



"The River Cities Running Board"



RIVER CITIES MODEL "A" FORD CLUB

<http://www.rivercitiesrunningboard.com>

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VOL 16 ISSUE 1 ESTABLISHED IN 2000 January 2016
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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 2014-2015
Jim Langley Dec2015	

Presidents Rattles for January 2016

EZN - ON

Well RCMAFC is 15 years old ! Just as any teen, we are ready to GO-GO-GO...

First, let's congratulate Joe Spooner and his 2015 team for completing a super year of fun and activities. WELL DONE...

WHERE DO WE GO FROM HERE? Many folks have stepped up to become new team members and lend their support for 1916. Remember, a leader is only as good as the team members backing him/her. LOOOKING FORWARD too many tours, programs and other activities during the coming year, and here is a small HINT: A ladies driving tour in the early spring, short tours to nearby "Must SEE" places, fashion seminars, and new and interesting monthly programs... Our January 2016 membership meeting will be in two parts!

- (1) A touch of club history, and the introduction of the various team leaders and team members who will guide the club in 2016.
- (2) SHOW AND TELL ! You should bring at least one item of curiosity to present to the other club members. HAVE SOMETHING ODD? BRING IT...

Got an idea for some club activity or program? Pass it on and what better place than the monthly planning meeting on the second Friday at the Macon Road Burger King. YOU ARE INVITED...

See you down the road - "Back Roads,"

Jim Langley

JOIN US!

BY AL Lugo

NEXT MEETING: January 21, 2016-
6:00PM (EASTERN) Our
next meeting will be at Woodmen of
the World Lodge, on Highway 80, in
Phenix City.

COMING EVENTS

January 1, 2016	MATTS
January 15	Planning Meeting
January 21	Club Meeting
February 5	MATTS
February 5-7	Moultrie Swap Meet
February 12	Planning Meeting
February 18	Club Meeting

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:

June 19-24 MAFCA National Convention, Loveland, Colorado
December 5-8 MAFCA National Awards Banquet, Reno, Nevada

**River Cities Model A Ford Club
Meeting Minutes from December 17th, 2015
Club Meeting**

The December meeting of the River Cities Model A Club was held December 17,2015 at the Woodman of the World facility.

President Joe Spooner called the meeting to order with following members present: Tom and Sharon Ellis, Rickie and John Robertson, Howard and Barbara Ruddick, Neil LaClaire, Carol LaClaire, Bob and Connie Penny, Pat and Mark Gamble, Ann and George Travis, Al and Lizbeth Lugo, Dick Nixon, Joe and June Spooner, Mickey Timbes, Kevin Adams, Paul and Mary Nell Singer, Jim and Pat Langley, Wayne Kennedy, Joe and Donna Carter, Louann, Bill and Will Buck, Bob Smith and Sharon Webb.

Members under the weather are Buddy Graves.

After the Pledge of Allegiance and prayer members proceeded to the buffet.

Old Business:

Minutes from the November meeting were approved as printed in the newsletter.

Joe Carter gave the treasurers report was approved as reported.

New Business:

New officers for 2016 were installed by Al Lugo. Vice President is Mark Gamble, secretary is Pat Gamble and treasurer Joe Carter.

President Joe Spooner installed new President Jim Langley.

Dick Noxon gave out end of year awards: John Robertson for the great programs he has arranged for, the past year. Paul Singer for our great tours he has arranged and Bill Shirley for our great newsletter.

Dick Noxon also presented Bob Smith with the Roadrunner award presented for driver who has driven their model A the most miles for the year.

Jim Langley presented out going President Joe Spooner with the Quail Award.

a Christmas check was presented to Robert and Margie for our delicious meals they have prepared for us during the past year.

The club also thanked Clayton Parrish for allowing the club to continue meeting at the Woodman of the World facility.

Joe and June Spooner had prepared several fun Christmas games and fun car games.

President Joe Spooner thanked Mary Nell and her committee for the table decorations. Great job!!!

Member has brought toys to be taken to the Salvation Army. Thanks members.

Guests included Tiffany and Jason Jennings (daughter and son in law of Pat and Mark Gamble)

Having no further business the meeting was adjourned.

Submitted by

Connie Penny

Secretary

<http://www.jigidi.com/solve.php?id=J6RFL68F&s=e>

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

A note from a special friend.

It has been my honor to serve our club a second term. Your trust in me and your help in making our club an enjoyable hobby. Is greatly appreciated.

Your participation and input gave us another outstanding year and I look forward to enjoying a good year in 2016.

I know you will give the new officers the same support you gave to me to move this wonderful hobby along.

I hope that you took the opportunity to think back on the club members who have passed on that were highlighted on the memorial table at our December meeting.

June and I hope that you had a Merry Christmas and have a great New Year.

If it Goes Ahooga, Drive it, Joe

Joe and June



MODEL A TINKER TIME SHOP December 4th, 2015

Photos and information by Al Lugo

MATTTS met on a clear and cold Friday morning at Bobby's shop. The wood burning stove was again a big hit as were the donuts, coffee, and divinity prepared by Lisa and brought by Larry. So good!

Bobby led off the beginning of our 3rd year of meeting with fellow Model 'A' enthusiasts for fellowship and learning. During our last tour Bobby noted Model A tail lights were not bright enough to be clearly visible from a distance.



Bobby recently bought a set of LED tail lights that we installed on his '31 Model A pickup. They are Bright!! These are available from Model A suppliers.



It was good to see Neil with us again. Neil was in good spirits and glad to be with us.



The after market fuse block had loosened which resulted in loss of electrical power to the engine. Larry and Bob Smith found the problem and corrected it to get the pickup back on the road.



Larry recapped the problem that developed with his '31 wide bodied Model A pickup.



Look at the divinity Lisa made for us! Hungry members have already gotten into it.
Thanks Lisa

We discussed different ways to alert the tour leader of problems. Bobby suggested hand held radios. Another is by cell phones. We make it a practice to have a follow up vehicle to assist in any member who has a mechanical problem.

Come and join us every first Friday of the month at Bobby's shop. You will learn many things and enjoy the fellowship.

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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Model A Ford Victoria

- The Victoria was introduced in November of 1930. It was one of 17 body styles offered in 1930.

- * It was one of the last additions to the Ford Model A body type.
- It introduced a new degree of beauty and distinction to the Model A body line.
- The Ford Victoria had a slanting windshield, and a curving bustle back. It had a lower top. To avoid sacrificing passenger head room the rear floor was lowered with a step-down design.
- It had extra-wide doors for ease of entry
- The spare wheel was set at a new angle.
- It came with a steel back or an artificial leather back, giving the car a distinguished look.
- Sun visors and cowl lights were standard equipment..
- The new bustle back design provided luggage space behind the rear seat.
- These bodies were made by Murray and Briggs.
- There was no changes in body design between the 1930 and 1931 models.
- Production figures were 6,306 Victorias from January 1930 to January 1931. Production was 33,906 cars for 1931.
- The rear quarter windows and the back window had window shades.
- The front seat was adjustable and both seats folded back for easier entry to the rear seat from either side.



1931 Victoria
Philip Lerardi
St. Louis, Missouri



1931 Victoria Steelback
Doug Schoemaker
N. Wichita, Kansas

1940 Ford Pilot Model GP-No.1 (Pygmy)



The 1940 Ford Pilot Model GP-No.1 (Pygmy), during initial testing after delivery to the U.S. Army Quartermaster Corps at Camp Holabird in Baltimore, Maryland on Nov. 23, 1940.(Photo: U.S. Veterans Memorial Museum)

Seventy-five years after it wowed the U.S. Army, the oldest known Jeep is getting its due as a symbol of the Greatest Generation's fight and Detroit's role in what Franklin D. Roosevelt called "the Arsenal of Democracy" -- the manufacturing might that helped the Allies win World War II.

"It's an icon of WWII and a symbol of wartime production by the auto industry," said Matt Anderson, transportation curator at the Henry Ford Museum in Dearborn, MI. "It's also the grandfather of all SUVs. It's very rare to be able to trace a whole class of vehicles to a single one, but this is where it all began."

Ford GP-No.1, a prototype for a light, rugged four-wheel-drive vehicle for reconnaissance and other military use, was delivered to the Army for tests Nov. 23, 1940.

GP-No.1 is on display in the Veteran's Memorial Museum in Huntsville, Ala. The museum and the Historic Vehicle Association just finished verifying its history and documenting that GP-01 is one of five original test vehicles – two from Ford, two from Willys Overland and one from American Bantam.

Originally called the "Pygmy" and built and tested by Ford engineers in Dearborn and Detroit, GP-No.1 is the only one of those prototypes known to still exist in North America.

The Pygmy had features that remain prominent on Jeeps today, including the upright grille with vertical slots that are literally the brand's trademark, Historic Vehicle Association president Mark Gessler said.

"The government didn't really know what it wanted," when Jeep development began, Fiat Chrysler historian Brandt Rosenbuch said. The Army began work on specifications for a light four-wheel-drive reconnaissance vehicle in 1937 with American Bantam of Butler, Penn.

"Bantam deserves the vast majority of the credit for developing the basic concept and capabilities that became the Jeep," Historic Vehicle Association president Mark Gessler said.

Henry Ford was a staunch pacifist with little interest in the war brewing overseas, but he thought a little four-wheel-drive vehicle could be useful for agriculture, one of his passions. His more globally minded son Edsel used that opening to spearhead the GP-No.1 project, beginning a process that would see Ford become a vital supplier of wartime equipment.

The Army evaluated hundreds of vehicles from Bantam, Ford and Willys. It cherry-picked the best features of each to create the military-spec Jeep, a vehicle of unrivaled durability and capability.

"It was the finest engineering of the day," Rosenbuch said. "The Jeep brought together everything the best minds in Toledo and Detroit could create."

Willys built 362,894 wartime Jeeps, all at its headquarters plant in Toledo, Ohio. Ford built 285,660, initially at the Rouge plant in Detroit that today produces F-150 pickups. Ford later added Jeep production in several other plants around the country, including Louisville, KY, where it still builds pickups and SUVs.

American Bantam got the short end of the stick, building just 2,676 Jeeps. The Army threw the little company a bone with a contract to build the trailers that hauled equipment behind Jeeps.

The Jeep remained in military service for decades, but it was popular with civilians before the guns of WWII even fell silent. Willys got special permission to begin building civilian Jeeps months before other automakers were allowed to switch from wartime production and resume their usual businesses.

"It was initially marketed as a farm vehicle," Rosenbuch said. "That's why the government allowed civilian production, to help get the economy up and running after the war."

Henry Ford donated GP-No.1 to the museum that bears his name in Dearborn in 1948. It remained there, getting surprisingly little attention, until the museum sold it and some other "minor" items from its collection in 1982.

Specifications of 1940 Ford "Pygmy" prototype GP-No.1

- Vehicle type: Quarter-ton four-wheel-drive reconnaissance truck
- Curb weight: Approximately 2,150 pounds
- 42 horsepower Ford 119.5 cubic-inch four-cylinder modified tractor engine
- Spicer transfer case and axles
- Suspension: beam axles on leaf springs
- Length: 133 inches
- Width: 59 inches
- Height: 59 inches

Source: Historic Vehicle Association

Story by Mark Phelan, Detroit Free Press Auto Critic

The GP-1 can be seen at the U.S. Veterans Memorial Museum in Huntsville, Ala.

In 1911 Ford opened its first overseas factory in Manchester, England. The Ford Motor Company England was also known as Ford of Britain. The most famous cars to be made in Britain by Ford were probably the Escort and the Capri. The Capri was used in the TV cop show "The Professionals".

The Ford Blue Oval badge was first introduced in 1907 and the current emblem was introduced in 2003 to celebrate 100 years of Ford. The Blue Oval has now become synonymous with the brand of Ford and is recognized around the world.

In 2002 Ford ended the production of cars in the United Kingdom after over 90 years of manufacturing in the country. The Transit van is still produced in Southampton, England but no other cars are made there anymore.

HAPPY ANNIVERSARIES



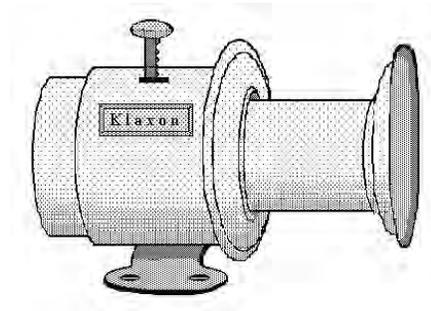
JANUARY 1- Don & Evelyn Carlisle

JANUARY 3- Jim & Pat Langley

JANUARY 15- Burton & Maxine Williams

JANUARY 17 – Larry & Lisa Farrar

HAPPY BIRTHDAYS



JANUARY 19- Bob Durfy

JANUARY 24- Mike Alexich

JANUARY 27- Darlene Adams

Here's hoping everyone has a Healthy and Prosperous New Year. Looks like it's going to be a busy one here at the shop. Thanks to everyone who came to the Christmas Open House. It was a big success, and I think everyone really enjoyed themselves. I've had several people ask me questions recently about additives. I thought it would be fun to look into some additives that might make sense for our Model A's. First let me say that I really believe that 99% of all additives are "Snake oil" and are really unnecessary. However, there might be some additives that actually work.

Radiator additives: The first thing that comes to mind is "stop leak". My dad worked at GM for many years and every car that came down the assembly line got a dose of "stop-leak". If you have a very slight coolant leak, then a bottle of "Stop leak" might help. It will not help a leaky water pump. Admittedly, we had a Model A with a seriously cracked engine block. We tried a container of "Block-Sealant" and it actually worked. This was an older engine, and it was worth a try. As far as I know the man is still driving the car. Another popular radiator additive is "Water-wetter", intended to help keep the engine cool. A lot of guys swear by it. I have never used it. I do recommend regular "Antifreeze", just to keep your water from becoming rusty.

Fuel additives: There are Lead additives for older cars. If your Model A has had the engine rebuilt the last 20 years, then it probably has hardened valve seats and lead is not needed. There are also additives to combat Ethanol in modern fuel. My advice is to run Ethanol-free fuel in your Model A. There are also "Fuel System Cleaners" out there. Guess what the main ingredient is...Ethanol!

Oil additives: The first thing that comes to mind here is "Marvel Mystery Oil". The name alone makes it worth buying. You can pour this in oil or in your gas. Just keep a can on the shelf so you can look at the cool vintage label. There are also "Zinc" additives, designed for older cars. We have inspected engines which have been run for many years without "Zinc" additives. We did not see any unusual wear. There are also additives intended to keep your engine from leaking oil or smoking. I heard someone say Model A's are old enough to smoke, and they don't leak oil anyway, they just "mark their spot"

Tire additives: Someone asked me the other day about using nitrogen in Model A tires to improve fuel mile-age. Let me know how that works. There are also products designed to repair or prevent leaks.

So, what is your experience? My overall thought is that most additives are designed to take advantage of the "Placebo Effect". If you think they are working then they are working. Most times you are simply masking a problem by using an additive. But occasionally some "Snake oil" might come in handy.

Enjoy the Drive Bentley C. Bohanan Bentley's Antique Auto Service, Inc.
www.mymodela.com 678-407-1947

FOR SALE

1931 Slant Window Town Sedan

Older restoration with many period options. Spot light, fog light, clock in mirror, radiator stone guard, quail radiator cap, trunk rack, dual spare tires. Looks and runs good. Indented firewall, side bowl carburetor. All original except for 6 volt alternator.

Priced to sell quickly at \$17,500. Give a call 408-230-5755. Todd Batiste Located in Arlington, TX

Fred Hoffman has his 2 Model A's for sale.

'29 Roadster \$16,500 7,000 miles since restoration

'31 Tudor \$6,500 needs restoration

Fred's Cell is 757-871-9536 if interested

Cars located in Gloucester, Virginia

1929 Tudor Sedan - Project car - Completely disassembled

Frame has been sandblasted, primed, painted

Hood, tank, cowl, primed , painted

Floor board and wood rail replaced

Speedometer rebuilt, New motometer

Tires and tube new a few years ago

Generator rebuilt

Engine cranks and runs good but not in a while

All four steel fenders in good shape
Body, fenders, and doors sand blasted but were not primed
Will need battery, upholstery kit, roof kit
All parts are available
Asking \$4,000 Call 1-256-825-5664 or cell - 1-334-329-0472
Located near Opelika, AL

Three complete sets of 303 stainless steel lugnuts for the
Model "A" (23
pieces).
Catalog price \$100.00 per set or \$5 each.
My price \$80 a set.
You can see them at Ron Ryker's in Santa Barbara, CA
805-967-3572

PARTS WANTED

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