



The Running Board



July 2020

Vol. 18 No. 7

President's Memo

Hello Members,

Well, it looks like we will be going without another monthly meeting, the Covid - 19 has still taken over our lives. I am having a hard time figuring out what I can do and not do. Things change from day to day.

With all the cancellations of all our Model A functions, we are at a loss. It could be a good time to really get our cars in great running shape. This could be a chance to plan a good tour for Model A Day. We still can do our own tour, Model A Day is September 19th.

I finally got the house in Payne Springs sold, closing will be July 15th. Work at the new house is never ending. Trying to get the garage done to put my cars in. This past week I had the pasture cleared of trees, there were about 100 to 125. They were all pulled out in about 8 hours and put in to large burn piles. Now I just have to level out the pasture where the trees were, just another day, but it is coming along slowly but surely.

In my spare time I am going to Anna's house working on different projects, like building a new ramp and adding under pinning, moving furniture around making more room in the house for computer and sewing room.

Everyone please stay safe and healthy, this will some day come to an end (I hope).

Best Regards,

Walter Hellebrand

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Fourth of July
Parade
in
Texas



Mabank, Henderson Co., Texas

NAME AND PURPOSE

This club shall be known as the Cedar Creek Model A Ford Club, a non-profit organization, hereinafter referred to as the "Club."

The purpose shall be to maintain, preserve and restore the vehicle known as the Model A Ford (1928-1931) and all things pertaining to the Model A Ford, including literature, historical and technical information.

MEMBERSHIP

Application for membership shall be made in written form. Applications shall be filed with the Secretary and accompanied by dues for the current year.

RESTRICTIONS: All members of the Club shall be restricted to members of either the Model A Restorers Club or Model A Ford Club of America national clubs. Members may be accepted without ownership of a Model A Ford; however, no member shall be permitted to hold office unless said member has owned a Model A Ford within the six month period prior to the official election date.

DUES

The annual dues shall be fifteen dollars (\$15.00) per year. Dues are for the calendar year. The annual dues shall include member and wife and shall be payable before February 1st. Any member may be suspended by the Treasurer for non-payment of dues at the expiration of thirty (30) days from February 1st.

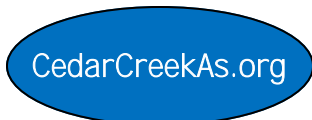
MEETINGS

Regular meetings of the members of this Club shall be held on the first Tuesday of every month unless said day shall fall upon a legal holiday, in which case the meeting date shall be established by the Board of Directors.

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MARC



Website



A MAFCA Chapter



MAFFI

The Cedar Creek Model A Ford Club (CCMAFC) was formed in 2002 in Henderson Co., Texas. **The club's meetings are held at the Dairy Queen in Seven Points, Henderson Co., Texas near Cedar Creek Lake.**

Charter Members:

John and Wanda Bell
 Jim Bellah — deceased
 Bill and Sue Capps
 O. V. and Lorene (deceased) Cliver
S. D. "Shorty" Johnson — deceased
 Olin Lewis — deceased
 Ola Powell — deceased
 Gene Tregre — deceased



MEETING MINUTES

The June meeting was cancelled due to COVID-19; therefore there are no minutes for this newsletter.

Respectfully submitted,
Sue Capps, Secretary/ Treasurer



Safely Social Distancing
To Celebrate the Fourth of July



Model A Ford Trivia Quiz Questions With Answers

Prices for the Model A ranged from US\$385 for a roadster to US\$1400 for what?

A: A the top-of-the-line Town Car.

The engine was a water-cooled L-head inline four with what displacement?

A: 201 cu in.

This engine provided how much horse power?

A: 40 hp.

What was the top speed?

A: Around 65 mp.

How long was the Model A wheelbase?

A: 103.5 in.

What kind of transmission did it have?

A: The transmission was a conventional unsynchronized three-speed sliding gear manual with a single speed reverse.

What kind of brakes did the Model A have?

A: Four-wheel mechanical drum brakes.

The 1930 and 1931 models were available with stainless steel what?

A: Radiator cowling and headlamp housings.

The very rare Special Coupe started production around March 1928 and ended when?

A: Mid-1929.

The Model A was the first Ford to use the standard set of driver controls with what?

A: A conventional clutch and brake pedals, throttle, and gearshift.

More next month



Sunshine News By Sue Capps

OV is about the same. He just got over a UTI. He walks with a walker, eats good, and sleeps a lot. He is living with Eddie and JoAnn.

Shirley has been having some dizziness... she is having some tests.

Bob Letchworth had another pacemaker installed and doing well.

Gerald Pharris is having some stomach issues now...

hopefully that will be resolved soon.

Tex Willis says Uncle Bob, his dad is failing fast. Pray for the family.

Keep in touch with each other during this difficult time...

Please pray this virus will soon disappear.

Do your part to protect yourself and others. Stay safe and healthy!



Fourth of July Fun Facts

We celebrate on the Fourth of July at home off the nation's birthday July 4, 1776. The date marks when 56 of our Founding Fathers signed the Declaration of Independence.

The Fourth of July is also known as Independence Day.

Almost **65%** of Americans plan to have a BBQ or picnic on July 4th.

150M hot dogs are consumed on the holiday.

Fourth of July is America's drinking holiday.

190M fourths of beef are bought in preparation to celebrate.

A total of **\$6.77Billion** is spent on food just for our nation's birthday!

Although the Fourth of July has been celebrated for many years, it was not declared a Federal holiday until 1971.

Ever wondered how many Americans watch fireworks on July 4th? About **43%**

There have been 27 different official US flag throughout history.

Happy 4th Of July!!!

Independence Day fun facts & trivia

Independence Day was first celebrated in Philadelphia on July 8, 1776.

The word 'patriotism' comes from the Latin patria, which means 'homeland' or 'fatherland.'

Before cars ruled the roadway, the Fourth of July was traditionally the most miserable day of the year for horses, tormented by all the noise and by the boys and girls who threw firecrackers at them.

The names of the signers of the Declaration of Independence were withheld from the public for more than six months to protect the signers.

Both Thomas Jefferson and John Adams died on Independence Day, July 4, 1826.


In 1941, Congress declared 4th of July a federal legal holiday. It is one of the few federal holidays that have not been moved to the nearest Friday or Monday.



"This is my favorite shirt 'cause it has our country's logo on it."

JULY BIRTHDAYS

<p style="font-size: 2em; color: purple; font-family: cursive;">Happy</p> <p style="font-size: 3em; font-weight: bold; letter-spacing: 0.5em;">BIRTHDAY</p>	<table border="0" style="width: 100%;"> <tr> <td style="padding: 5px;">Ken Parker</td> <td style="padding: 5px; text-align: right;">07/03</td> </tr> <tr> <td style="padding: 5px;">Nancy Cheshire</td> <td style="padding: 5px; text-align: right;">07/05</td> </tr> <tr> <td style="padding: 5px;">Roy Phillips</td> <td style="padding: 5px; text-align: right;">07/05</td> </tr> <tr> <td style="padding: 5px;">Harris Lege</td> <td style="padding: 5px; text-align: right;">07/11</td> </tr> <tr> <td style="padding: 5px;">Gary Vick</td> <td style="padding: 5px; text-align: right;">07/28</td> </tr> </table>	Ken Parker	07/03	Nancy Cheshire	07/05	Roy Phillips	07/05	Harris Lege	07/11	Gary Vick	07/28	
Ken Parker	07/03											
Nancy Cheshire	07/05											
Roy Phillips	07/05											
Harris Lege	07/11											
Gary Vick	07/28											



Guess since COVID-19 has picked up again in our state, we will continue Social Distancing guidelines. The 2020 Texas Tour was a success during this time because it was outdoors and nearly all touring. We thank Jordan Douglass and the Brazos Valley As for planning and executing the Tour. Hopefully we all will be able to attend next year.

July begins with Independence Day on the 4th. Let's celebrate our freedoms.
 We are proud to be Americans! Happy Independence Day, Everyone!

The Editor

A Flag-Waving Feast for the Fourth











The 2020 Texas Tour

2020 Texas Tour Recap: 73 pre-registrations & 145 people. About 80 cars.

This TX tour was simple, nothing fancy. There was a welcome party & a farewell party where simple meals were served with minimal time talking on the speaker, which gave more time for socializing. **Because we had simple meals & no judging, we didn't need a big fancy venue. We had outdoor meals due to COVID, but we could have also done an indoor meal without table decorations at a venue for a small price increase.**

With these simple changes, we went from a \$40,000 budget (that's what we operated on in 2016 when I planned the tour in Glen Rose) to a \$4,000 budget this year. That is 1/10th the financial risk & 1/10th of the stress – but 10 times the amount of fun.



Tours: Thursday early bird tour to Windy Winery & Saddlehorn Winery. Friday morning guided tour to Chappell Hill – Bellville- & Kenny. Saturday Grand tour to Somerville Lake Dam – Wilcox- Independence – Industry – & Round Top

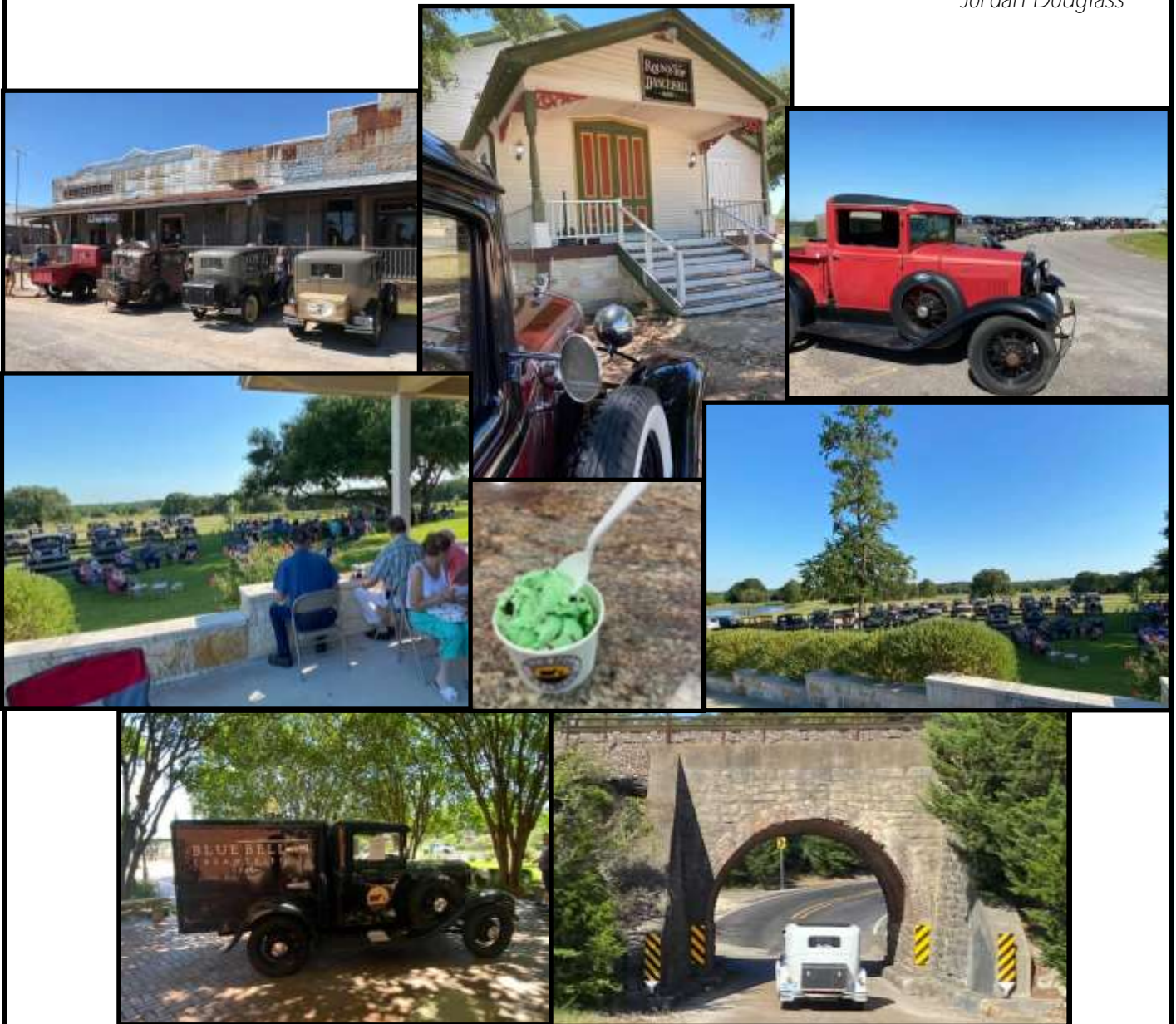


The general consensus from the people there was that they would like Texas Tour in the future to follow this pattern, less organized activities & more organized touring- which also leads to less expenses. We often hear from the smaller clubs that they can't do a Texas Tour because of the cost- now you can because it's been proven it can be done.

Thank you to everyone who came. We had a great time organizing the tour for you. Please take the experiences you had and talk with your club about how a Texas Tour can be made WAY simpler than it has been in recent years & consider hosting one. We are here to help you.

The Greater Houston club is scheduled to be in rotation to host the 2021 Texas Tour. It is unclear whether they have arrangements ready for next summer or not. Maybe someone from Houston can inform us of their plans.

Jordan Douglass



Era Historical Tidbit

The History of Gas Pumps



The gasoline pump has evolved over the years, beginning in 1885 with the first kerosene pump manufactured by Sylvanus Freelove (S.F.) Bowser of Fort Wayne, Indiana. The device was originally used to suck kerosene from barrels at general stores, delivering **the fluid to a customer's portable metal can.** The product would then be brought home to fuel stoves, lighting fixtures, and possibly a horseless carriage (if the customer was fortunate enough to afford one).

Though his pump was not originally designed to serve automobiles, by the 1890s, Bowser noticed his invention of the kerosene pump could accommodate the horseless carriages. He added a hose to his pump, and eventually a nozzle. Clerks would count the number of cranks (pumps) they made with the handle to determine how many gallons had been delivered into a customer's tank (**one crank would equal one gallon**). Generally, the clerk would also put an ear to the automobile's tank to listen for the sound of gas filling. Some clerks looked down the hole to see the height of the gas level, determining when the customer's tank was full. These methods proved to be both inefficient and dangerous.

By 1910, a clock face (to measure the amount of gasoline being pumped) was added to newly manufactured pumps. The retailers who resisted the investment of a new pump outfitted their crude, older pumps with accessorized clock faces. The demand for an even more precise way to measure what was being purchased led to the design of a visible gas pump.



By the 1915s, some visible gas pumps stood upwards of 10-feet tall. The cylinders were marked, by gallon, similar to a large science beaker. Beyond being a measurement device, these pumps demonstrated the clarity of the gasoline; at the time, customers became increasingly aware that pollutants in gasoline would harm their engine. Another function was to allow the customer to quickly see which pump was ready to fill a gas tank, based on which cylinders were full. The cylinders had a release valve attached, gravity feeding the tank of a customer's

vehicle when released.

As more vehicles were on the road, crowded streets pushed curb-side pumps further back, and forced the gasoline to be stored underground. The designers of gas pumps soon added an aesthetic appeal to attract consumers to gas stations. With the addition of the clock face and visible cylinder, the art deco movement took gas pumps by storm.



Continued on the next page



Through the 1920s, the colors and ornate designs of gasoline pumps stretched around the globe. Everywhere, bright colored pumps full of gasoline were at every station. By the 1930s, the visible pump decreased in size, giving way to a smaller version with a turbine inside. These miniature, visible pumps were usually hanging off the side of a pump, with a hose connected to the bottom, which fed into an automobile's tank. These miniature cylinders were referred to as "sight glasses". The main reason for the smaller, visible cylinder was an increased consumer confidence in the gas pump retailer. Consumers began to trust that the gasoline was clear and the amount they paid for was accurate. It was the introduction of electric pumps around the 1920s and 1930s that gave way to the ultimate precision of measurement, eliminating the cylinder all together.

Due to a lack of street lights at night, globes not only helped advertise the gasoline's manufacturer, but also served as a beacon for travelers in desperate need of refueling. These globes were added in early versions of the 1910s styled pumps. They were the last decorative element of the gasoline pump to remain through the 1940s. As the cylinders shrank into sight glasses, and then were all together removed, the globes remained.

From Automobile Driving Museum website



Historic Gas Stations with old pumps in Missouri and Texas along Route 66 – The Mother Road

Technical Tips

Driving in the Heat

Because of the heat that was in the triple digits I had vapor lock issues. A trick I learned was to use aluminum foil on the fuel line and carburetor to help keep the fuel from boiling. It worked, but it would have worked better if I had installed the foil before it got to the boiling point. Instead, I waited for the car to cool down on the side of the road going up a hill.

Something else I learned was to richen the fuel mixture when the engine temp starts to climb. Adding more fuel than is necessary for optimal combustion with the mixture knob helps cool the flame slightly in the cylinders. Turn the knob out until you notice the engine running rough from getting too much gas, then turn it in just to where the engine smoothes out. Again, this type of trick works best if you do it just as you notice the temp starting to climb. I shared this tip with some club members at the parade on July 4th with great results.

Another tip that seemed to work for me was to retard the engine timing to the lever position more proportional to the speed the engine is turning. I think that most of us know that you advance the timing lever as your engine speed increases, but it seems that once the lever is set for that higher speed (and more power), the lever doesn't get moved again. I found that retarding the timing while driving at slower engine speeds helped the engine cooling slightly.

I wasn't able to tame the heat completely, but by using the tips listed here, I am convinced that I minimized the problems that I had. Hopefully you can use some of the information here and maybe learn something else by playing with the controls of your baby and being observant to the results.

by Mark Barrett of Santa Clara Valley Chapter



Two-Tooth Steering Column

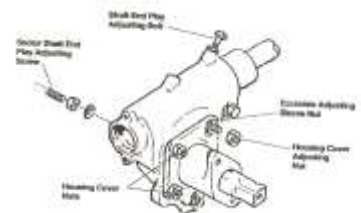
If you just want to tighten up your steering, you can make three of the four adjustments without removing the steering column.

First adjustment: Start by loosening the upper race jam nut on shaft end play bolt. Tighten end play bolt until snug and then back off 1/8 turn. Then tighten the jam nut and upper race locking bolt.

Second adjustment: Start by loosening the jam nut on sector shaft end play screw. With a stubby screwdriver, tighten sector end play screw and then tighten jam nut.

Third adjustment: This is the most critical and delicate. Jack the front end of your car up until both front tires clear. Spin steering wheel to make sure it spins free. **Then with a 5/8" wrench, loosen the four housing cover nuts about one turn each. With a 7/8" wrench, turn the eccentric adjusting sleeve nut clockwise to tighten.** Careful, a little bit goes a long way with this adjustment. Spin **the steering wheel lock to lock in place, making sure you don't have a high spot.** If you do, you will know it. Turn it counterclockwise to loosen. With the steering aimed straight, wiggle the steering wheel while watching the front tires for play. When satisfied, tighten the four housing nuts and recheck your adjustments.

By AJ Pennington and printed in the June 2002 "A" Quail Call.



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Please support
the National
Model A Ford
Organizations

MAFCA
IS OUT OF THIS WORLD

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KNOWS WHAT THE FUTURE MAY HOLD?**

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Model A Era Advertisements



Ford had advertisements of The New Ford published in many magazines and newspapers. Most if not all of the ads used drawings instead of photographs, therefore some of the cars pictured varied slightly from actual production vehicles. Still, the ads are a history of the development of the Model A, noting changes from year to year, and giving us some insight on how Ford marketed the cars to various audiences.

Many third-party manufacturers made parts and accessories for the Model A Ford during and after the 1928-1931 production. Many of MAFCA members collect Era Advertisements. A few of them have been kind enough to scan their ads and submit them to the website for your enjoyment.



To view any of the magazine ads, go to mafca.org — click on Fun Stuff — Era Ads — then the Ad Title in list



The Model "A"
RESTORERS CLUB

Model A News Publication – comes with your membership

MARC also has interesting articles and pictures on their website. Just go to

model-a-ford.org



The Model A Ford Museum at the Gilmore Car Museum in Hickory Corners, Michigan. Definitely worth a visit!



maffi.org

Turns out it was a marble in the ashtray.



Time to Smile, Folks!

There's always one in the group!
Is it you?



Very Interesting!



FOR SALE

1931 Tudor Sedan—color outside Copra Drab & Chicle Gray—inside gray. Very good condition. 6 volt . Asking \$13,900 obo. Call Herman Dentler at 940-733-8803



Herman is also offering a 1931 Roadster Convertible, with Rumble Seat. Recently restored . Color—outside Copra Drab & Chicle Gray, Inside Brown vinyl. Asking \$19,900. OBO



No Copra Drab & Chicle Gray car exactly matches another one, but both of these cars are the same color. One of these is in the sun and the other in the shade.



Lots of Beautiful Model A's at

Can you name the body styles that are pictured?





Event Calendar

JUL — NO MEETING due to COVID-19

AUG — Will update later

SEP 17-20, 2020—Southwest Swap Meet —Texas Motor Speedway

OCT 1-3, 2020—PATE Swap Meet —Texas Motor Speedway

OCT 10, 2020 -- DQ car show in Seven Points 11am

DEC 05, 2020 -- Meeting Christmas party — Tri County Library. Community Room. 11am- whenever

www.CedarCreekAs.org

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