



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

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VOL 12 ISSUE 11 ESTABLISHED IN 2000 November 2012
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MAFCA AWARD WINNING NEWSLETTER, 2002-2009
OLD CARS WEEKLY GOLDEN QUILL AWARD 2004, 2010



Inside this issue; The Presidents Corner, October Meeting Minutes, Bentley Bohanan's part 9 on restoring a Model A, History of the car radio Bentley's November tech tip, Tiny Tips

Club dues are due in December, to give the club Treasurer a chance to enjoy the Christmas Party we ask that you pay your dues at the November Meeting.

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..



November 2012

We are very proud to announce the following nominations for Club Officers for 2013:

President- Paul Singer
Vice President- Howard Ruddick
Treasurer- Joe Carter
Secretary- Sharon Webb

Please remember we will vote for these officers during the November Club Meeting. Elected Officers will be installed during the December meeting. Thank you to Jim and Mickey Timbes for serving as the Nominating Committee and to the above members for accepting the nominations.

Thank you to Paul Singer for presenting the program during our September meeting "History of our Club". For newer members it was a way of learning about the roots of our club, for older members it was a "trip down memory lane".

On October 20th six members attended The River Place Retirement Home. Paul Singer, Neil LaClair, Bobby Penny, Glenn William & Cindy Williams, and Al Lugo drove their cars and gave

some joy to the residents of the nursing home.

Also thank you to Mickey Timbes and MaryNelle Singer for accepting to chair our Christmas Party Committee. If you have any ideas to make our party memorable please contact them.

During our September meeting we talked about making and paying for reservations for the Christmas Party starting during the October meeting or sending your reservation to the Club address or Treasurer. We would like to have all reservations by December 7, 2012. We would also like to collect 2013 dues starting in October. You can also send to dues to our Club address. We are trying to avoid paying dues during the Christmas Party, so that the Treasurer can also enjoy the activity.

Please remember our Tour to Harvest Days on November 3, 2012. We will meet at St. Mark's church at 9:00 AM, leaving at 9:15 AM. If you need to sign up call Jim Langley or Al Lugo.

See you at the meeting, Al

JOIN US!

BY AL Lugo

NEXT MEETING: November 15, 2012-6:00PM
(EASTERN) Our
next meeting will be at Woodmen of the
World Lodge, on Highway 80, in Phenix City.

COMING EVENTS

October 31	Parkwood Nursing Home Visit (11:30 PM -1:30 PM)
November 3	Tour to Harvest Days in Old Talbot
November 9	Board Meeting
November 10	Plains Veterans Day Car Show
November 15	Club Meeting (elections)
December 8	Tri City Christmas Parade
December 14	Board Meeting
December 20	Club Christmas Party

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
October 18, 2012

Opening:

The regular meeting of The River Cities Model A Ford Club was called to order at 6:00 pm on October 18, 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, Al Lugo, Jim Langley, Dick Noxon, Joe Carter, Bob Shackelford, John Robertson, Bob Smith, June and Joe Spooner, Bettie and Bob Jackson, Mickey and Jim Timbes, Russell Lester, Howard Ruddick, Bill Shirley, Neil La Clair, Glenn and Cindy Williams, Jim Miller, Don and Evelyn Carlisle, Alec Smith and Sharon Webb.

Call to Order:

The meeting was called to order by President Al Lugo at 6:30pm. Joe Carter introduced the visitor he brought, Alec Smith. Al shared that Glenn Williams sister is now on dialysis Jim Miller had a mini stroke last month but was able to come to the meeting this evening and is doing better. David Black is home after surgery on his foot. June Spooner who missed the great club picnic last month due to severe headache/neck pain, has received treatment and is now on the mend. Don Carlisle is recouping well and was able to attend the meeting this evening for a short time. It was good to see him up and about again. Bob Jackson continues to hold his own in wake of his diagnosis. He was able to attend the meeting tonight as well.

Program:

The program this evening was presented by Paul Singer on the history of the River Cities Model A Club. He was able to show slides of the pages that are contained in our present scrap book and relate the tale of how the club started as a "dream" of one of our founding members, Jim Timbes. There were slot of tours depicted and fun times at the newly developed club member's houses. Many of the cars in the pictures were quickly recognized, all shiny and new looking. It was noted how the cars all stayed the same shiny car yet the owners have changed. Several pictures showed members that have passed on as well. The club still lives on after 12 years with many of the early members still very active in the club. It was recognized that given the way of life it would be prudent of the

members to bring in new and younger members to help carry on the appreciation of our treasured Model A Fords.

Approval of Minutes: Al Lugo asked if there were any additions or corrections to the Secretary's minutes as printed in the newsletter. Jim Miller made a motion to accept the minutes as written. Russell Lester 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. Jim Timbes seconded the motion and the members unanimously approved by a show of hands.

Old Business:

The club picnic on Sept 22, 2012 at Howard and Barbara Ruddricks Lake Cabin was well attended by 36 members – 9 Model A's, 1 MGA and 1 Camaro. Barbara Ruddrick made a lovely "Smile Box" which you can view on the club's web site. You can go to the commercial website for photos at www.supershotphotography.net to purchase the pictures around the country store, covered bridge and the gas station. 5 folks were able after the picnic to go see Don Carlsile who was in rehab. He was very excited to see the folks drive up in their Model As. On Sept 29, 2012 10 members attended the Spring Harbor gathering to show off the cars to residents. Many also were able to attend the Hawkes Library 90th birthday party (7 members, 4 Model As and 1 T model). The ignition Workshop was presented by Russell Lester. 11 members attended and a lot of practice was done on their cars. Big thank you Russell for a great presentation! Paul Singer also helped Al Lugo get his newest addition, a Model A truck (Willie) running!

New Business:

Jim Timbes reported for the Nomination Committee that the following folks have agreed to run for the following offices: Paul Singer- President, Howard Ruddrick- Vice President, Sharon Webb- Secretary, and Joe Carter- Treasurer. Al Lugo asked if there were any further nominations. None were reported. We will be voting on these folks at the November meeting. Al Lugo asked if there would be any volunteers for the Christmas Committee Chairperson. Mickey stated she would co-chair and Mary Nelle Singer agreed to co-chair. Al reminded the members that they will need to plan on paying their dues in November so the new treasure will not have to be dealing with that during the Christmas party. Lastly Al reminded the members that there will be a displaying of the cars at River Place Nursing Home October 20 from 2-5pm. Other activities for the remainder of the month are posted on the web site and all encouraged to check them out. A sign-up sheet was circulated for the activities as well.

The newsletter continues to do very well and Al reminded the members to contact Bill Shirley of any updates.

Reports from Committee Chairpersons:

Secretary: we need some more stamps

Programs: Bill Buck is scheduled to give the presentation next month on dry ice

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: Paul reminder the members need to submit their final numbers of miles traveled in order to compete for the "Road Runner Trophy"

Newsletter: Be sure to submit your articles of interest!

Tour Director: Stay tune for updates on all discussed

Adjournment:

Meeting was adjourned at 7:55pm at the motion of Bob Smith and seconded by Jim Timbes.

Minutes submitted by: Sharon Webb

"My best friend is the one who brings out the best in me."

— Henry Ford

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.

2013 MAFCA National Tour May 6-10

Charlottesville, VA to Gatlinburg, TN

www.mafcablueridgetour.com

Mikes-afordable is having a raffle for a 1928 Pickup in support of the Wounded Warriors Project. Each ticket is \$25.00 and you can buy as many as you want. It is going to a great cause.

[Buy A Ticket to Win a 1928 Closed Cab Pickup](#)
[Supporting Wounded Warriors Project - Click for Details](#)

Model A trivia; Two different fordor bodies, one made by Murray, one made by Briggs

Murray and Briggs did build fordor sedans for Ford for 28-31. The bodies were almost identical between the makers with few exceptions for the cages around the body nuts and minor things like that. The biggest and most visible difference is the top of the arches for the windows on the doors. One had an arch, the other was flat across the top.

The doors are about the only thing that's not interchangeable between the two. In April 31', the fordor dropped the visor, and had a slightly slanted front windshield and A pillars as you mentioned. This was just a design change with Murray and Briggs continuing to make this body style.

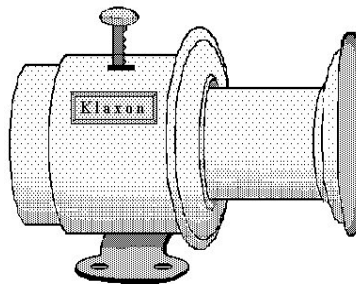
The slant window fordors also have the arched window for both makers, making it harder to tell who made the body. The slant windshield fordors are more desirable since there is considerably less wood. These cars have a metal structure, where the 28- early 31's had a wood substructure.

HAPPY ANNIVERSARIES



NOVEMBER 6- Jim & Linda Miller

HAPPY BIRTHDAYS



NOVEMBER 8- Tom Penny
NOVEMBER 19- Kevin Adams
NOVEMBER 28- Bobby Penny
NOVEMBER 30- Laura Penny

NOVEMBER 17- Donna Carter
NOVEMBER 25 – Bobby Shakelford
NOVEMBER 28- William Shirley

Let's Restore a Model A Ford, Part 9 "The Body Drop"

Things are getting exciting now, with the car really coming together. As you remember, last month we assembled our chassis, got it all painted and looking good. Now we can lower the body onto the chassis.

Here is a picture of the Ford Assembly line. We can follow along at home, by placing the fenders on the chassis first. There is a strip of welting placed along the top of both frame rails. Use weather strip adhesive to hold the welting in place while we are working. The welting runs the full length of both sides. Use a leather punch to cut out the bolt holes in the welting. Be prepared, and gather all the body bolts, plus the wooden body blocks. Paint the blocks black with wood preservative before installing them. There is also a thin piece of rubber on each block.



Next the fenders, aprons, and running boards should be installed. Use a new hardware kit, since all the different sizes needed can be hard to find. It's a good idea to install the headlight bar at this time, along with the front apron as well. As you can see by the photos, the body is very much assembled. The firewall has been assembled, along with the fuel system, electrical, upholstery, even the top, and cowl band has been installed ahead of time. You might want to leave the steering, pedals, and gear shift lever off the chassis, until you get the body installed. That will keep you from having to lift the car body so high. In our shop we have a boat trailer winch installed in the ceiling, so we can lift the bodies up. At home you may need to call on several friends to help you with the heavy lifting. Use lots of towels, to keep from scratching anything. Carefully guide the

body over the chassis, and watch as you lower it into position. When the body is almost in place, you can place the wood body blocks on the chassis, and start installing bolts. After the body is bolted down, install the rear fenders, using the appropriate Fender Welting. Next time we'll work on the lights and finish up the electrical.

Now step back and admire your progress!

See you in the Shop!

Bentley C. Bohanan

www.mymodel.com

Model A Ford Factory Branch Locations



fordgarage.com

Model A and AA Ford cars and trucks were assembled and distributed to dealers through numerous Ford Motor Company Branch locations across the United States.

Each Branch covered a geographic territory and supported the dealers in that territory.

Most Branches were also a form of assembly plant, final assembling vehicles from component parts and sub-assemblies produced primarily at the Rouge near Dearborn, and at Ford's suppliers globally.

The Branch was also the dealer's source of genuine Ford service repair parts, as well as factory sales and service training and information. A few branches were only warehouse distribution points for service parts and training, and did not assemble or distribute complete vehicles.

The following is a list of the 35 US Branch locations in early 1930.

Atlanta	Fargo	Oklahoma City
Buffalo	Houston	Omaha
Charlotte, N.C.	Indianapolis	Pittsburgh
Chester, Pa.	Jacksonville	Portland, Ore.
Chicago	Kansas City, Mo.	St. Louis
Cincinnati	Los Angeles	St. Paul
Cleveland	Louisville	Salt Lake City
Columbus	Memphis	San Francisco
Dallas	Milwaukee	Seattle
Dearborn, Mich.	New Orleans	Somerville, Mass.
Denver	New York	Washington (D.C.)
Des Moines	Norfolk	

MARC NATIONAL MEET

Lexington, Kentucky will be the site of the 2013 National Meet of the Model 'A' Restorers Club June 24-28, 2013
www.ckmarc.com

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

— [Henry Ford](#)

Model A Q&A's November 2012

Looks like fall weather is upon us, time to install those manifold heaters and get ready for some cooler weather. Don't forget to check your coolant for anti-freeze if your Model A Ford spends the winter outdoors, or in an unheated carport. Here are some Questions and Answers from the past few weeks in the shop.

Q: Sometimes when I am applying my brakes, the steering goes into an uncontrolled wobble back and forth. I have to come to a complete stop for the wobble to go away. What's going on?

A: I call this the "Shopping Cart Shakes", like when you go to the grocery store and get a shopping cart that has a wobbly wheel on the front. Close inspection will reveal that the shopping cart wheel has a loose caster. Same with your Model A Ford, something in the steering is loose. Jack the car up, and put 2 good jack stands under the front axle. Now start checking for loose parts. Check the king pins, by moving the front wheels along a vertical plane. There should be less than 1/16" of play. New king pins with all the bushings are parts are available (PN# A3111). Now move the wheels back and forth on a horizontal plane. Check for loose wheel bearings. Now look at all the steering joints, and for play in the steering gear itself. There should be no play in any of the steering joints, and very little play in the steering gear. If you decide to check the steering balls, there should be no more than .020" wear on the balls. Re-balled steering arms are available (PN#s A3130RE, and A3131RE), and you can install an EZ Steer kit (PN# A3305M) while you are at it. I also like the shortened Pitman Arm (A3590RE), which will make the car easier to steer, and do away with some free play. A common wear point is the radius ball kit, where the radius arms attach to the bell housing. Do away with any rubber joint at this area, and use a steel radius ball kit (PN# 3440S). Make sure the ball is still nice and round, and that the steel kit is installed tightly against the ball. Now check your front end alignment, it should be towed in between 1/16"-3/32".

Q: I ran my Model A the other evening and it ran fine. The next morning I went to start it, and it would not start. The engine turns with the starter, but it never fires up. What should I check?

A: First blow the horn, and turn on the lights... if these do not work, you probably have a blown fuse. If the fuse is OK, then you will need to check to see if you have spark at the coil wire. Place the car in neutral, and pull the parking brake. Now open the drivers side of the hood. Remove the high tension lead from the

top of the distributor cap. Lay the wire on the top of the cylinder head so that the metal tip of the wire is within 1/8" of a cylinder head nut. Now turn on the ignition switch and have a helper push the starter button. You should be able to see a spark from the tip of the high tension lead to the cylinder head nut. If you have spark, then we'll move on to the fuel. If there is no fire, then you will need to check the ignition points, and check for loose wires in the ignition circuit. Now on to the fuel, believe it or not, the most common cause of Model A's not starting is not having any fuel in the tank. The gage will often stick, or sit above the "0" when empty. Use a flashlight to look down into the tank, to make sure there is plenty of fuel. If you can see the metal on the bottom of the tank, then you need to add some fuel. Now check the fuel valve. Remember that the fuel valve under the tank must be in the vertical position to be "On". If you have a late 1931 with the fuel valve on the firewall then "In is On" or the handle must be "In" towards the firewall to be "On". Pull the choke, and turn the engine over a couple of revolutions. You should see some drops of fuel trickling from the bottom of the carburetor. If you have fuel to the carburetor, and fire to the spark plugs, then the engine should start. Anything beyond this might require a call for help, see the phone numbers below.

Q: I want to have my Model A Coupe painted. Where do you get the original paint?

A: Model A's were originally painted with Lacquer paint, which is no longer used in body shops. Today's products are far superior to the original finishes used in 1930. Get yourself a copy of the Model A Ford Paint and Finish Guide (PN# A91910B) This has tons of information, along with accurate paint color chips for all years and body styles. You can pick out the colors you like, that are appropriate for your year and body style, then take the paint chips to your local paint supplier and have them mix up everything you need. Word of warning: you might be surprised how much paint costs these days, usually about \$200 per gallon.

Enjoy the Drive...

Bentley C. Bohanan

Bentley's Antique Auto Service, Inc

95 W Ridgeway Rd

Maysville, GA 30558

phone 678-407-1947

website www.mymodela.com

email bennypam@windstream.net



Tiny Tips

Valve stem punch

Valve stems cut from discarded Model A valves make good drift punches for a variety of tasks. Cut off the top with a clean, square cut; the mushroomed bottom end then makes an excellent head for the punch.

Submitted by Jim Langley

Tiny tips for your Model A, published by Model A Ford Club of America

CAR RADIO, AN INTERESTING TRUE QUINCY STORY

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I - and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

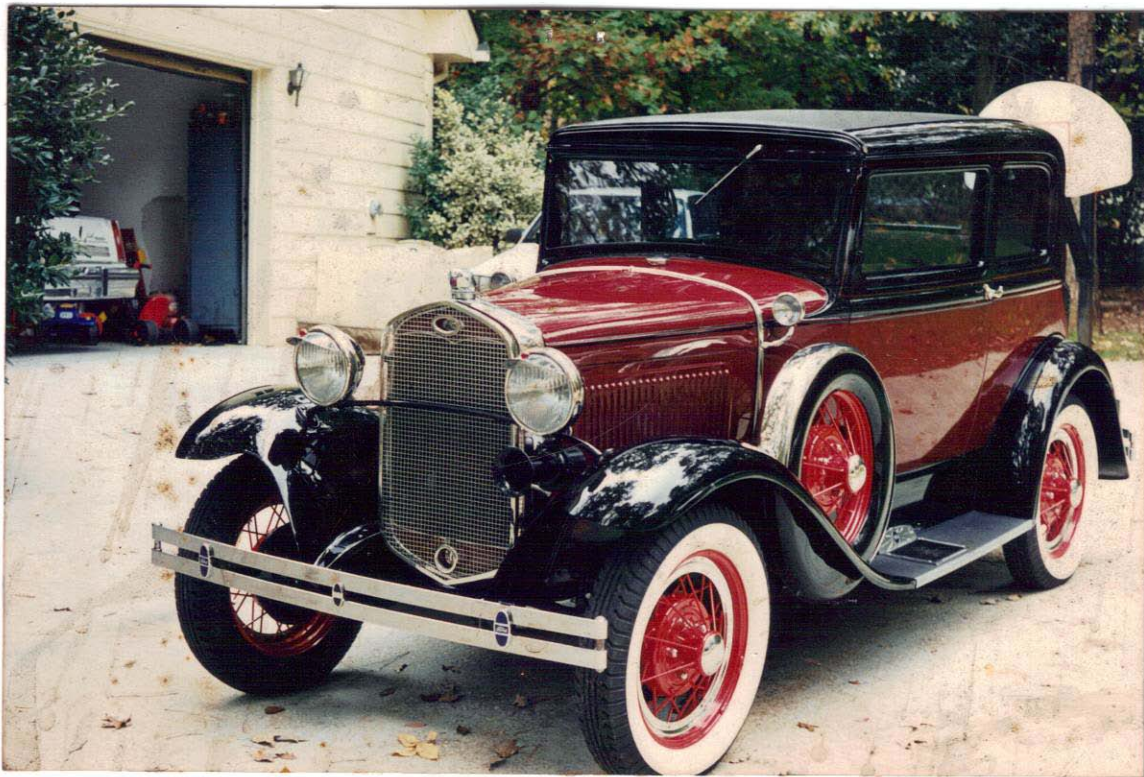
One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

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.



1930 four door phaeton, 35,000 original miles
unrestored car. Original top,door panels. No rust.
\$22,000.00.

A 1931 slant windshield good car 90 % original
interior no rust \$18,000.00.

Contact Tom Mack 513-922-5551