



"The River Cities Running Board"

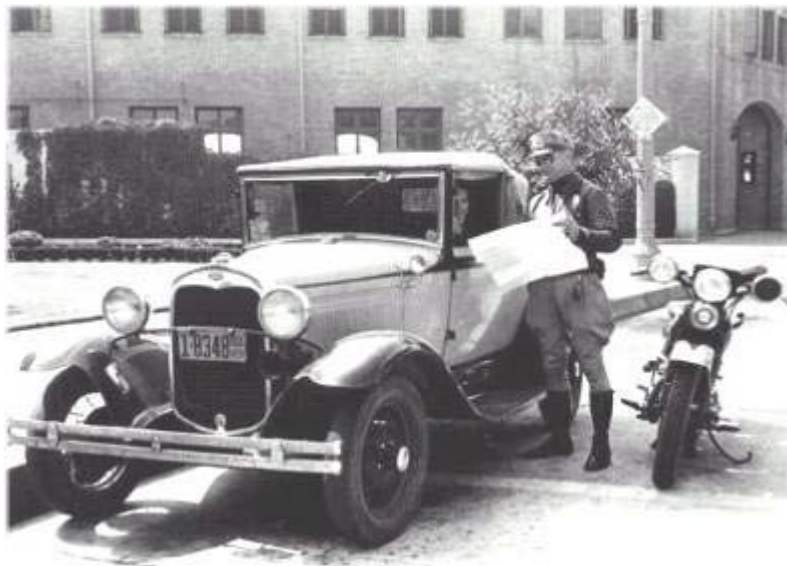


RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

VOL 12 ISSUE 9 ESTABLISHED IN 2000 September 2012

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



Inside this issue; The Presidents Corner, August Meeting Minutes, Bentley Bohanan's part 7 on restoring a Model A and a tech tip about Oily Residue, Dan Palmer Memorial Scholarship award presentation, **Why Weren't Model A's Offered in Black in 1928-29?**

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

The President's Corner..

September 2012



Congratulations again to Mrs. Robin Jackson Gaylor (daughter of Bettie and Bob Jackson) winner of the 2012 Dan Parmer and RCMAFC Scholarship. Robin received her Scholarship Certificate during our August Club meeting. Robin is very close to receiving her RN degree in Nursing (not an associate degree like I reported in our last President's Corner).

Our next big tour will be our Club Picnic on September 22, 2012. That day we also celebrate International Model A Day, so I hope all of us will make it a point to drive our beloved Model A's that day. We will be meeting at Glenwood School in Phenix City at 10:00 AM and drive to Howard and Barbara Ruddick's lake cabin. Many members have signed up already at the meeting. If you plan to attend please let Jim Langley or I know. Lunch will be catered SO WE MUST HAVE AN ACCURATE HEAD COUNT.

Thank you to Joe Spooner for presenting a great Show & Tell during the meeting program. His repair presentation was very interesting and continues to help all of us, giving us ideas on how to keep our "A"s on the road.

Congratulations to Howard & Barbara Ruddick's for the recent marriage of their daughter in California.

Our next Workshop is October 13, and we will be showing ways to properly time your Model A's. Since most problems start with timing you should plan to attend. We will be signing up for this activity during the September meeting.

The next Nursing home visit will be September 29th to the Spring Harbor Retirement and Nursing Home. This is a very important activity. Join us in bringing joy to the residents of Spring Harbor.

See you at the meeting,

AI

JOIN US!

BY AL Lugo

NEXT MEETING: August 16, 2012-6:00PM (EASTERN)
Our
next meeting will be at Woodmen of the World
Lodge, on Highway 80, in Phenix City.

COMING EVENTS

September 14	Board Meeting
September 20	Club Meeting- Program: Fitness, Mike Moyer
September 22	Club Picnic (International Model A Day) at Howard & Barbara Ruddick Backwaters Cabin
September 29	Spring Harbor Retirement & Nursing Home Visit
October 5	Board Meeting
October 6	LaGrange Car Show
October 13	Workshop: Timing the Model A Ford
October 18	Club Meeting
October 20	River Place Nursing Home Visit (2-5 PM)
October 26	Sweet Home Alabama Tour (Individual participation)

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

August 16, 2012

Opening:

The regular meeting of The River Cities Model A Ford Club was called to order at 6:00 pm on August 16, 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 Timbes and all proceeded to the buffet.

Present:

Paul and Mary Nelle Singer, Glen and Cindy Williams, Al Lugo, Jim Langley, Dick Noxon, Wayne Kennedy, Joe Carter, Neil La Clair, Buddy Graves, Jim Miller, Michael Moye, Roger and Janet Bailey, Robin Jackson Gaylor, Bill & Lori Ann Buck, Bob Shackelford, Bobby & Connie Penny, John Robertson, Bob Smith, June and Joe Spooner, Benny Reddish, Rex Reddish, Bettie Jackson, Mickey and Jim Timbes, Bill Shirley and Sharon Webb.

Call to Order: The meeting was called to order by President Al Lugo at 6:30pm. He welcomed our newest members Rick Reddish from Phenix City who has a 29 Model A Sport Coupe and son Benny. David Black is still under the weather but is now planning his next surgery 9/13/2012. Bob Jackson is home and has begun his infusion treatment, he is very sick with flu-like symptoms. Connie Penny also sustained a brief illness which caused her to endure a short hospitalization followed by an unexpected episode of low blood sugar and a call for 911. Please keep each of our members in your thoughts and prayers.

Presentation of the Scholarship Award: Connie Penny, chairperson of the scholarship Committee, presented the 2012 Dan Palmer Memorial Scholarship award to Robin Jackson Gaylor. Robin is finishing up her courses in pursuit of her Associate Degree in Nursing in May 2013. She graciously thanked the member's for their support and will keep us posted of her outcome,

Program: There was not any formal program planned however Joe Spooner brought a show and tell on his recent issue with his Model A. He had devised a prop to try fix and repair a rather large hole in his engine. He also brought a picture of the inside of the gas tank so you can see the believes in the tank.

Approval of Minutes: Al Lugo asked if there were any additions or corrections to the Secretary's minutes as printed in the newsletter. Joe Spooner made a motion to accept the minutes as written. Glen Williams

seconded the motion. The motion was approved 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: Thanks go out to Russell Lester for his wonderful presentation on the Radiator overflow system for the Model A. We also want to recognize Jim Langley as he made excellent plans for our last tour in July to the Calloway Gardens. There were about 7 Model A's. A fun time was had by all. On Friday July 20, 2012 as planned. Al Lugo and Paul Singer were able to deliver to Robert our caterer the check from the club to help him in his recovery from the recent fire that destroyed his whole house.

New Business: Big Thank You to Barbara Ruddick for fixing the newest Smile Box from the last tour. It can soon be seen on the web site. Saturday August 18, 2012 the next tour will be kicked off. Jim passed the signup sheet to confirm the number of slots to reserve for. They will meet at St Mark's at 9am. Sept 14, 2012 is the Board meeting. Sept 22, 2012 is the Club Picnic at Howard's Backwater Cabin as part of the International Model A Day. Sept 29, 2012 is the presenting of our cars at Spring Harbor Retirement and Nursing Home. October 6, 2012 is the LaGrange Car Show. Oct 13, 2012 will be the Workshop on Timing the Model A. Nov 3, 2012 is the Harvest Days (more to come on this). On the club picnic we voted to have the event catered and that Al, Bobby and Bettie will bring the tents. Everyone is encouraged to bring a chair. Jim Langley will bring the tables. Ice cream was suggested to be the desert. Sharon Webb and Bobbie Penny will bring the ice-cream makers. Several of the ladies offered to bring cake or cookies as well. There was a show of hands to approve that the club would pay for the ice and drinks. Al Read an invitation from the Chic Fla to participate Monday August 27, 2012 for the "Cows -N-Cars Family Night" This can be done by anyone interested. Also Al brought up a concern that was voiced by a member of a person displaying political signs on their Model A in Alabama. He stated that according to the by-laws we should not show any endorsements of any sort while displaying or representing the River Cities Model A club.

Reports from Committee Chairpersons:

Programs: The next program will be presented by Mike Moyer on physical fitness..

Publicity: Nothing to report

Historian: Nothing to report

Scholarship: Not present

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: Stay tune for updates on all discussed

Adjournment: Meeting was adjourned at 7:45pm at the motion of Jim Miller and seconded by Bob Smith.

Minutes submitted by: Sharon Webb

"Coming together is the beginning. Keeping together is progress. Working together is success."

— Henry Ford

Board nominations are right around the corner so start thinking, could you do one of the jobs? Sure you can.

Mrs. Bettie Jackson, club treasure, would like someone to step up now so Bettie can devote more time to her Husband and his rehab.

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.

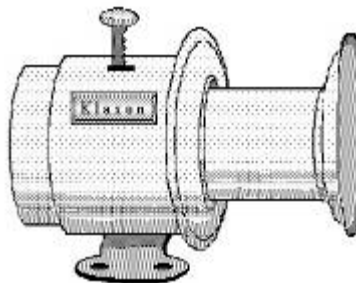
The web site for the MARC and more information about their event go to <http://modelarestorers.org> for more information. Last year, in April, they had 227 Model A's and over 500 folks attend the Natchez Trace tour.

HAPPY ANNIVERSARIES



SEPTEMBER 3- Howard & Carol Galloway
SEPTEMBER 19- Howard & Barbara Ruddick
SEPTEMBER 25- George & Connie Wood
SEPTEMBER 29-Kyle & Frieda Moye

HAPPY BIRTHDAYS



SEPTEMBER 12- Carol Galloway
SEPTEMBER 13- Louann Buck
SEPTEMBER 13- Chris Moye
SEPTEMBER 19- Mickey Timbes
SEPTEMBER 24- Louise Morris
SEPTEMBER 30- Butch Whitaker

Let's Restore a Model A Ford, *Part 7: Restoring the Suspension*

Now that you have a beautifully restored Frame, we'll work on the suspension. I consider the suspension, the front and rear springs, shocks, axles, and steering linkages. There are some great Model A books available, that go into step by step details, so I hope I can give some advice from experience on some of the common problems you might run in to when restoring your suspension.

Springs: The condition of the front and rear springs are very important to the way your Model A will ride and drive when you get it all back together. How many times have you noticed a Model A that sags to one side or the other when parked. Have you ever ridden in a friends Model A that seems to ride so smooth, while others ride like the proverbial "2-horse wagon"? The difference is in the Springs. Model A Fords are equipped with leaf springs, which were indeed used on horse-drawn wagons. The leaf spring has several purposes, to locate, and center the axles, to support the weight of the vehicle, and to offer a cushion against road bumps, holes and imperfections. The Ford factory did a lot of engineering to make the spring work for its intended purposes. Years of rust and wear compromise the design of the spring leaves. It is my experience that you will most often have to replace the front spring on a restoration. The front spring is much lighter to start with, and the years of wear will make the front of the car set much lower, even if the spring is properly restored. To restore the rear spring, you must remove the spring clips, and the center spring bolt. Use a big C-Clamp to hold the spring together when you remove the center bolt. After the bolt is removed, you can open the C-Clamp to release the spring pressure. Look for broken or cracked leafs at this point. If you notice, each leaf of the spring will have worn itself into the adjacent leaf. You must grind these indentions smooth, and then grind a bevel on the end of each leaf, so it will not dig in to the next leaf in the future. After each leaf has been smoothed out, you can paint them with black enamel. You will also need to replace the shackle bushings on the lower most leaf. This can be done with a hydraulic shop press. The new bushings are available from Mike's "A" Ford-able parts. When reassembling the springs, it's a good idea to use a graphite based lubricant between the leaves. I have found a great product from Tractor Supply called "Slip Plate" for this purpose. It is available in spray cans, and one can will easily do both Model A Springs. After you have carefully cleaned, ground, rebushed, repainted, and lubricated, you are ready for reassembly. Use a new spring center bolt, and your C-Clamp to

reassemble the spring. Don't forget your spring clamps, and new shackles to complete the job.

See you in the Shop!
Bentley C. Bohanan
www.mymodela.com

Black's at it again !!!!! All Model A Swap Meet + Early Ford V-8 in Lebanon, Tennessee. Model A related items welcome. **November 3-4 th. 2012.** Set Up Day: Friday the 2nd. 3-8 pm. Set up Saturday morning... OK. **All profits go to the "New Model A Museum". There will be a MAFFI Booth and we request** each vendor bring one Model A Item for "Museum" Funds. Tell your Model A Friends...

Check the attached for location of the Swap Meet. Many more details to follow but wanted a select few to have some advance info. **The Gathering: A Swap Meet**

Edgerton

Hall and The Grand Hall

When Fri Nov 2 – Sun Nov 4, 2012

Where The Mill at Lebanon, Lebanon, TN ([map](#))

"The Mall at Lebanon" is a GREAT place for a swap meet and Model A Get Together.

JUST FOR FUN

MODEL A FACTS

Left click and drag the green words with your mouse and place them in the blanks to complete the Model A Ford facts.

1. Model A cars were produced from _____ to _____.
2. In 1929, the _____ and _____ body styles were introduced.
3. More Ford Model A's were built in _____ than any other year.
4. The Model A had _____ different parts, compared to just under _____ parts on the Model T.
5. Mechanical brakes on all four wheels, _____, _____, _____, _____ and a safety laminated glass windshield were standard equipment on the first Model A's.
6. Initially, _____ were offered as a \$15 option.

delivery car hydraulic shocks electric starter gas gauge dash lights tool kit 1928 1931 1929 5,000 speedometer cabriolet 6,800

How well did you do?

Answers



"Thinking is the hardest work there is, which is probably the reason so few engage in it."

— Henry Ford

Are your whiskers

When you wake

Tougher than

A two-bit steak?

Try



What model is this Ford?

Model A Q&A's: Oily Residue

There isn't a week that goes by that I don't get asked a very simple question. "What motor oil should I use in my Model A Engine?" This is a very important subject to me, especially since we rebuild Model A engines here in our shop in Maysville, Georgia. We warranty these engines for 90 days, and are expected to stand behind them for the life of the vehicle.

I read an article recently from a local club member, who has been in contact with Shell Oil Companies customer service, who advised him not to use my favorite oil, Shell Rotella T1, in our Model A engines. It seems that Shell Rotella is formulated for Diesel Engines, and not recommended for modern Gasoline engines. So I have begun a search for another motor oil that meets the needs for our Model A Fords. I have been scouring the internet and store shelves for something new and better. I did learn a few things about Motor oil in my studies, so I hope to share them with you at this time. I would like to say first, that ANY modern motor oil is better than oils that were used in 1930, and there is no need to panic, if you think you might have the "wrong" motor oil in your engine. I am sure everything will be fine until your next oil change.

Here are the Criteria that we were shooting for when choosing motor oil:

What you **want**:

- Straight 30 Weight Oil (SAE 30)
- Rated no higher than SJ (SC is lower, SM is higher)
- Detergent Oil (to get rid of sludge)
- Diesel Oils rated no higher than CI-4 (CJ-4 is higher)
- ZDDP additive (zinc & phosphorous for anti-wear, oils rated higher than SJ or CI-4 do not have enough ZDDP)

What you **don't Want**:

- Oil without an API rating (like from the dollar store)
- SA or SB rated oil
- Multi-Viscosity
- Synthetics
- Non-detergent
- Diesel Oil rated CJ-4 and higher

Here is the motor oil that the Shell Customer service recommends for our Model A Engines:

Pennzoil SAE HD-30 weight. The label reads that it "meets or exceeds requirements of API SL and previous API gasoline engine standards". Cost--\$5.59/quart. The Pennzoil SAE 30 oil has an API rating of SN and read that it was "suitable for small engines (mowers, generators, other small equipment) and older cars and trucks where an SAE 30, API SN or earlier category motor oil is recommended".

I did notice that technically the Shell Rotella T1 still meets our bullet list of requirements, even though it is not recommended for gasoline engines, probably because of emissions requirements. Shell Rotella T1 has an API Rating of CF, for older diesel engines.

Let me know what you think about the subject.

Bentley

C.Bohanan,

Bentley's Antique Auto Service,

Inc.

678-407-1947 www.mymodela.com

Why Weren't Model A's Offered in Black in 1928-29?

"A little bit of FoMoCo history might help here"

By Marshall V. Daut

Well, maybe more than a "little" history. But first, I have to agree with one of the posters to the Ahooga Message Board who said black was a special order color, not standard, at least when the Model A was introduced. When the 1928's came out, each passenger car body style was offered in a minimum of five color combos, black not being one of them. (Yes, black could be ordered, but wasn't included in the initial releases). Often this myriad of options on a low-priced car was achieved by simply reversing the upper and lower body colors. Nevertheless, there were color COMBINATIONS offered. Why wasn't black one of these options? What happened to black?

To answer that, we need to look back a couple years in FoMoCo history before the Model A was introduced. I know most guys on this web site are Model A fans and therefore may not be up to snuff on their Model T facts. So bear with me here in this history lesson, as I dabble (or is that "dribble"?) in the Model T world, too. Black had been the only color available on Model T's from 1915 to 1925. Green, red and blue had been available on Model T's up to that time, as well as black. Why then were Fords after 1914 painted only black for the next 11 model years? There was a simple reason for this limited color availability: cranking out Model T's as fast as they could for ready buyers, any slow down in the production line cost money. The pigmented colors of the day took longer to dry than black. Until better, faster drying proxylin colors came out in the later 20's, black was chosen by Ford as the only color. A dry car body was a car body ready to mount on a chassis and sell! That meant it had to be black. Until the middle 20's when sales alarmingly slowed down, Ford couldn't make Model T's fast enough as it was to meet the demand without being saddled with slow drying colors. But by the mid-20's, sales were being lost to other makers (such as the "C"-word), who offered more advanced designs, options and COLORS. By 1925 black was almost solely identified with being a Ford, by now considered the "poor country cousin" in the automotive world. Although you'll get an argument from sidewalk know-it-alls, all Model T's were NOT black. As stated, between 1908 and 1914 and then again during the last two years of Model T production ('26-27), colors were available on Fords.

In an effort to get back into the sales race by updating a hopelessly out of date Model T design, Ford offered the new 1926 closed cars in colors: Deep Channel Green for coupes and Tudors, Windsor Maroon on Fordors. Other colors became available later, too, but that's not critical to this discussion. Letters to dealers from the Boss even stressed their need to talk customers out of wanting black on their new closed body Model T's. Open cars (the cheap ones in the line), however, continued to be black until late in the year. Possibly during the August year model change (not January, as with Model A's), open cars now became available in colors, such as Phoenix Brown and Gunmetal Blue. The point here is, Ford was trying to change the image of his cars only coming in black. By then, this was synonymous with driving an out of date car. When the Model T era ended in May, 1927, more new Model T's were wearing colors than black.

So jump ahead to the introduction of the Model A, which was to outdistance the Model T in every way. Henry considered this new car so advanced (it really wasn't; it had just "caught up" with competitors' models) that he jumped back to the letter "A" in the alphabet instead of calling it a Model X,Y,Z or whatever. When the cars were announced for public viewing on December 2, 1927, black was not one of the standard colors listed. This was yet another gambit to get away from the "any color you want as long as it's black" old saw that was hung on the Model T. The introduction of the faster drying proxylin pigmented paints made it once again possible to mass produce cars in colors. Black was retained for the fenders and splash aprons, however.

So were there black Model A's? Of course! And lots of them. It was a color that lasted a long time, had been popular for years (Model T's notwithstanding) and was easy to match in case a panel needed to be repainted. It was still cheaper, too, because pigmented paints (especially red) were more costly. One can't judge the dark color in old photographs of Model A's to always be black. Some colors such as Andalusite Blue and Deep Ford Maroon are so dark even today that they appear black when viewed in person. Imagine how they look in 70+ year old photos. Everything looks black.

Maybe the safest way to view the Model A paint world is to study the accepted paint combinations (at least what's accepted THIS year, but may be deemed different NEXT year by the experts???) and keep in mind that black was always a standby color that could be ordered. I believe in the '30-31 models black made a more official return as a standard "optional" color than found on the '28-29 models. Perhaps Ford finally remembered he could make more money spraying cars black than a pigmented color (remember: pigmented paints cost more than black)? Each black unit sold meant more profit per car x hundreds of thousands = lots a moo la for Ford. Or maybe Ford misjudged people's desire to still own black cars and therefore brought the color back after the initial '28-29 models had shown his error? 'Dunno. Supposedly the big Fordor and Town Sedans were more likely to sport black than the open cars during the '28-29 ear. With the possible exception of early '28's, I'd say black would be an acceptable choice for

body color. The heading "Special Ordered" cars cuts a wide swath of deviations from the norm and makes almost anything done by modern restorers plausible, within reason. Using black is certainly more defensible than today's yellow Tudors and bright red coupes!!! Hmmm...I don't seem to note those options for these body styles in the charts, either. But, boy howdy, do you ever see 'em runnin' around today!!!

You like black on your Model A? Paint it black and don't worry about it. It's your car...



Connie Penny, chairperson of the scholarship Committee, presenting the 2012 Dan Palmer Memorial Scholarship award to Robin Jackson Gaylor, daughter of Robert and Bettie Jackson. Robin is finishing up her courses in pursuit of her Registered Nurse (RN) Degree in May 2013.

Cars For Sale

1931 Ford Model A Victoria

Rare, black and burgundy Ford Model A Victoria. Much loved and fun car. It runs great, has new battery and is in mint condition. Has good upholstery, flower vases, pull shades, cut off switch, turn signals and leather trunk. Great touring car. Asking \$26,000. Atlanta, Ga, Wayne Haisten, haistenrw@aol.com. Phone 678-513-0668.

