



Model A Club News

September 2018

www.CedarCreekAs.org

President's Message

Hello Members,

After coming off a good meeting last month, we started with our monthly cruise night at the Dairy Queen. The turnout was much better than the last couple of months. We have what I believe will be our last cruise night before the October Car Show, lets all make the cruise night a great one.

The breakfast at Rowdy's Cafe was well attended. A little problem was had when the food was being served, seems like the servers could not remember who ordered what. A few suggestions were made by some of our members on how to remedy the problem, all was good. The food was great and I was not last.

As we approach the fall and hopefully some cooler weather we have a few tours scheduled lets make sure our cars are ready.

One more thing to think about we will be having elections for officers for the upcoming year soon.

Our next meeting will be September 4-2018. See you all there.

Walter Hellebrand
President

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and

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BILL LEE

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Cedar Creek Model A Ford Club Monthly Meeting – August 7, 2018

President Walt Hellebrand called the **meeting to order** at 5:30pm.

Walt led the **pledge** of allegiance to the flag and welcomed everyone and our monthly guest, Scott Ingram.

The **minutes were amended** to add Wanda Bell to the birthdays. Her name was left off the minutes printed in the newsletter. Chuck Sportsman made the motion to **accept the amended** minutes. Jody Letchworth seconded the motion.

The **financial report** was approved. Chuck Sportsman made the motion. Gerald Pharris seconded the motion.

Sunshine report.. Walt reported that Virginia has had some bad days. Chuck Sportsman reported that Lillian Parker is better. She was at the AutumnTrails meeting. Kathy, Teena Shore's sister fell while visiting from Florida and fractured her hip. She had surgery and was in Kemp Care Center for rehab, but fell again and fractured two vertebrae in her back. She is scheduled to have surgery Wednesday, August 8. Gerald Pharris gave us an update on his test results.

Birthdays: Sherry Beck, Gigi Beck and Lillian Parker. We sang "Happy Birthday" to GiGi.

Jody Letchworth reported that she has been in touch with Jim and Lois Estes. They are doing fine.

Old Business... IMAD AutumnTrails has made plans...we are invited to join them on Saturday, September 22. They plan to meet at the Whataburger in Minneola and leave at 9am for Pine Mills to visit the pottery shop. Then go to Quitman, park on the square and have lunch.

The Dallas club, Autumn Trails club and Cedar Creek Club will participate in an overnight trip to Henderson for the Syrup Festival November 9-10. Walt gave each one a hand out with all the details.

New Business...Walt asked if anyone needed a tech session....there was no interest. He would like a tech session to get his horn to work. Needs help with the wiring....

Upcoming Events: Monthly breakfast Tuesday, August 21st at 8am at Rowdy's in Kemp.

Max Westbruck won the **raffle** drawing.

Emma Pharris made **motion to adjourn**. Seconded by Bill Capps.

The meeting adjourned at 6:01pm.

Sue Capps

1928 Packard Coupe Model 526
 6 cylinder, 288.6 cid, 81 hp, 126" wheelbase
 weight 3753 pounds, 20" wheels, 4 passenger
 features: golf bag door, rumble seat, centralized
 chassis lube system, vacuum tank fuel system

HISTORY

Car bought in Santa Fe, N.M. in 1962. Allegedly hauled in from Colorado, not in running condition. A partial restoration to get it usable (motor work, top replaced, interior replaced, hub caps, Bjor oiler, spark coil, etc.) completed in 1965. Brought to Texas in 1966. Another partial restoration (more motor work, some replatin, new tires, a better paint job) completed in 1996. Owner: Jim Estel, Route 4, Canton, Texas
 Bill Leane, Gun Barrel, Texas
 Herman Dowling, Lolo, Texas



Birthdays in September

**Happy
 BIRTHDAY**

- | | |
|----------------|-------|
| Shirley Leone | 09/?? |
| Kathy Holmes | 09/02 |
| Sue Capps | 09/04 |
| Lou Carpenter | 09/08 |
| Sandra Lee | 09/10 |
| Tammy Allen | 09/13 |
| Gerald Phariss | 09/16 |
| Pat Westbruck | 09/22 |



Happy Birthday!

SPECIAL SEVEN POINTS DAIRY QUEEN 15 YEAR ANNIVERSARY CRUISE IN

August 16, 2018

(Photos and Commentary by Lou Carpenter)



Some of our club members turned out for this special cruise in.

A mix of different cars but of course our oldie but goodies stood out!



(Commentary from Lou!)



I was very nice and didn't include the photos I got of just after Bob's car caught fire and the Yellow Rose employee was still standing there with the fire extinguisher when we pulled up. He really owes me big time because it could have been a front page story!!



CCMAFC Event Calendar

SEP 04, 2018 -- Monthly meeting at the DQ Seven Points 5:30pm. Board meeting and tire kicking at 5pm

SEP 18, 2018 -- Monthly Breakfast. – 8 am Place TBD

SEP 20, 2018 -- Cruise night at the DQ. – Seven Points 5-8pm

SEP 22, 2018 -- International Model A Ford Day – Plans are being made

OCT 02, 2018 -- Monthly meeting at the DQ Seven Points 5:30pm. Board meeting and tire kicking 5pm

OCT 13, 2018 -- DQ car show – to benefit the animals. Register at the DQ on that day...Bring a sack of dog food or cat food!

OCT 26-28, 2018 -- Autumn Trails Weekend-- Swap meet. Winnsboro, Texas. Stew supper Friday night, Parade Saturday and banquet, Sunday fun tour.

CCMAFC Monthly Meeting August 7, 2018



August Monthly Breakfast August 21, 2018

The club met in Kemp at Rowdy's. Good food, good fellowship!



Bob Lethchworth's brother, Roy, visiting from California



Sunshine Report Sue Capps

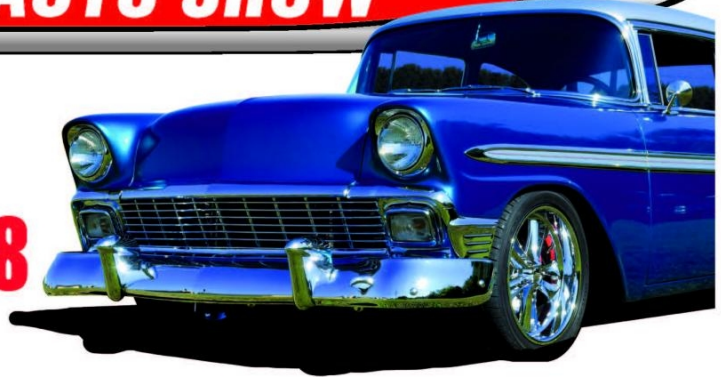
Lillian Parker had a relapse with the C-diff, back into the hospital. Latest word from Ken:

“improving. she can stand with help or with support of walker. taking small steps and able to walk from bed to door and back. ... Currently she is clear of the C diff, but we are talking about 6 month or more regimen of medicing and rehab to keep it gone. She is engouraged with this new pair of Dr's.”

Sandra Lee had a pacemaker installed, heart rate a nice 70+/- now!

DQ 16th Annual **OPEN AUTO SHOW**

**Saturday,
October 13, 2018
11 AM - 3 PM**



10:00 AM Registration
2:30 PM Awards Ceremony

\$20 Entry Fee
with a donation of dog/cat food



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- Project
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- and **Best of Show**

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The forgotten history of how automakers invented the crime of "jaywalking"

By Joseph Stromberg, November 4, 2015

A hundred years ago, if you were a pedestrian, crossing the street was simple: You walked across it.

Today, if there's traffic in the area and you want to follow the law, you need to find a crosswalk. And if there's a traffic light, you need to wait for it to change to green.

"In the 1920s, auto groups redefined who owned the city street "

Fail to do so, and you're committing a crime: jaywalking. In some cities — Los Angeles, for instance — police ticket tens of thousands of pedestrians annually for jaywalking, with fines of up to \$250.

To most people, this seems part of the basic nature of roads. But it's actually the result of an aggressive, forgotten 1920s campaign led by auto groups and manufacturers that redefined who owned the city streets.

"In the early days of the automobile, it was drivers' job to avoid you, not your job to avoid them," says Peter Norton, a historian at the University of Virginia and author of *Fighting Traffic: The Dawn of the Motor Age in the American City*. "But under the new model, streets became a place for cars — and as a pedestrian, it's your fault if you get hit."

One of the keys to this shift was the creation of the crime of jaywalking. Here's a history of how that happened.

When city streets were a public space

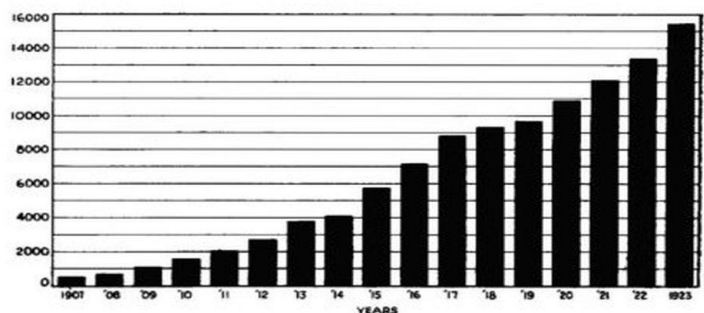
It's strange to imagine now, but prior to the 1920s, city streets looked dramatically different than they do today. They were considered to be a public space: a place for pedestrians, pushcart vendors, horse-drawn vehicles, streetcars, and children at play.

"Pedestrians were walking in the streets anywhere they wanted, whenever they wanted, usually without looking," Norton says. During the 1910s there were few crosswalks painted on the street, and they were generally ignored by pedestrians.

As cars began to spread widely during the 1920s, the consequence of this was predictable: death. Over the first few decades of the century, the number of people killed by cars skyrocketed.

Those killed were mostly pedestrians, not drivers, and they were disproportionately the elderly and children, who had previously had free rein to play in the streets.

GROWTH IN NUMBER OF AUTOMOBILE FATALITIES IN THE UNITED STATES



The public response to these deaths, by and large, was outrage. Automobiles were often seen as frivolous playthings, akin to the way we think of yachts today (they were often called "pleasure cars"). And on the streets, they were considered violent intruders.

Cities erected prominent memorials for children killed in traffic accidents, and newspapers covered traffic deaths in detail, usually blaming drivers. They also published cartoons demonizing cars, often associating them with the Grim Reaper.

Before formal traffic laws were put in place, judges typically ruled that in any collision, the larger vehicle — that is, the car — was to blame. In most pedestrian deaths, drivers were charged with manslaughter regardless of the circumstances of the accident.

How cars took over the roads

As deaths mounted, anti-car activists sought to slow them down. In 1920, *Illustrated World* wrote, "Every car should be equipped with a device that would hold the speed down to whatever number of miles stipulated for the city in which its owner lived."

The turning point came in 1923, says Norton, when 42,000 Cincinnati residents signed a petition for a ballot initiative that would require all cars to have a governor limiting them to 25 miles per hour. Local auto dealers were terrified, and sprang into action, sending letters to every car owner in the city and taking out advertisements against the measure.

The measure failed. It also galvanized auto groups nationwide, showing them that if they weren't proactive, the potential for automobile sales could be minimized.

In response, automakers, dealers, and enthusiast groups worked to legally redefine the street — so that pedestrians, rather than cars, would be restricted.

""This is the traffic law that we're still living with today""

The idea that pedestrians shouldn't be permitted to walk wherever they liked had been present as far back as 1912, when Kansas City passed the first ordinance requiring them to cross streets at crosswalks. But in the mid-20s, auto groups took up the campaign with vigor, passing laws all over the country.

Most notably, auto industry groups took control of a series of meetings convened by Herbert Hoover (then secretary of commerce) to create a model traffic law that could be used by cities across the country. Due to their influence, the product of those meetings — the 1928 Model Municipal Traffic Ordinance — was largely based off traffic law in Los Angeles, which had enacted strict pedestrian controls in 1925.

"The crucial thing it said was that pedestrians would cross only at crosswalks, and only at right angles," Norton says. "Essentially, this is the traffic law that we're still living with today."

The shaming of jaywalking

Even while passing these laws, however, auto industry groups faced a problem: In Kansas City and elsewhere, no one had followed the rules, and they were rarely enforced by police or judges. To solve it, the industry took up several strategies.

One was an attempt to shape news coverage of car accidents. The National Automobile Chamber of Commerce, an industry group, established a free wire service for newspapers: Reporters could send in the

basic details of a traffic accident and would get in return a complete article to print the next day. These articles, printed widely, shifted the blame for accidents to pedestrians — signaling that following these new laws was important.

Similarly, AAA began sponsoring school safety campaigns and poster contests, crafted around the importance of staying out of the street. Some of the campaigns also ridiculed kids who didn't follow the rules — in 1925, for instance, hundreds of Detroit school children watched the "trial" of a 12-year-old who'd crossed a street unsafely, and, as Norton writes, a jury of his peers sentenced him to clean chalkboards for a week.

This was also part of the final strategy: shame. In getting pedestrians to follow traffic laws, "the ridicule of their fellow citizens is far more effective than any other means which might be adopted," said E.B. Lefferts, the head of the Automobile Club of Southern California in the 1920s. Norton likens the resulting campaign to the anti-drug messaging of the '80s and '90s, in which drug use was portrayed as not only dangerous but stupid.

Auto campaigners lobbied police to publicly shame transgressors by whistling or shouting at them — and even carrying women back to the sidewalk — instead of quietly reprimanding or fining them. They staged safety campaigns in which actors dressed in 19th-century garb, or as clowns, were hired to cross the street illegally, signifying that the practice was outdated and foolish. In a 1924 New York safety campaign, a clown was marched in front of a slow-moving Model T and rammed repeatedly.

This strategy also explains the name that was given to crossing illegally on foot: jaywalking. During this era, the word "jay" meant something like "rube" or "hick" — a person from the sticks, who didn't know how to behave in a city. So pro-auto groups promoted use of the word "jay walker" as someone who didn't know how to walk in a city, threatening public safety.

At first, the term was seen as offensive, even shocking. Pedestrians fired back, calling dangerous driving "jay driving."

But jaywalking caught on (and eventually became one word). Safety organizations and police began using it formally, in safety announcements.

Ultimately, both the word jaywalking and the concept that pedestrians shouldn't walk freely on streets became so deeply entrenched that few people know this history. "The campaign was extremely successful," Norton says. "It totally changed the message about what streets are for."

Thoughts

There may be no excuse for laziness, but I'm still looking for it.

If you want to change the world, do it while your single. After marriage you're lucky if you can change the channel.

I changed my password to "incorrect" so whenever I forget it the computer will say, "Your password is incorrect."

Artificial intelligence is no match for natural stupidity.

Listening to a spouse is like reading the 'Terms and Conditions' on a website, you don't understand them, can't be bothered with the details and just agree to get on with it.

I hate it when people use big words just to make themselves sound perspicacious.

Hospitality is the art of making guests feel like they're at home when you wish they were.

Behind every great man is a woman rolling her eyes.

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