



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

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VOL 14 ISSUE 10 ESTABLISHED IN 2000 October 2014
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**MAFCA AWARD WINNING NEWSLETTER, 2002-2009, 2011 and
2013**

OLD CARS WEEKLY GOLDEN QUILL AWARD 2004, 2010



Visit our Web site at www.rivercitiesrunningboard.com

RIVER CITIES MODEL "A" FORD CLUB

This newsletter is the official publication of the River Cities Model A Ford Club, a chapter of the Model A Ford Club of America. It is mailed monthly to all members in good standing. Dues are \$25.00 per year per family. Membership in the **MODEL A FORD CLUB OF AMERICA** is a requirement for membership in the River Cities Model A Ford Club.

CLUB OFFICERS:

President
Vice President
Secretary & Benevolence
Treasurer

Paul Singer
Howard Ruddick
Connie Penny
Joe Carter

OTHER POSITIONS:

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

Bill Shirley
Jim Langley
Sharon Webb
John Robertson
Jim Langley
Al Lugo
Bobby Shackelford
Mary Nelle Singer
Bill Shirley
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
Mickey Timbes
*Dan Palmer
Dan Diener

Bob Smith
Al Lugo
Lawrence Farrar
Bill Buck

Bobby Penny
*Robert Jackson
Bettie Jackson
(*Deceased)

PAST PRESIDENTS:

Jim Timbes- NOV 2000- DEC 2001
Mickey Timbes- DEC 2003-2004
Joe Spooner- DEC 2006-2008
Jim Timbes- DEC 2009-2010
Paul Singer Dec 2013

Bob Smith- DEC 2001- 2003
Jim Langley- DEC 2004 -2006
Jim Langley- DEC 2008- 2009
Al Lugo- DEC 2010-2012

Presidents Corner

Thanks to Howard and Barbara Ruddick for hosting another great RCMAFC picnic at their beautiful facility on Lake Harding. Al Lugo and Bobby Penny contributed by transporting and setting up tents, tables etc., assisted by other Club members. It was truly a joint effort which is the RCMAFC way! The catered picnic lunch by Robert Brundage and deserts provided by Connie Penny, Mary Nelle Singer, Bettie Jackson, Lisbeth Lugo, June Spooner and Glenn Williams was a pleasant treat . After lunch, Howard offered pontoon boat rides for some. Other members enjoyed friendly conversation under the shade of lakeside shade trees. Several boat loads of visitors stopped by to view the Model A's on display, while eager RCMAFC members answered their many questions. It was a fine fall day enjoyed by all.

Paul



JOIN US!

BY AL Lugo

NEXT MEETING: October 16, 2014-
6:00PM (EASTERN) Our
next meeting will be at Woodmen of
the World Lodge, on Highway 80, in
Phenix City.

COMING EVENTS

October 3	MATTS Gathering
October 10	Board Meeting
October 16	Club Meeting
October 16	Sweet Home Alabama
November 1	Tour Steeple chase
November 7	MATTS Gathering
November 14	Board Meeting
November 20	Club Meeting- Officer Elections

CRUISE EVENINGS

Every 1 st Tuesday-	Cooks Hot Dog on Miller & Airport Thruway
Every 2 nd Tuesday	La Pareja Mexican Restaurant (towards Waverly Hall)
Every 3 rd Tuesday	Jason Deli
Every 3 rd Thursday	Harley Davidson on Williams Road
Every 4 th Tuesday	BoJangle's on Schomberg Road
Every 5 th Tuesday	Stevie B's Airport Thruway
Every 2 nd Saturday	Opelika Home Depot
Every 4 th Saturday	Steak and Shake (Bradley Park Drive)
Every Sunday AM	IHOP Airport Thruway

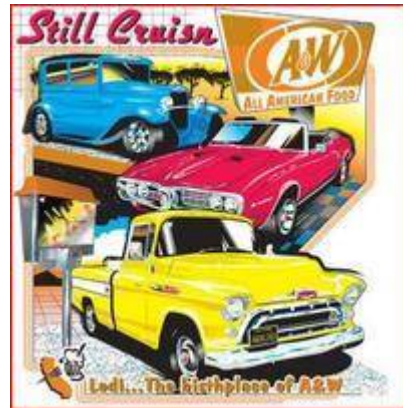
NATIONAL:

December 3-7, 2014- MAFCA National Awards Banquet

Q: What was the inspiration for MG's famed octagon-shaped badge?



Answer at end of the News Letter



“Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young.”

— Henry Ford

LAW OF MECHANICAL REPAIR by Jim Langley,

Once your hands become covered with grease – your nose will itch and you will have to pee.

True or False by Jim Langley

During the late 1920's and early 1930's the majority of body builder, Briggs Manufacturing Company's production went to the Ford Motor Company without a contract. A. TRUE B. FALSE

**River Cities Model A Ford Club
Meeting Minutes from 18 September, 2014
Club Meeting**

The September meeting of the River Cities Model "A" Club was called to order by President Paul Singer. The prayer was given by Jim Langley and the Club said the Pledge. We proceeded to the buffet.

Members Present were: Bob & Connie Penny, Louie and Gloria Willett, Howard and Barbara Ruddick, Russell Lester, Jim Langley, Skipper Barfield, Bobby Shackelford, Dick Noxon, Bettie Jackson, Bob Smith, Wayne Kennedy, Paul and Mary Nell Singer, Al Lugo, Joe and June Spooner, Neil LaClair, Sharon Webb and Bill Shirley And guest Arnold Teal.

President Singer told the club that member Lee Coxwell's mother had passed away and all gave condolences to the family.

Money for the picnic which is to be held Saturday at the Ruddicks river cabin is due. It was reported that Mary Ann Lester is recovering nicely from her surgery. A thank you note was read from Tanner Knowles one of our recent Scholarship recipients.

It was reported that Sunday, September 14, 2014 a Honorary Lifetime Membership was presented to Jim and Mickey Timbes. President Singer read a thank you from the Timbes.

Jim Langley and Paul Singer presented a program on the Tri Motor Ford Airplane. Paul and Jim had gone to the Columbus Municipal Airport when one of the planes that has survived was on display. Al Lugo showed the slides that Paul and Jim had taken.

Steve Carlisle had extended an invitation to the club from his motorcycle club to participate in their annual Toys for Tot parade. Any member is welcome to join them as individuals. The club voted to continue our practice of bring an unwrapped gift for a girl or boy to our Christmas party to be donated locally.

Reminder that the Sweet Home Alabama Tour is coming up and so far Al Lugo, Jim Langley, the Spooners and the Singers are participating.

Sharon Webb commented on the clubs tour to Market Day in Columbus for International Model "A" Day and what a great turnout it was.

Bobby Shackelford reminded us the deadline for the Roadrunner award is November 15.

Meeting adjourned

Connie Penny

Secretary

THE FORD COMMERCIAL CAR A & AA 1928 -1931

Part One

By: Jim Langley

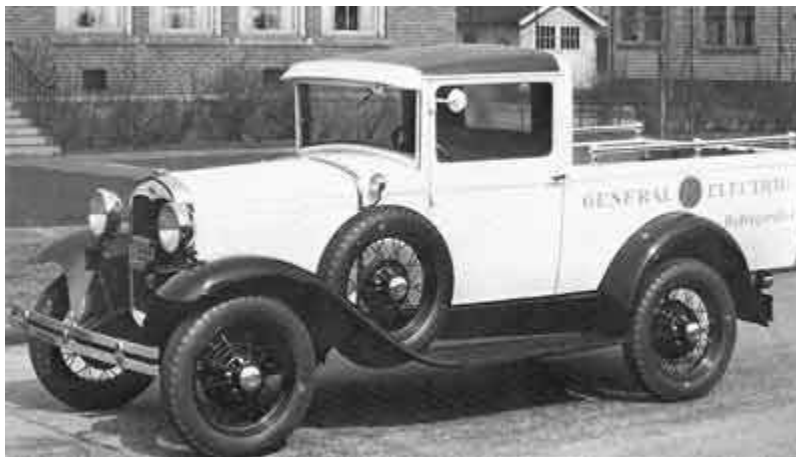
Unknown to many, the Ford Motor Company relied upon outside suppliers for most of its coachwork during the first quarter century. It is hard to determine what company made Ford's first automobile bodies, but soon after the Model T was introduced, several Michigan based sheet-metal, millwork and body building firms began to appear on Ford's supplier listings. In the early days, such firms supplied Model T sheet-metal panels and even body and body parts to keep up with Ford's production lines. An exception was that Ford supplied fenders along with the Hayes Manufacturing Co who had supplied Fenders to Ford since the beginning of the Ford Motor Company. Ford built its own first body plant in the mid-teens due to the tremendous "T" sales.

In late 1911, Ford started supplying it's dealers with Commercial Vehicles. The Model T Delivery Wagon. This model, a poor seller, was discontinued early in 1912.

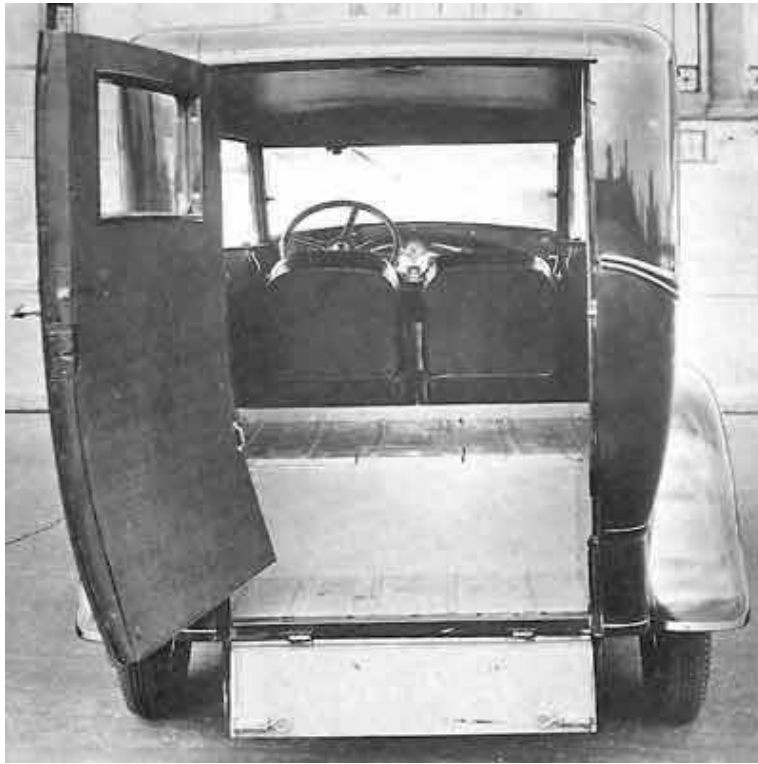
Body suppliers for the Model A and AA Fords are better known and documented. In addition to its commercial body offerings for the new ½ ton Model A chassis, Ford created a more ambitious body program for the new AA ½ ton chassis. Ford used many of the firms which had built bodies for the company during the Model T and TT era. During the late 1920s, and early 1930s, the majority of the Briggs Manufacturing Company's production went to Ford whose purchasing manager, A. M. Wibel, who, second to Henry Ford was one of the most feared men in Detroit. Former Ford employee, Ralph Roberts recalled "Briggs Manufacturing and Ford operated without a contract as "open book" with a breakdown of all materials and labor in minutes and fractions for each operation, and there was a constant state of flux due to engineering specification changes. To this basic cost was added overhead and "profit," which was always subject to debate. The amount of profit allowed by Ford was 10%, which unfortunately for Ford's suppliers, they had to pay for labor, overhead, capital expense and stock holder dividends from the allowed 10% profit...



Ford's beautiful Type 295A Town Car Delivery for 1930 was built by Briggs and designed for exclusive shops and small parcel delivery service. It was based loosely of the Ford Tudor Sedan and featured an open driver's compartment, coach lights and stainless steel trim. Briggs also built another rare Ford commercial body, the 1931 Model 66A Delus Pickup. First built exclusively for General Electric refrigerator salesmen, Ford eventually offered this model to the public although only 293 were produced. A simila body was also built by Briggs for the Model AA chassis as Model 229A. The 229A body was also marketed as a service car with a built in tools chest and Marquette Mfg wrecker hist making an ideal service car for dealerships and larger garages. Not a good seller, left over bodies could be special ordered well into 1934.



One of the first commercial bodies introduced for the new Model AA were 9 and 14 passenger bus bodies supplied to Ford by Union City Body Co. Although they were first introduced in late 1928, the buses did not become a standard commercial offer until late 1930 when Ford introduced the 157" long wheelbase Model AA chassis. Union City supplied the bodies for the type 330A which were available for school and city service. When the new Model A went commercial in 1928, the Budd Co. was called upon to provide Panel Truck bodies for both the Model A and AA chassis in two lengths, a 57" long cargo compartment for the short wheelbase model, and a 93" version for the long wheelbase Model AA. Budd also built bodies for Ford's Model A Deluxe Delivery introduced in 1930. Although similar to the Tudor Sedan, the Delivery car had a totally different body with slightly higher roof, solid rear quarters and a large single rear cargo door.



Among the most popular new commercial bodies for the new 103 1/2" wheelbase Model A chassis was the 79A panel Truck, and Budd manufactured the body for Ford which replaced the 79A produced by Murray. This Budd body was equipped with stainless steel headlamps and trim in replacing the standard body colored units. The same bodies were available as Deluxe, the 130A (Budd) and the 130B (Murray) built. Simular bodies for the 131 1/2" chassis were the Budd built 85A Panel Truck and the Murray built 85B which replaced the 85A in late 1930. Is your head spinning with the numbers???

The type 225A Drop Floor Delivery, a variation of the Murray built 130B Deluse Delivery, was introduced in May, 1931. Developed by Ford's Chicago Brancy in response to customer requests, the rearmost portion of this body cargo floor was lowered some 12 inches providing a two level cargo floor providing almost curb height loading for heavy objects. The extra-long cargo doors necessitated no rear bumper. This surley caused much **++##% driver foul language when backing into a loading area. Only 77 1931 units were produced with a retail sales price of \$560.00.**

**A drop-floor panel body
now brings Ford economy to new
commercial fields**



THROUGHOUT the country, Ford commercial units are doing new jobs. A steadily increasing range of body-types, a choice of two different chassis, and a variety of specially designed equipment, all help to adapt the Ford for service in many businesses.

It is possible to select a Ford truck, or a Ford delivery-car, which is exactly suited to almost any work required. Thus, the reliability, excellent performance, and definite economy of Ford units become directly available to a larger number of businesses.

For example, a new body is offered on the light-duty chassis. It is of the drop-floor panel type, a body of special convenience in

cleaning and drying. Bartlett, auto dealers and others whose deliveries require maximum height from floor to roof. It is also used by sporting saloonmen, as it permits easy loading and removal of bulky samples.

In addition to a wide selection of commercial bodies on the Model A chassis, there is a range of types on the 13-inch truck chassis, with either 131½" or 137-inch wheelbase. With the truck, there is a choice of open or closed cabs, of single or dual rear wheels, and of high or low rear-axle position.

Your Ford dealer can show you a commercial unit, and equipment, suited to the requirements of your particular business.

FEATURES

of Ford Commercial Units

Four-wheel drive, 48-horse-power engine, Torque-shock drive, Integral-suspension mechanical bodies, all fully equipped. Body styles, commercial, sedan, and spring. Every different kind of special body for special purposes. Extensive use of stainless steel bodies. More than 30 built and roller frame-laps. Front-end body. Three different wheelbases. Two different chassis. Triple shock-proof struts for the motor. Low floor seat. Low cost of operation and maintenance. Reliability and long life.



Complete Commercial Exhibits at New York, Philadelphia, Boston, Detroit, Dallas, and Los Angeles.

In early 1931, on the 131 ½" wheel base AA Chassis, an all-new Deluxe Delivery was introduced in February. Built by Briggs, the type 300A featured aerodynamic styling as well as substantially increased cargo space as opposed to the smaller Type 130A/130B Deluxe Delivery bodies found on the Model A chassis. The 300A featured Stainless steel cowl mouldings, radiator shell, and headlamp buckets. Also included were chrome windshield wipers, and two rear-view exterior mirrors. Interior appointments included leather seats, faux leather headliner, and a Masonite lined rear cargo compartment. Ford offered as optional equipment a roof vent, steel-spoke wheels, and a drop-down tailgate with half-height barn doors at the top.



September MATTS Gathering

Pictures and captions provided by Howard Ruddick



It takes three to do this!
backing



Dick and Bobby study how this brake
plate goes together.



Bobby explain how this backing plate
goes together.



Bobby's 31 Pickup and Bob's 31 Slant
Windshield Fordor waiting for their
owners.

We had a great time at the September MATTS gathering learning about how braking parts go together, good coffee, donuts, and fellowship. Come join us on the first Friday morning of each month at Bobby's shop!

INTERNATIONAL MODEL A DAY AT UP TOWN COLUMBUS GA.





The 2014 International Model A day was a great success for both Rivercities Model A Ford Club but also UpTown Columbus Georgia. We as a club are so excited for the wonderful turnout of folks who wanted to look at the cars and talk to the owners about the cars. Thank You UpTown Columbus GA.

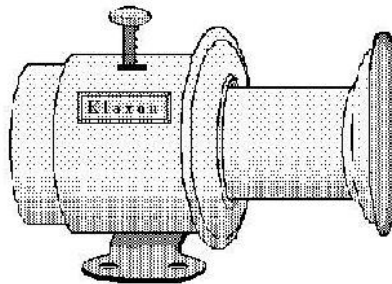
HAPPY ANNIVERSARIES



OCTOBER 19- Joe & June Spooner

OCTOBER 24- Harry & Sherry Williams

HAPPY BIRTHDAYS



OCTOBER 1- Bob Smith

OCTOBER 6- Wayne Kennedy

OCTOBER 12- Bill Buck

OCTOBER 22- Evelyn Carlisle

OCTOBER 25- Kathryn Foster

OCTOBER 30- James R. Durfy

OCTOBER 3- Lizbeth Lugo

OCTOBER 11- Jim Miller

OCTOBER 14- Jim Timbes

OCTOBER 24- Carolyn Shackelford

OCTOBER 28- Neil LaClair

OCTOBER 31- Harry Williams

WHEELS & BALANCING WORKSHOP...

By Al Lugo

On September 20, 2014 the River Cities Model A Ford Club held our 8th workshop. This time the topic was "Wheels & Balancing Workshop"

Members met at Al Lugo's garage and Jim Langley served as the instructor for the wheels presentation and Bobby Penny for the Balancing presentation. They gave us a great presentation that included in-depth information on all the wheels used in the Model A and how to balance the wheel.

Members participating were Sharon Webb, Joe Spooner, Howard Ruddick, Jim Langley, Bobby Penny, Louie and Gloria Willett, Wayne Kennedy, Neil LaClaire, Paul and MaryNelle Singer, Pat Tyler Joe Carter, our new member Joe Watkins and Al and Liz Lugo.

After the Workshop we enjoyed a great lunch catered by Robert.

All photos provided by Al Lugo.



Fellow Regional Model "A" Ford Clubs

October 16-18 8th Annual Sweet Home Alabama Tour
Montgomery & Prattville, Alabama.

The 8th "Annual Sweet Home Alabama Tour" will be conducted as a hub tour from the Montgomery and Prattville Alabama area's with visits to attractions in the central part of the state.

Thanks - Paul Majerick Central Alabama Model "A" Ford Club, Activities Director. Telephone (334) 312-3019 email paulmajerick@aol.com

Here is a little something for the grey matter:

<http://www.jigidi.com/solve.php?id=SW3LOXC8&s=e>

Life is a puzzle. Make sense - solve the puzzle! Go to the above site and hold down control and left click your mouse.

FOR SALE

FOR SALE: 1931 Deluxe Roadster, owned by the late Robert (Bob) Jackson, River Cities Club. Restored and a trophy winner many times. Nothing needed for pleasant miles of touring. All you need is the key. Contact Betty Jackson:

jonanabray@aol.com

706-329-8935 (c) 334-298-3935

Located in Seale, AL



For Sale:

From Benny Bohanan, I just got in a really neat 1930 Model A Ford Tudor for sale in the shop. It is a really nice car with a quiet smooth running engine, and dependable hydraulic brakes. Condition of the car is super nice and would really make someone a great driver. I have the car listed on Craigslist, and lots more pictures can be seen at

<http://atlanta.craigslist.org/nat/cto/4494934616.html> Price is \$13,500 I know this car would make someone a really good car at a good deal.



A: *The shape of founder Cecil Kimber's dining table. MG stands for Morris Garages.*