



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

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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	Joe Spooner
Vice President	Bob Smith
Secretary & Benevolence	Connie Penny
Treasurer	Joe Carter

OTHER POSITIONS:

Editor	Bill Shirley
Assistant Tour Director	Jim Langley
Publicity Director	Sharon Webb
Program Director	John Robertson
Club Liaison	Jim Langley
Membership Director	Al Lugo
Awards Director	Dick Noxon
Historian Director	Mickey Timbes
Scholarship Director	Bill Shirley
Car Show Director	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
Paul Singer Dec 2012-2014	Joe Spooner DEC 2014

Presidents Rattles for July 2015

As of June 21 we are officially onto summer. Does it feel like it? We are now half way through our club year. I hope it has been good for you. I think it has been so far. Let's all try to make the second half even better.

If you have any suggestions or comments on how we can better our club meetings or events pass them on to me or a club officer. It is your club so enjoy it.

Those that missed the covered bridge tour missed a good one. The morning was overcast making it a fine drive. Was a bit warmer in the afternoon. We had five "A"s and one Corvette. We had a nice lunch in Warm Springs and a nice ride back home.

Plenty of pictures were taken and will be for show at the next meeting. One of our ladies was dressed in period attire.

June and I would like to thank each of you for the calls, cards, prayers and kind thoughts following the passing of my younger brother. He had suffered from heart failure.

If it says "Ahooga", drive it!

Joe



JOIN US!

BY

AL Lugo

NEXT MEETING: July 16, 2015- 6:00PM
(EASTERN) Our

next meeting will be at Woodmen of
the World Lodge, on Highway 80, in
Phenix City.

COMING EVENTS

July 3	MATTS
July 10	Board Meeting
July 16	Club Meeting
August 7	MATTS
August 14	Board Meeting
August 20	Club Meeting/Club Auction

CRUISE EVENINGS

Every 1 st Tuesday-	Cooks Hot Dog on Miller & Airport Thruway
Every 2 nd Tuesday	Jim Bob's
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	Country's on Broad Street
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 3-5 MAFCA National Awards Banquet- Medford, Oregon

**River Cities Model A Ford Club
Meeting Minutes from 18 June, 2015
Club Meeting**

June 18, 2015

The June 18, 2015 meeting of the River Cities Model "A" Club was held at the Woodman Of the World Lodge at 6:00 P.M. Members present were: Bob and Connie Penny, Mark and Pat Gamble, Skipper Barfield, Dick Noxon, Joe and June Spooner, Mickey Timbes, Louie and Gloria Willett, Howard Ruddick, John Robertson, Al Lugo, Jim Langley, Sharon Webb, Glenn Williams, Cindy, Wayne Kennedy, Paul and Mary Nelle Singer, Bob Smith and Neil LaClair.

President Joe Spooner opened the meeting with announcing members who were under the weather. Russell Lester had broken a rib and was recovering at home. Mary Nelle and Bettie recovering from eye surgery.

Birthdays and Anniversaries were listed in newsletter.

President Spooner lead us in the Pledge of Allegiance and Jim Langley led us in prayer. Members proceeded to the buffet.

After a great meal, Mark Gamble presented the clubs program with a great story of his first Model A. Everyone enjoyed it and it is fun learning the history of memories our members have for their cars. Thanks Mark!

Minutes from May meeting were approved as printed in newsletter. Motion by Bob Smith, second by John Robertson.

Treasurer's Report: Treasurer Joe Carter was absent so not report was given.

Old Business:

Bobby Penny gave a report on club apparel and new hats would be available next month. He still has shirts available.

Jim Langley gave a report on club library which will be at Bobby Penny's shop and will be available to all members. It was felt since MATT's is held there each month more members would be able to use it.

Joe Spooner gave a short report on he and June's visit to Texas.

New Business:

Our year is half over. It is hard to believe. Al Lugo has updated membership roster and is available on line or hard copy. Joe Spooner gave a brief explanation of monthly board meetings. They are open to everyone and not discussions or votes are taking on any club business.

Jim Langley won the free meal raffle.

With no further business the meeting was adjourned.

Connie Penny,
Club Secretary

Congratulations to Howard and Barbara on the Birth of their newest Grandson in North Carolina

Ford Model A (1903–04)

The original Ford Model A is the first car produced by Ford Motor Company, beginning production in 1903. Ernst Pfennig, a Chicago dentist, became the first owner of a Model A on July 23, 1903. 1,750 cars were made from 1903 through 1904. The Model A was replaced by the Ford Model C during 1904 with some sales overlap.

The car came as a two-seater runabout or four-seater tonneau model with an option to add a top. The horizontal-mounted flat-2, situated amidships of the car, produced 8 hp (6 kW). A planetary transmission was fitted with two forward speeds and reverse, a Ford signature later seen on the Ford Model T. The car weighed 1,240 lb (562 kg) and could reach a top speed of 28 mph (45 km/h). It had a 72 inch (1.8 m) wheelbase and sold for a base price of US\$750. Options included a rear tonneau with two seats and a rear door for \$100, a rubber roof for \$30 or a leather roof for \$50. Band brakes were used on the rear wheels. However, it was \$150 more than its most direct competitor, the Oldsmobile Curved Dash, and so did not sell as well.

The company had spent almost its entire \$28,000 initial investment funds with only \$223.65 left in its bank account when the first Model A was sold. The success of this car model generated a profit for the Ford Motor Company, Henry Ford's first successful business.

Although Ford advertised the Model A as the "most reliable machine in the world", it suffered from many problems common to vehicles of the era, including overheating and slipping transmission bands. The Model A was sold only in red by the factory, though some were later repainted in other colors.



Model A Tinker Time Shop June 2015

Members met on a beautiful morning at Bobby's shop. The wood burning stove was not needed but the hot coffee and donuts were a big hit as always.

It was disclosed that Jim Langley's wonderful library of Ford literature will be moved to Bobby's shop. These will be available to members for reference. Thank you Jim for you collecting and sharing these important documents with us!

At the March MATTS gathering we learned the importance of grounding the battery and engine to the frame with a copper wire size 1 or larger. The grounding strap can be used for this purpose



Mark is shown disassembling a carburetor.



Bobby is checking a carburetor float for leakage in hot water.



Members disassembling a carburetor prior to placing it's parts in the nearby basket for immersion in carburetor cleaner.



Come join us at Bobby's shop on the first Friday of each month to learn more about the Model A and enjoy good friendship along with hot coffee and donuts.

Be sure to drive your Model A today and sound your horn as you pass by them.

DID YOU KNOW?

By AL LUGO

The Ford Motor Company has one of the richest histories of any Automobile Company. This was possible because of the preservation of documents, photos, and short films. It is my purpose in the coming months to bring you significant facts of Ford history presented in short "bullets". Please join me in honoring our rich Ford Motor Company History.
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THE MODEL A STATION WAGON

- * The name of the man whose idea it was to create a Ford Station Wagon was never written down. But it is easy to conclude that the person behind the idea was Edsel Ford.**
- * Edsel Ford kept the first Station Wagon for himself and gave the second one to C.W. Avery a longtime friend and President of Murray Corporation of America.**
- Edsel used the Station Wagon in his twenty-one room summer home and estate, Skylands, at Seal Harbor, Maine.**
- During the Model A era rapid transportation was provided by the railroads. As passengers arrived to their final destination vehicles were used to transport cargo and people. The best vehicle for the job was the Station Wagon. The Ford Station Wagon could accommodate eight passengers with additional space for luggage on the lowered tailgate**
- Ford produced these vehicles as light commercial vehicles. But lack of people traveling during the Model A era resulted in poor sales of the Station Wagon.**

- Bodies were constructed of Maplewood, paneled with birch plywood. Spar varnish was applied to completed bodies to protect the wood. Exterior color selection on the Wagon was limited to Manila Brown, with wheel, fenders, and most of the remaining structural metal finished in black. In 1931 some of the more visible brackets were also painted manila brown. Outside door handles were chrome plated on the 1929 model and stainless steel in the 1930-31 models.
- The wooden bodies for the Station Wagon were assembled first in 1929 at the Murray Body Company and the 1930-31 also at the Baker Raulang Company. Murray Body built wagons from subassemblies supplied by Ford (Wood and front end assembly (cowl, gas tank, windshield etc.) (Baker Raulang only produced the wooden bodies.) Finished assemblies were then mated with the chassis on Ford's own production line. All of the wood came from Iron Mountain, Michigan.
- 5 prototype Station Wagons were made for promotional display in December 1928. The first production Station Wagon's were produced in January 11, 1929. Ford was the first automobile company to provide a production Station Wagon vehicle.
- 1929 Station Wagon were produced through May 1930. 4,954 Station Wagon's were produced for the 1929 model year (cost \$695). 3,510 for 1930 (cost \$650) and 2,848 Station Wagon's for 1931 (cost \$625).
- The Station Wagon came with many accessories which included canvas side curtains, a driver side-mount spare, driver side-view mirror, upgraded chrome door handles, exhaust turn-down, storage box under the rear seats for the side curtains when not in use. Tools were carried under the front seat.
- Wood was used in the construction of many station wagons until 1952.
- Ford produced only one Station Wagon ad, appearing only once in June 1929.



1929 Model A Station Wagon



1930 Model A Station Wagon



1931 Model A Station Wagon



Wheel Powder-Coating. Really make that A look sharp!

The right set of wheels and tires can really make your Model A look nice. If your wheels are chipped around the lug nuts, scratched along the outside, or if you just don't like the color, it might be time for an upgrade. With just a little elbow grease, you can get those wheels ready for a nice shiny powder coat finish. A lot of guys paint the wheels, and that's fine, but they really won't hold up very long. Years ago we started having all the wheels Powder Coated in the original colors. We have had hundreds of wheels done with great results. Here are a few things to keep in mind when getting the wheels ready:

1: Of course the tires will have to be removed from the wheels. You will also have to remove any rim liners or old tape that has been used to protect the inner tubes. Wheels will need to be thoroughly cleaned to remove any old rubber residue.

2: Carefully inspect the wheels for cracks, rust or bent spokes. Small cracks can be professionally welded. If the wheels are rusty, like ones that had been outside for many years, they often will not powder coat nicely. The pits will show up after sandblasting, causing a rough finish. Very light surface rust is usually okay. Spokes can be straightened with a straight edge and a slide-hammer. A little patience here will go a long way to make the wheels look perfect. Also look for wheels that are out of round or bent. These usually cannot be fixed. New wheels or good used wheels may have to be found.

3: Color matching: Get yourself a copy of the "Model A Paint and Finish guide". Make sure to match your powder coat colors to the original Ford colors. There are companies that specialize in original Ford wheel colors, but your local Powder Coat Shop can also match the colors.

4: Tires: You have many choices on new tires, I personally like Firestones, but Goodyears and several others are also available. If your tires are over 10 years old or cracked along the sides, it's time for new ones.

5: Indexing: Did you know that Ford originally Indexed all the tires onto the wheels. The center of the valve stem should be in the center of the tire logo. Also, the "Ford" on the hubcaps should be parallel with the logo on the tires. This is another small detail that doesn't cost anything but can really make the car look good.

6: Not just for wheels: That's right, powder coating is also great for any metal part of the car. Engine pans, battery box, bumper brackets, fender brackets, headlight bars, taillights brackets, commercial running boards, even chassis and suspension parts can all be powder coated for decades of corrosion protection and good looks.

Now get yourself some nice new lug nuts and washers, install your freshly powder coated wheels and enjoy them for years to come. Remember we can take care of this for you right here in the shop.

Enjoy the Drive,

Bentley Bohanan

Bentley's Antique Auto Service, Inc.

678-407-1947

www.mymodela.com

<http://www.jigidi.com/solve.php?id=SBGS6TTA&s=e>

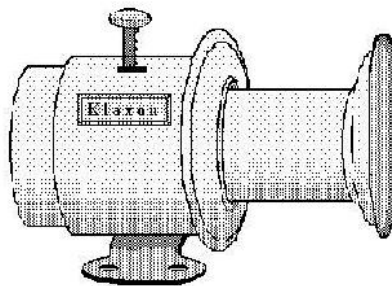
Life is a puzzle. Make sense - solve the puzzle! Go to the above site. Hold down control and left click your mouse.

HAPPY ANNIVERSARIES



JULY 3- Joe & Donna Carter
JULY 4- James & Melinda Durfy
JULY 23- Louie & Gloria Willett

HAPPY BIRTHDAYS



JULY 3- John Robertson
JULY 4- Mary Nelle Singer
JULY 7- Don Carlisle
JULY 11- Dick Noxon
JULY 20- Pat Langley
JULY 22 – Lisa Farrar
JULY 30 – Max Hellms

TECH TIP..... By Al Lugo

Photos by Al Lugo

Recently I wanted to remove the gas gauge in my 31 Model A Roadster. I used the proper “Outer Ring wrench” (1), but after probably over 40 years, the OUTER RING NUT was stuck. This time “a bigger hammer” did not work. The outer ring nut would not move. After trying for a while I realized I needed a “breaker bar”. I ordered another outer ring wrench and had a friend weld a 21 inch pipe (2). In a few seconds I was able to easily remove the outer ring nut without damage to. This is important because the used outer ring nut was of much better quality than the new one included with the new gas gauge, so I used the old one.

Another tip, follow the advise from Les Andrews and use the 2 thin brass washers after placing a light coat of oil. This prevents the gauge assembly from turning when the outer ring nut is tightened.

1. Tool without modification



2. Wrench with welded 21 inch pipe



Model A Q&A'S July 2015

Q: I just purchased a Model A Ford. I have never driven it before, but after I got it home, I took him for a short drive. It really seems low on power, and after 1 mile or so it started to overheat. The previous owner never mentioned any problems, and I know he drove it a lot, what could I be doing wrong?

A: Sounds to me like you may have the timing lever in the retard position. The timing lever is the one on the left side of the steering wheel. Normally, when starting the car you want to have this lever all the way up, so there is less strain on the starter. But once the car is running, you have to pull the lever down to get some power out of the engine. You can experiment with the lever to get the most power out of the engine at any engine speed. Just remember Up to Start, Down to Drive. Let me know if this solves the problem.

Q: The passenger side glass on my 1930 Coupe is cracked. How much trouble is it to change, and where can I purchase new glass?

A: It seems like each body style has a different method for removing glass. However, Coupes, Tudors, and Pickups are fairly easy. If you look at the top of the door, there is a panel that you can remove with three screws. Remove this panel, then roll the glass all the way up. You will see the arm of the window regulator at the bottom of the glass. You may have to also remove the door pull trim at the bottom of the glass to make some room. Once you get the glass all the way up, you will be able to disconnect the window regulator arm and take the glass out. New glass is available from Mike's, or you can call a local glass shop to have the glass made if you have the original. Just be sure they use safety glass.

Q: I am restoring my 1931 Deluxe Coupe. We really want to drive the car a lot, what accessories do you recommend for a real "Driver" Model A?

A: The sky is the limit on accessories. I have seen overdrive transmissions, and even Air Conditioning on cars recently. My wife and I own a 1930 Tudor, which we have over 25,000 miles on. I recommend starting with an alternator and halogen headlights. Also go with the LED taillights for safety. Then go ahead and install turn signals. The next thing I would focus on would be comfort. Spend some time insulating the firewall and underneath the floor mat, so the car will be cool in the summer time. A manifold mounted heater will be nice in the cool weather. If you are going to rebuild the engine, make sure it is balanced, so it will be smooth on the road. I also recommend Float-a-motors. Your next thoughts should be making the car very dependable. This can only be done by driving the car every chance you get. Just enjoy the car, and make it your own.

Enjoy the Drive,

Bentley Bohanan

Bentley's Antique Auto Service, Inc.

678-407-1947

www.mymodela.com

FOR SALE

1930 Model A Ford Tudor sedan. New tires (1 year) , new drums and brakes, new clutch, newly relined gas tank, new babbited engine by Antique Engine Bearing Services in Encondido with 40 miles - Good interior, body paint good, fender paint is OK. Extended leg room front seats. No rust. Condition is very good. \$14,500.

For information and pictures, contact Bob Moore - Bradbury, CA (near Monrovia) Bobmoore1@aol.com

626-358-2027

1931 Ford Model A Roadster Deluxe Model # 40B. Beautiful all steal black with apple green strip and 6 wheels. Professionally restored to original except 12V and accessories. Interior and rumble seat tan grained leather. Chrome side mount covers and mirrors. Black leather trunk and wood grained luggage rack. Leakless water pump, dual taillights with turn signals, dual cowl lights, step plates, etched wind wings, quail, stone guard and seat belts. Cowl, fender and head light visors, tool set, books and twenty-year collection of mostly small used and new parts. AND Miss Clara our rumble seat mannequin passenger. \$28,000 Cheryl Clark 623-695-4095

1927 Model T Ford Coupe w/trailer

Electric start...Water pump...Ruxtel rear axle, Recently fully restored...Historical plates, Currently registered and fully driveable
Purchased from the original owner's family, Car comes with enclosed 17.5 x 7 ft. tandem axle trailer, Interstate Model 44305R SAE Class 4 w/electric brakes, Rear door doubles as exit ramp also has rt. front man door, Both Car and Trailer for \$21,000 obo
805-526-0419 home - - - or - - -email:

ken_bright@sbcglobal.net



PARTS WANTED

**WANTED; 1930-31 Model A Cowl with tank and Hood & related parts.
Mark Gamble 706-333-7586 (cell)**

CARS WANTED

Mike Hogg looking for a 31 Slant Window. Cedartown, Ga. Call him at (770) 490-1996.

Charles Andrews is looking for a Touring Coupe for Sale. No rust or Show cars please. Email Charles at cha3724@charter.net