaft turning very smoothly. You should be able to turn the crankshaft with your hands when it is all assembled, and torqued down properly.

We always hand-cut all our oil grooves with a Dremel tool and carbide bit. This takes a steady hand and about 3 hours. Use an original engine for a guide as to the depth and directions of each groove.

Another option for the block is modern "inserted" bearings. These are now available from Model A Vendors, and require line-boring of the block, and thrust surfaces to make them work. The crankshaft still has to be ground to precision tolerances, so there is still machine work to be done. The inserted bearings may be the future of Model A Engine rebuilding.

Finish your engine rebuild with the book "The Model A Engine, Distributor and Oil Pump" by William and Paul McRee. Available at Mike's under PN# A91037

Bentley Bohanan Bentley's Antique Auto Service, Inc.
www.mymodela.com 678-407-1947

The Annual MARC Model A Restorers Club will be having their National Event in Chattanooga TN and hosted by the Senic City A's. Ten tours are planned with a wide variety of attractions, beautiful scenery, and historical places that guests may choose to visit. A Grand Tour is planned for Chickamauga, GA and Chickamauga National Park.

The web site for the MARC and more information about their event go to <http://modelarestorers.org> for more information. Last year, in April, they had 227 Model A's and over 500 folks attend the Natchez Trace tour.

If you're just

An average man

Wanting to look

The best you can

Use

Burma-Shave

NEW OIL FOR OLD CARS

The Last Word

By: William C. "Bill" Anderson, P.E.

Admittedly, the sub-title is a bit presumptuous as oils are always changing to meet current needs. However, the concern of collector car owners regarding changes in oil formulations is a bit overblown. Misinformation abounds causing confusion and needless worry for most collector car owners. So, I will attempt to provide some information that can guide car owners in the choice of oil for their collector cars. The prime controlling factors are how the collector car is used and its age. First, answer these questions:

- Do you race your collector car?
- Do you drive it extensively at high speed under desert or similar conditions that stress engine components?
- Was your car manufactured before the mid-1950s?
- Have you had your camshaft reground or flat surface lifters replaced?

If you answered "no" to the foregoing questions, then you can safely use any current high quality oil that meets API and ILSAC criteria (look for the "donut" and "starburst" on the oil can). Do not buy cheap, bargain oil! Oil meeting these specifications has been tested in engines employing flat tappet cams and overhead cams with slider finger followers. Contrary to some, the latest specification oil, SN, still contains zinc and phosphorous, albeit at smaller concentrations than 10 or more years ago. Caution – tests long ago proved that more than 0.20% phosphorous resulted in camshaft spalling; The old adage is "some us good, more is better" does not apply. In the mid-1950s, (the exact time each manufacturer changed is a little different) engines began to experience galling of the camshaft and lifter surfaces. Although oil formulations were altered, the principal fix to this problem was surface hardening of the camshaft and lifter surfaces. Surface hardening affects only the top 0.005 to 0.01 inches. Engines with properly surface-hardened camshafts and lifters resist galling as long as lubrication exists. Replacement lifters and reground camshafts may or may not be surface hardened. It doesn't take much refinishing to remove the hardened surface. New camshafts and lifters supplied by such well known names as Crane, CompCams, Lunati, etc. are surface hardened. For others, it pays to check if the wear surfaces have been surface hardened. If you have a car from the mid-1950s and before and do not drive it extensively, the latest oils will work just fine provided they are changed at least once each year (the best time is in the fall before the winter lay-up). However, if it is driven more extensively than is typical for many collector cars (500 to 1,000 miles in mostly short trips), then you should:

- Use some of the boutique oils that have come to the market in the last couple of years – such as, Brad-Penn, Quaker State's *Defy*, Classic Car Club Oil, Royal

Purple, Joe Gibbs Racing, etc. – that have higher (higher than ‘SN” oils) zinc and phosphorous concentrations;

- Add a zinc/phosphorous supplement, like GM’s EOS, to the current “SN” oils (1 oz of EOS per quart); or
- Use diesel engine oil classified CI-4 HD

Summary

Given the limited use that most collector cars experience, high quality modern oil will adequately protect the car’s engine. For those that extensively use cars predating the mid-1950s, there are now many oils available that offer increased levels of zinc and phosphorous.

William C. “Bill” Anderson. P.E. has been involved with the automotive hobby for more than 40 years and is an author, magazine editor, car show judge, and engineer. Through Anderson Automotive Enterprises – [www.andersonautomotive](http://www.andersonautomotive.com) enterprises.com – he restores and appraises cars.

“Obstacles are those frightful things you see when you take your eyes off your goals.”

— [Henry Ford](#)

CLASSIFIEDS

FOR SALE

It is a blue 1948 Ford Deluxe Coupe It belongs to a lady of a sister Model A Club, her husband passed away a couple years ago, and she would like to sell it.

It is a real solid car, There are two little pin holes in the truck area, and one small (maybe a two inch square patch) in the floor. The car really runs down the road good. Her husband was a great flat head mechanic and he rebuilt the engine. It has new rubber around all the windows, with some new glass and other nice original Ford Glass. The car has 15 inch later model wheels and radial tires. It has been changed to 12 volt system. Also very nice sounding daul exhaust.

The asking price is \$16,500.

Anyone interested can inquire through email at jodanh@embarqmail.com or call my cell at 423-470-2489.



Club Member David Black is selling his Tudor.

It has new tires, bumpers, distributer, water pump, carpet, battery and has a rebuilt carburetor. Engine is smooth and strong.



The price is only \$10,900 and David can be reached at (256) 287-0317 after 7pm (Eastern)



Nice original four door town sedan, cranks and runs good, brakes are good and drive well.

Has mohair interior, has the blanket rope, shades on the rear side windows.

Pretty nice car for the money. Car is in Oxford, Al Asking \$13,500.00

Call or email for additional pictures or info.

Gerald Grizzard 256-310-6463

31 Slant Windsheild for sale in Oxford, Alabama. This is a good price for a good SW. Call Gerald or email him for more details.