



# **"The River Cities Running Board"**



**RIVER CITIES MODEL "A" FORD CLUB**

<http://www.rivercitiesrunningboard.com>

.....  
VOL 13 ISSUE 5    ESTABLISHED IN 2000    May 2013  
.....

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



**River Cities Car of the Month**  
Howard and Barbara's 1929 with Brenna

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

— Henry Ford

# 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

Paul Singer  
Howard Ruddick  
Sharon Webb  
Joe Carter

## OTHER POSITIONS:

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

Bill Shirley  
Roger Bailey  
Mickey Timbes  
John Robertson  
Jim Langley  
Al Lugo  
Bobby Shackelford  
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 2010-2012

# The President's Corner..

We all take great pride in our Model "A"'s after all, that is exactly why we do what we do with our vintage cars. There is something special to the collector of the automobiles, that only someone who has been bitten by the Collector Bug understands.

We love to work on the cars. We love to research the history of the cars. We love to talk about, clean, polish and shine the Cars and most of all we love to show them so others may enjoy the fruits of our labor.

The spring, fall and summer months are our time of the year. I am challenging all Members of our Club to leave the modern cars home and drive the antique stuff, particularly the Model "A"s to our Monthly Club Meetings. By the way, make sure you wear your Club Logo, Caps and Shirts.

I want to hear that AH-OOO-GAH sounding off in the parking lot! Don't you?

*Paul*



**"People can have the Model T in any color – so long as it's black."**

— Henry Ford

# JOIN US!

BY AL Lugo

**NEXT MEETING:** May 16, 2013-  
6:00PM (EASTERN) Our  
next meeting will be at Woodmen  
of the World Lodge, on Highway  
80, in Phenix City.

## COMING EVENTS

May 2-13	Blue Ridge Parkway Tour
May 10	Board Meeting
May 16	Club Meeting
May 18	East Alabama Old Car Club Car Show
May 18	National Infantry Museum Car Show
June 1	Tour-Museum of Aviation at Warner Robins, GA
June 14	Board Meeting
June 20	Club Meeting
June 29	Workshop-Steering Box
July 6	Independence Day Celebration- At the Singer's
July 12	Board Meeting
July 18	Club Meeting

### *CRUISE EVENINGS*

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

### NATIONAL:

May 5-10 -MAFCA National Tour (Blue Ridge Parkway)

May 18- Grand Opening Model A Museum (Gilmore Museum, Michigan)

# **River Cities Model A Ford Club**

## ***Meeting Minutes***

**April 18,2013**

### **Opening:**

The regular meeting of The River Cities Model A Ford Club was called to order at 6:00 pm on, April 18 2013 at the Woodman of The World Lodge by President Paul Singer. He then led the group in The Pledge of Allegiance. The blessing was given by Jim Langley and all proceeded to the buffet line.

### **Present:**

Paul and Mary Nelle Singer, Al Lugo, Dick Noxon, Joe Carter, Mickey & Jim Timbes, Skipper Barfield, Jim Langley, Neil La Clair, Bobby & Connie Penny, John Robertson, Howard Ruddick, Glen & Cindy Williams, Russell Lester, Tom Perry, Bill Shirley, Bob Smith, Tom & Kathryn Foster, Bobby Shackelford, Don & Evelyn Carlisle, Wayne Kennedy and Sharon Webb.

### **Call to Order:**

The meeting was called to order by President Paul Singer at 6:30pm. Welcome remarks were made. John Robertson welcomed his visitor Wayne Kennedy. Paul stated that some of the members have been under the weather very serious: David Black and Bob Jackson.

### **Minutes:**

No additions /corrections to the Secretary's minutes for March so a motion was made by Bob Smith to accept the minutes as they appeared in the newsletter found on the Website. John Robertson seconded the motion and it passed by verbal response.

### **Treasurers Report:**

The treasurer's report was presented by Joe Carter. He indicated the need to transfer the funds soon as the CD is fixing to mature. He is investigating a better return for our investment. Al Lugo made a motion to accept the treasurer's report. The report was approved with verbal response.

### **Old Business:**

Al Lugo was pleased to call forward Don Carslie to present a letter of appreciation for the contribution of the trophies for the last car show. Paul stated that the free MAFCA memberships have been all distributed.

### **New Business:**

Paul stated that the cost of the meals will have to go up \$0.50 per meal. Discussion ensued regarding how we were going to handle this. A motion was made to have the dues go up from \$20 to \$25 starting January 2014. A show of hands passed the motion by a majority. Al Lugo also reported that John Knox has a 1929 panel truck he is willing to sale to a club

member at a good price or next month he will advertise it in the club news letter.

**Program:**

John Robertson introduced the program tonight, presented by Joe Carter about wood carving. He has been doing wood carving for more than 20 years. Additionally he has done scroll sawing, wood turning and used small power tools to make these figures. He stated that you can carve other things like plastic. Wood is porous and under the influence of temperature and changes shape as it dries out. There are 2 kinds of wood, soft or hard. You can also use plywood for scroll sawing to finish your project. You need to work with the wood along the grain. Joe attends the Bi-City Woodturning club on Mondays and find this group a tremendous resources for ideas and tips for working with wood. The craft of wood working is an art of great value just like the art of maintaining our Model A Fords. Joe is also starting up his own wood working shop and will call it Dr Joe's Shop.

**Reports from Officers and Chair persons:**

Vice President: Howard will be responsible for the May club meeting as President Paul will be involved in a tour for the National MARC Blue Ridge Parkway.

Treasurer: Joe Carter had nothing further to report.

Secretary: Nothing to report

Tour Director: Paul introduced Jim Langley as the acting tour director. He presented to the group several tours that are coming up and also a list of prospective tours. He passed out the list for everyone to vote on their favorites. He will report back next month the outcome of the votes. Some of the events coming up are : A trip to Museum of Aviation in Warner Robbins June1, 4th of July fireworks at The Singers on July6, and a tour to Abbeville Alabama to learn more about the Hugging Molly.

Newsletter: Nothing to report

Program: Nothing to report.

Awards: Bobby Shackelford had no awards to report but did want to thank the club for the wonderful cards sent to him during his illness.

Historian: Mary Nelle Singer states that they have recently purchased Hallmark card maker software and plans on learning how to use it. She hopes to be able to provide cards for the club.

Car Show: Bobby Penny checked out the Naval Museum for the upcoming car show. They have 2 possible dates: 9/21 and 10/19 to host the show. Further research will be done to make sure these are good dates and the club will vote on one of them at the next meeting.

Scholarship: Nothing to report

Publicity Director: Mickey Timbes stated she was writing a brief article of all the events for the last 3 months for the Restorer magazine.

**Membership/Commercial Ad Activities:** Al Lugo has managed to add 4 new members. To this day we have 40 active members. He also reminded members to sign up for the June workshop so he can plan for the caterer.

**Adjournment:**

There was no further business so a motion was made by Jim Langley to adjourn and it was seconded by Jon Robertson and approved by a verbal vote. The meeting was adjourned at 7:40 pm.

Minutes submitted by: Sharon Webb

## **Fellow Model A Ford Club Members**

The Central Alabama Model "A" Ford Club has a great line up of events for 2013. We would like to invite you to attend the following activities with our club and add them to your 2013 club calendar:

2. October 17-19, 2013, Annual Sweet Home Alabama Tour along the Gulf Coast. This year we are offering two (2) options, a 3 day and 2 day tour, both with a lot to see. More information to come.

### **Note to all Club Members**

Scholarship applications are due NLT 30 June 2013. Contact Mrs. Connie Penny for application and more details. Remember the applications are due NLT 30 June and you have to have a recommendation from one of your current teachers. More would help you in your quest to get awarded a scholarship.



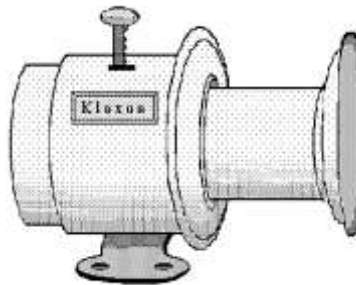
## HAPPY ANNIVERSARIES



**MAY 20- Tom & Laura Penny**

**MAY 25- Al & Lizbeth Lugo**

## HAPPY BIRTHDAYS



**MAY 1- Al Lugo**

**MAY 3- Buddy Graves**

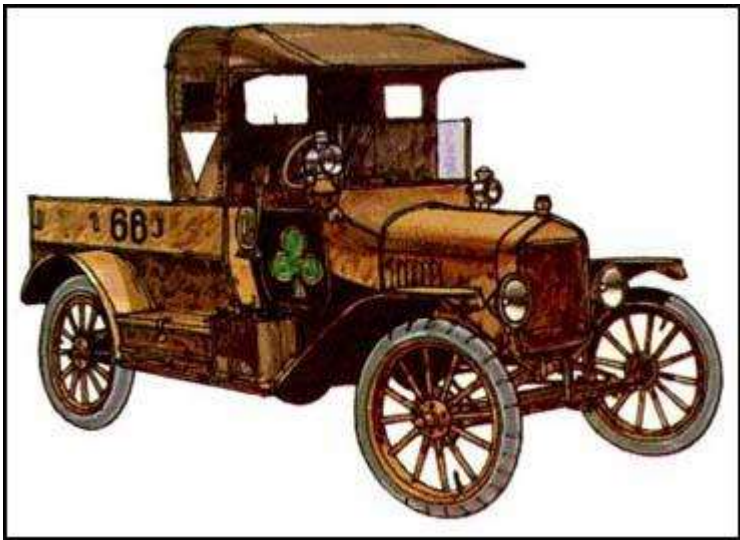
**MAY 18- Grover Barfield**

**MAY 22- Kathy Reddish**

**MAY 23- Brad Whitaker**



At the beginning of the First World War, Henry Ford refused to let his cars be used in combat conditions. Eventually Ford changed his mind and the Model T was used as a patrol car. The British purchased about 19,000 of these cars during the war. Armed with Lewis guns, the **Model T Patrol Car**, was used by the British Army in France but they were particularly effective in Palestine, Mesopotamia, Egypt and Libya. The car was used for raiding, reconnaissance and in supporting the cavalry.



# 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](http://www.ckmarc.com)

“Any man who thinks he can be happy and prosperous by letting the government take care of him better take a closer look at the American Indian.”

— Henry Ford

# 2013 MAFCA National Tour May 6-10

Charlottesville, VA to Gatlinburg, TN

[www.mafcablueridgetour.com](http://www.mafcablueridgetour.com)

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.

## A short History of the Model-A Ford

The year was 1926. Henry Ford's "Tin Lizzie" was getting old. It had been produced since Oct. 1st 1908. There had been very few major changes to the car even though it did look quite different. With his son Edsel pushing to move past the Model T and design and build a "new ford" the order was finally given on July 20th, 1926 to start work on a new ford, the "Model A", although that name had not been picked yet!.

Henry made the last of the Model T's on May 26th, 1927. It was car No. 15,000,000. It is said Henry spent \$100,000,000 (Yes, 100 Million Dollars!) on the new car design and for retooling of the Rouge plant to build the new Model A. Quite a sum in the 1920's! The car contained over 6800 parts whereas the Model T only contained about 5000.

Model A No. 1 rolled off the production line on Oct. 20th, 1927 but the public didn't see the car until Dec. 2nd, 1927. Unlike the Model T, the new ford came in seven body styles and an amazing four colors!

The Engine was an L-head 4-cylinder, 'cast en bloc' type. It had a 3-7/8" X 4-1/4" bore and stroke with a displacement of 200.5 cubic inches. SAE horsepower of 24.03 with brake horsepower rated at 40 at 2200 rpm. Typical gas mileage was between 20 and 30 mpg using a Zenith one barrel carburetor. It's 103.5" wheelbase rode on 4.50 x 21" tires with a gear ratio of 3.77:1. The transmission was a 3 speed sliding gear unit with 1 speed reverse. The Model A had 4 wheel mechanical brakes and Houdaille, double action hydraulic shock absorbers with semi-elliptic front and rear transverse springs. Top Speed was around 65 mph. Standard equipmet on all Models included a Starter, Five Steel Spoke Wheels, Dashlight, Mirror, Windshield Wiper, Gasoline Gauge, Rear and Stop Light, Speedometer, Tools and Preasure Grease Gun Lubrication.

The "Model A" Tool kit included with each car had the following items: Adjustable wrench, 2 open end wrenches, 2 tire irons, jack, pliers, screwdriver, tire pump, grease gun, combination spark plug wrench and head bolt wrench and Instruction book which all fit into Snap Pouch.

As for price. 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.



# Classics in Their Genes

## Classics In Their Genes.

# Yours, Mine & Ours

Roger & Linda Lee Cusseta, GA

The first memories I have of my father are of him working on a car. From the time I was born until I was four we lived on a farm. There were many buildings on our place, but I could usually tell you which one my daddy was in and that he was working on a car. I remember the color of the car he worked on, what it looked like, and who he worked with. Through the years Dad had several friends work on cars with him. "Yankee Doodle" and "Bat" was what we kids called some of the guys who worked on the cars with my dad. My Dad would work late and get the car ready to take to the drag strip.

We would go out to the old Toledo airport where the drag strip was in the early '60s. On the way there we used to stop at the same Sunoco gas station and buy a high-priced gas called "260." The guy who pumped it was named Wade and he always asked about the car and soon was going out to see the races. I loved to go along. As a child what I remember most is the loud noise the cars made as they raced down the strip. When it was our turn to race the announcer used to say "and they drove that car here." I wasn't allowed in the pit area and had to stay with mom. Years later Dad would fill in the gaps of the things I didn't know. I didn't remember that my Dad wasn't the one who usually drove the cars on the strip—I learned it was my Uncle Herb. Dad only drove once in awhile; he did most of the engine work. Over the years my dad raced different cars. His '55 Chevy and '57 Chevy were well known to those in the area. Later both Wade and Bat got into racing. When we lived in California Dad flew out and I took him to see Bat and Wade who were living there. I love to hear my Dad tell of all the drag strips they used to go to—Milan and the Detroit Dragway, to name a few. But the Toledo strip I remember best. This past summer, I had my Dad take me back out there so I could put my memory to the test. Although now there is a divided highway nearby, it was pretty much like I remembered.

Dad has some great stories of his rac-

ing days. I get a kick out of the one he tells about going to New Braunfels, Texas in March of 1959 in his '55 Chevy. Once there, Dad and his friend Doug (who my brother was named after) would want to go racing. They pulled the engine out of Dad's '55 and put it in Doug's car because they thought it was lighter. (His '32 Plymouth coupe's engine was being bored out.) They didn't have to worry about blowing Dad's engine up and not having a car to get back to Ohio in; they just needed an engine for a day at the races. They won a trophy and war bond in their class.

Things moved on and we moved from the farm, but Dad still raced. By this time he had a garage attached to the house. Big mistake if your dad's into racing! The house was filled with noise from his engine. Once, when dad was driving (racing) up and down the road, the neighbors called. If they thought the noise was bad just driving by their house, they should have been in our house! Watching TV was about impossible. My parents tell me of other cars we had at the same time; I don't remember them. But I remember vividly Dad's '57. Mostly I remember that it was loud; you didn't want to be standing in the garage when he revved the engine! As a little girl I would cover my ears, but I loved the sound. It must have been hard on my Dad to sell his last race car. With three kids, no cash prizes and engine parts to buy, he had no choice. He sold his '57 Bel Air two-door hardtop to a friend in the early '70s for \$100. Dad kept the engine, transmission and rear end in the garage and stored the carburetor in our basement for years. Growing up, I used to uncover it and sneak peaks at it and wonder how that thing could make so much noise. It fascinated me how my dad could take something out of parts and actually make it work like a car. For a girl, I learned a lot about cars.

Later on, Dad sold his engine to a buddy who put it in another car. They were at Milan racing the National record holder and were ahead by two car lengths when his buddy looked back to see how



March '59 • New Braunfels, TX. My Dad took the 270 engine out of his '55, put it in the '32 coupe, won a trophy & war bond in his class, got beat in the last run for Street Eliminator, put the engine back in the '55, and came home!

far ahead he was. He missed fourth gear and blew my Dad's old engine. A lot of dreams and memories must have went up with that engine.

I guess all those memories stuck with me deep in my bones. Someday I knew I would have to have a '57 Chevy, just like Dad. I married someone in the military and moved several times. When we would go home to Ohio, Dad, my husband and I would go out looking at old Chevys, but the owners always wanted too much money considering the toll the rust in Ohio had taken on them. In January of 1989 we moved to California and I saw an ad for a car we could afford: a '57 Chevy for only \$2,500. Yes, it was a four-door, but I figured that was as close as I would ever get to what I wanted. My husband was all for it; he had what I call the "Chevy Fever" too. It was in excellent shape and we drove it home in a light rain, all to the old owner's dismay. He was a preacher and might have said a few bad words that day; he had been storing it for years and now it was being driven in the rain. I phoned my Dad and couldn't wait to tell him the news—that we were owners of a '57 Chevy Bel Air. I still remember the conversation. Dad had all kinds of questions. Was it a hardtop or sedan? We didn't know the difference; I thought he meant "did we buy a convertible?" After some detailed descriptions we figured out that we had a Bel Air sedan. We loved that car and couldn't get over the fact that after warming up, the radio still worked. We named the car Thunder because of the loud sound I remembered my Dad's car making.



My sister, Carole Murdock & me: I'm the youngest one.

24 • Classic Chevy World



Norine Jean is my 1957.

Permission to print this story has been received from Ms. Lee and provided for your enjoyment.

To view the print, zoom our to about 160%



In 1990 we decided to tow the car from California back to Ohio and store it until we were finished moving. We waited until there would be good weather for towing through the Rocky Mountains. The first week in June seemed safe enough. What a mistake. A girlfriend Kim, her two year old son and I had the job. My husband left for the fields and we left for Ohio. We planned to take turns driving and go straight through to Ohio to save on motel costs. We only made it about 300 miles from home before the tow bar broke in the rain, just before Downers Pass. Some guys at a gas station offered to let us spend the night with them. We got a motel and I was up early the next morning. One of the gas station guys wanted to weld the tow bar. I wasn't comfortable with that and hunted down men to ask their opinion. I saw a trucker and strolled over and motioned for him to open the door, but he wasn't interested in what he thought I was giving out! After some puzzled looks, I explained my situation and he advised me to try and find a used tow bar.

We found one, got hooked up and drove slowly; everybody passed us waving, honking and giving us thumbs up. The rain had turned into snow up in the mountains, but we made it through the pass with that big Chevy practically pushing our little Ranger down the mountain. It was something I wouldn't try again. I crept down that mountain in the outside lane, most of the way barely moving. It seemed that every time I hit the brakes on the truck, the weight of the Chevy made it sway.

By night time we were in Utah. Truckers were now flashing their lights at us, so I checked our lights when we stopped and discovered that we had no taillights. At a little gas station on Route 80, on the west side of Salt Lake City, a nice man (named Roger, I think) agreed to help me for free in between customers. At 2:00 a.m., he wasn't too busy. Kim and her son crawled in the truck and went to sleep. I had electrical tape, a flashlight and a circuit tester, so I went to work in the snow with socks on my hands for gloves and tennis shoes on my feet. Who dresses for cold weather in June? I managed some nice words to my husband for running the wires on the outside of the car. They had been beating up and down and were in sad shape. We had to travel down both sides and patch up many spots to get my taillights back. We managed to splice and tape up the wires without freezing to death. I explained to him that I didn't have much money left after buying a tow bar and spending the night in a motel, and I had barely enough for food and gas to get to Ohio. He didn't want to take it, but I gave him \$5.00 and promised to stop by with more on my return trip back to California. We pulled out of there, glad to be moving once again. Morning was just breaking through, and it was quite a sight. The radio kept saying how we were having freaky weather on the first of June, and I kept thinking how freaky this trip was. Here I was, driving 25 mph in snow, towing a car all the way to Ohio. Climbing the mountain outside of Cheyenne, Wyoming the truck overheated, so we pulled off. Kim had to use the bathroom and about froze trying to go. Her little boy wanted something to drink, so we'd roll the window down and get the snow off the corner of the windshield and put it in a cup. Back on our way again, we hit an ice storm. I thought, what next? Towing in ice-unbelievable. And that man on the radio was still talking about the unusual weather. I thought, what an unusual situation! We finally out-drove that storm and pulled into a truck stop to sleep and eat around 9:00 a.m. Kim went in to eat while I slept. She came out and got me up once the rain had caught up with us, so we hit the road again. We didn't stop anymore. We spent another day and night driving to make it to Ohio. On the way back to California we stopped at that little gas station to give Roger some more money. But it was in the afternoon and he wasn't working, and I was afraid to give it to someone else. I asked them to let him know we had stopped and had made it to Ohio okay.

That same year we bought a '57 "210" two-door sedan. Some wide tires, nice rims and being jacked up in the back made her look sexy, so she was named Norma Jean after Marilyn Monroe. Another year later brought a '55 Bel Air two-door sedan into the family. It seemed big and bold, so Godzilla became its name. The '57 became mine, the '55 my husband's and the four-door '57 both of ours. We always tell people we have a yours, a mine, and an ours.

In 1992 we towed the two-door '57 along that same path from California to Ohio-only it was unbooked at Downers Pass and driven across (and the same thing with the other mountains we came to). We again stopped at the same gas station, but couldn't find Roger. It took us 66 hours to get to Ohio. When we pulled into my parents' place, they made us stop and look ahead at their garage. Using their electric garage door openers, they slowly opened each bay. First, our four-door '57 appeared; next, my Dad's '55; and then to our surprise, another '57. My brother had purchased a '57 two-door "150" sedan. We left our '57 there and went on back to California. Without towing, we made it back in 43 hours. Whenever all four of those Classics were pulled out in the yard, my parents said they got a lot of looks from people driving by.

Another military move in 1994 had us towing our '55 from California to here in Georgia. We built a garage big enough for our three cars and towed our two '57s from Ohio to here. Our Brand new truck sits outside. There's not nearly as many car shows in Georgia as there were in California, but we still get to see a few. My father enjoys taking his '55 two-door Bel Air to Wauseon, Ohio to shows. Whenever we make it home, we attend the local car shows, too. There's quite a feeling that goes through me when I'm walking around those shows with my Dad. I know we're sharing something special. If fondness for Classic Chevys can be passed down through your genes, I certainly got a good dose from my Dad. ■



One of my Dad's engines for his '55



My Dad's 1951 2-door hardtop, taken around 1957.



Thunder a '57 4-door Bel Air sedan, belongs to both of us.



Godzilla, a 1955 2-door Bel Air sedan, belongs to my husband Roger.



My Dad's '55 & my brother Doug's 1957, taken in '92.



## Tour Brief

By Jim Langley

Museum of Aviation Tour, Warner Robins, Georgia

What you will see...

The Museum of Aviation is the second-largest aerospace museum of the United States Air Force. The museum is located just outside Warner Robins, GA and 100 miles from the eastern limits of Columbus, and near Robbins Air Force Base. There are five different buildings containing 93 different aircraft including an AR-71A Blackbird which is the current record holder of flight airspeed. Serial Number 61-7958 set an absolute speed record of 1,905.81 knots (2,193.2 mph) July 26, 1976 and this record still stands today. You will view aircraft of WW1, WW2, Korea, and Viet Nam, as well as other aircraft which only knew peacetime applications. Also on display are Air Hero's whom you may or may not have heard of.

When we go...

Saturday June 1<sup>st</sup>, 2013. We will meet at: St Marks Methodist on Whitesville, Road at 8:00 a.m. Leaving promptly at 8:15 a.m. Map will be provided on Tour Day at the meeting place.

We should be back in Columbus around 3:30 to 4:00pm.



**You got to start them early to appreciate a Model A**

## **FOR SALE**

**Wood working shop power tools. Task Force 90181 10" bandsaw, Task Force 1.5 hp 10" table saw, Cummin VJ4113 drill press, and Shop Tech 2006 double wheel bench grinder. Come see and make offer. Prefer not to separate but to sell all together. Call Skipper Barfield (706) 325-9633**

## **SERVICES AVAILIABLE**

**Need Powder Coating???? Harry Williams is now doing the process on small items and has some Starters and Generators for sale that have already been powder coated. Give him a call.**

**Have something you think someone else would want, let me know and I will put it in the News Letter.**