

The Running Board

August 2020

Vol. 18 No. 8



President's Memo

Hello Members,

On July 14, 2020 we lost one of our members, Max Westbrook. He will be missed by his family and friends. Max was one of a kind, he kept us on the edge of our seats at all of our meetings, he always had the best stories, he had it all together. He will be missed. (God Bless).

As America went into it's 5th month of lockdown to stop the spread of Covid-19, the spring tours were cancelled and most everything in the country.

I think about driving the "A"s all the time spending a little time day dreaming of the coming fall season when the weather is a little cooler so we can get in some driving tours. I imagine a lot of you are anxiously waiting for the same thing.

I have managed to get a lot of work on my garage getting it ready for the model "A". I am also getting a little better driving the tractor and brush hogging the pasture. Haven't got it stuck this time. It's beginning to look like I would like it to be.

August meeting will be cancelled again because of Covid-19. I wish we knew when we could have another meeting with everyone, but no one knows when that will be. Keep everyone in your thoughts and prayers.

Best Regards,

Walter Hellebrand, *President*

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1930 Huckster
used to sell summer
vegetables & fruits.

What a great way to show
off a Model A!



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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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



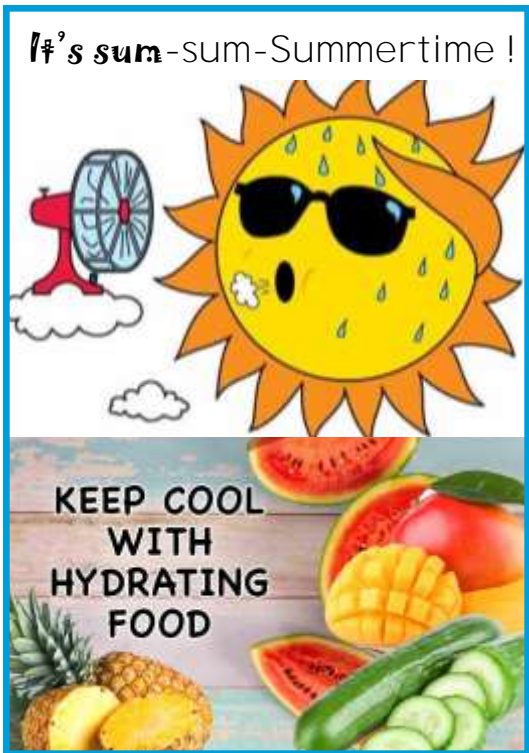
A MAFFCA Chapter



MEETING MINUTES

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

Respectfully submitted,
Sue Capps, Secretary/ Treasurer



or you might go to the Beach



Ford Model A Truck Beach Boys Surfin Safari album cover

August Model A Ford Trivia Quiz Questions With Answers

A rear-view mirror was what?

A: Optional.

In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to do what?

A: To provide heat to the cab.

A small door provided adjustment of what?

A: The amount of hot air entering the cab.

The Model A was the first car to have safety glass where?

A: In the windshield.

In addition to the United States, Ford made the Model A in plants what countries?

A: In Argentina, Canada, Denmark, France, Germany, Japan and the United Kingdom.

In Europe, where in some countries cars were taxed according to engine size, Ford in the UK manufactured the Model A with a what?

A: A smaller displacement engine of 124.7 cu in.

European manufactured Model As failed to achieve the sales success in Europe that would greet their what?

A: Smaller successor in England and Germany.

Henry's disdain for cosmetic vanity as applied to automobiles led him to leave the Model A's styling to whom?

A: A team led by his son Edsel.

The Model A was well represented in media of the era since it was what?

A: One of the most common

What was it's successor?

A: The Model B, which featured an updated inline four-cylinder engine, as well as the Model 18, which introduced Ford's new flathead V8 engine.



Sunshine News By Sue Capps

Shirley Leone is still experiencing dizziness.

We need some Happy News because July was a sad month. First we learned that Uncle Bob Willis passed away on Thursday, July 2, 2020 then we get this:

Note from Max Westbruck.... The reason that no one has seen or heard from me the last couple of weeks is **that Pat and I have tested positive for the COVID. Believe me: you don't want it!** My daughter had come down from Denton for an affectionate Father's Day visit and brought it from a church she attends. Pat showed up with it first, and then a week later I was tested. Pat seems to be doing better, however, because of some pre-existent heart issues, and my age, my circumstances are a bit more serious. Sadly we lost Max on Tuesday, July 14, 2020. *(See info below)*

Next we learn we have lost George Tynan on Wednesday, July 15, former President of MAFCA, a person instrumental in starting the Model A Museum, a trustee of MAFFI, and LIFE Member of the Dallas MAFC.

They will all be missed!

Please be careful around others, young and old!
Wear those masks and wash your hands!
We want to see you in the future!



Remembering Max

Jim Erl Max Westbruck was born April 11, 1941 in Lamesa, TX and entered into eternal rest July 14, 2020 at the age of 79. Max attended Howard County College, Midwestern State University and The University of Heidelberg. He married the love of his life, Patricia *Nilson*, April 26, 1971 in Wichita Falls.



New Year's Eve 2019

In his lifetime self-proclaimed "Jack of all trades, master of none," Max had a radio program, a farm and ranch report on Channel 6 in Wichita Falls and started an oilfield equipment sales and manufacturing company where he designed and built his own pumping unit.

A U.S. Army Airborne combat veteran, Max also worked for the U.S. Postal Service where he retired at the age of 71. Max was a 32nd Degree Mason, member of both the York Rite and Scottish Rite.

Max was a member of the Cedar Creek Model A Ford Club (president in 2019), Tri County Tractor Club and regular at Coffee Love where he loved to talk to all kinds of people and never met a stranger.

He was a lover of music especially polka and was a beloved husband, father and grandfather. He also loved those tractors and Model As. Max will be truly missed by all who knew and loved him. He leaves his loving wife, Patricia, son Max N. Westbrook (wife Melissa) of Denton, daughters Ruth Westbrook of Denton, Rachel Westbrook of Singapore, Jayne Berry (hus. Connor) of Juneau, Alaska and Kathryn (hus. Mike) of Ft. Worth, and nine grandchildren.

In remembrance you may make a donation to Scottish Rite Hospital - pledgelling.com online or mail to 2222 Welborn Street, Dallas 75219. You may also donate to the Tri County Heritage Museum at P.O. Box 212, Mabank, TX 75147.

We will all miss him soo much!!! He always had incredible stories to tell us about history and the way things were as he lived it.. May you rest well my friend!! Prayers for your family from all of us. You may contact his wife at Pat Westbruck, PO Box 874, Mabank, TX 75147.



Era Historical Tidbit



Oh Where, Oh Where Have You Gone ?

Excerpts from an article written in 1964 and published in the Boston Globe on April 6, 2002

Their roadside signs, once far and wide, now only can be seen online. Burma Shave. They were the colorful sets of signs, strung four or five at a time, along America's Blue Highways, major roads back then, veins rather than arteries now.

I recall only one set from my boyhood in New Hampshire, on Route 4, just south of Danbury on a straight stretch of road just past where a bridge took us above the tracks of the B&M railroad.

My father, Newt, tells me that this is what the sequence of signs said:



They all ended with the signature name of America's first brushless shaving cream, and they were one of the most innovative advertising adventures the country has seen. They became part of our culture, our heritage.

T'WOULD BE MORE FUN
TO GO BY AIR
IF WE COULD PLACE
THESE SIGNS UP THERE
BURMA SHAVE

Newt remembers a second set in New Hampshire, this one in Franklin:

That was the thing about the Burma-Shave signs: Although you came to know the name at the end, you never knew what message would lead to it. It might be whimsy, male-female relations, driver safety, history, a poke at those who refuse to shave their beards, or even a slightly ribald jingle that, today, might be considered politically incorrect.

DON'T STICK YOUR ARM
OUT TOO FAR
IT MIGHT GO HOME
IN ANOTHER CAR

These wooden slabs of Americana came about, according to a history of the signs, when a young man named Allan Odell convinced his doubting father, Clinton, that the company's moribund business might be boosted by putting up roadside signs.



According to Frank Rowson, Jr. in "Verse by the Side of the Road," Odell purchased used lumber, had it cut into 36-inch strips and began putting up his signs, starting around 1926 when the first set went up along Minnesota Route 35 between Albert Lea and Minneapolis.

Local sales took off, and the signs spread across America like kudzu — except they were a welcome invader. Eventually, according to Rowson, more than 7,000 sets were erected in 45 states. They were maintained by crews driving eight trucks around the country, and they spread warning, wisdom, tonsorial advice, and humor. During World War II, GIs put them up at their postings as a way of reaching back for the familiarity of home.



Continued on the next page

Continued from page 6

Today, you can find hundreds of examples of them by cruising, instead of real highways, the Internet. Just do a search for Burma-Shave, and you'll find the Web sites abound.

You'll find those that warn about speeding,

IF DAISIES ARE YOUR
FAVORITE FLOWER
KEEP PUSHIN' UP
THOSE MILES PER HOUR

Those about slowing down in school zones:

PAST SCHOOLHOUSES
TAKE IT SLOW
LET THE LITTLE
SHAVERS GROW

And obeying the signals at railroad crossings:

TRAIN APPROACHING
WHISTLE SQUEALING
PAUSE, AVOID
THAT RUNDOWN FEELING

There are those that caution about flipping smoking materials from your car windows:

MANY A FOREST
USED TO STAND
WHERE A LIGHTED MATCH
GOT OUT OF HAND

And, of course, the tragically enduring danger of drunken driving,

HE WHO DRIVES WHEN
HE'S BEEN DRINKING
DEPENDS ON YOU
TO DO HIS THINKING



Then, of course, there were signs dealing with a man and woman—meaning if you didn't shave regularly, or grew a beard, you'd go home alone a lot. Dates went unmade, marriages went un vowed.

BEN MET ANNA
MADE A HIT
NEGLECTED BEARD
BEN-ANNA SPLIT

A CHIN WHERE
BARBED WIRE
BRISTLES STAND
IS BOUND TO BE
A NO MA'AMS LAND

One Web site noted that the company offered as much as \$100 for slogans and jingles submitted by the public.

IF YOU DON'T KNOW
WHOSE SIGNS THESE ARE
YOU CAN'T HAVE
DRIVEN VERY FAR

The signs became so popular that Burma-Shave eventually used one set to play off its own popularity. It read:



And in one ironic note, the company, pushing brushless shaving, also wrote the epitaphs for the very signs on which its messages were printed:

SHAVING BRUSHES
SOON YOU'LL SEE 'EM
ON THE SHELF
IN SOME MUSEUM

For that is where, today, you have your best chance of seeing an old set of Burma-Shave signs. In 1963, the Odells sold to Philip Morris Inc. and American Safety Razor. By 1966, virtually all 7,000 sets of signs had disappeared from our Blue Highways.

Technical Tips



Jim's Tech Tip by Jim Cannon

Installing Fuses On Your Model A

Just to prevent a small electrical problem from becoming an even bigger one, many of us like to install a fuse on our Model A. You've all seen them, the little fuse holder that mounts to the side of the starter switch, holds a little glass fuse, and connects to the solid yellow wire. A great idea, but it has a few weaknesses.

First, an open fuse holder like this will eventually corrode as it is exposed to the elements. Oil mist and road grime will collect in it and give you a bad connection. Vibration from the engine will loosen up the little metal clips that the fuse snaps down into. With time, this little fuse holder becomes a trouble spot in your electrical system. I've seen it several times on tours.

It is possible to purchase a molded fuse holder with a waterproof cover that snaps securely over the fuse (see photo). It uses a flat, blade-type fuse that can be obtained in any amp rating you need. They work on 6 volt or 12 volt cars. You splice it into the wiring harness and solder the connections (not just crimp them on). Cover with woven loom to hide everything except the fuse itself and it disappears (mostly). Much better.

I'm often asked where to put the fuse. If you only put it on the solid yellow wire at the starter switch, if it ever blows while driving, your engine will die right there. This might be at a very bad time to have no power, when you really need your engine running. It could be dangerous.

Most shorts that would cause a fuse to blow are in the lights or the horn. I recommend putting fuses in the two solid yellow wires coming off of the generator (alternator) that go to the headlight switch and the horn. If one of these fuses blows, you won't have lights or a horn, but your engine will still run. Figure out how much current your lights draw and put a fuse about 25% bigger than that on that wire. The same with horn wire. If you accidentally use too small of a fuse, it will blow and you replace it with one of a slightly higher amp rating.



Once you have installed these first two fuses, then you add a third fuse to the yellow wire coming off of the starter switch. Use a fuse amperage here that is a bit bigger than the ones you used for lights and horn. This becomes your protection against a really big problem in all of the wires besides lights and horn (like ammeter and associated wires). This fuse should not blow if you have a short in the lights or horn, so the engine will keep running and you can limp home (without horn or stop lights -- be careful). But if you have a major short, one capable of starting a fire, the 3rd fuse will blow and save your car.

This is one of my more complicated Tech Tips. I hope it helps your car stay safe and reliable. I'm always open to feedback. Have a Model A Day! Jim

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Please support
the National
Model A Ford
Organizations



Unfortunately, all
National Model A
Ford Events for 2020
have been cancelled
due to COVID-19.

MAFCA
IS OUT OF THIS WORLD

IF YOU HAVEN'T YET RENEWED YOUR MEMBERSHIP,
IT'S NOT TOO LATE
OR
IF YOU HAVE NEVER BEEN A MEMBER, THE TIME IS NOW.
VISIT MAFCA AT MAFCA.COM TO RENEW OR JOIN US. WHO
KNOWS WHAT THE FUTURE MAY HOLD?

mafca.com



George Patrick Tynan, Col (Ret.)

Born: November 16, 1928

Died: July 16, 2020



Sad to report that Dallas Model A Ford Club member and great friend George Tynan passed away July 16, 2020 at the age of 91.

George was the 2003 MAFCA president, served on the MAFCA board for 4 years and was selected by board of trustees of MAFFI to be the president from 2006-2008. In that time, George was instrumental in establishing the Model A Ford Museum at the Gilmore.

George was very active in the Dallas Model A Ford club up until a few weeks ago, working Monday - Friday at a good friend's Model A shop educating newcomers to the hobby and helping others fix and recondition their Model As. He organized parades, meetings, canvassed HUGE swap meets on foot handing out club flyers and led fund raising efforts like the Leake Auction.

George was the one who always took the long way home in either his 1930 Cabriolet or Blind Back 4 door. In 2017 he was the only driver to drive his Model A the entire way from Texas to Yellowstone National Park, and back home, by himself! George was a college football star, career military, aircraft commander of the 100th bomb wing, rose to Colonel in the Air Force of the 68th Electronic Warfare Squadron at Strategic Air Command from 1974 - 1975. He founded Care Flight in Kansas City while his boss was on vacation and developed low flying bombing maneuvers in the service while trying not to crash. He was a go getter who never stopped.

We will miss you George.



MAFFI Newsletter Minute

maffi.org


This year we had planned to celebrate our tenth annual Model A Day reunion at The Gilmore. However, due to the continuing and unabated impact of the Covid-19 virus, the MAFFI Trustees have concluded that we must cancel the September 18th-19th, 2020 event. After much evaluation and conversation, it was determined that attempting to have a **safe and comprehensive event with meeting seminars, swap meet merchandise and exhibits showcasing our Model A's presents too great a risk to our hobbyists this year.**

Thank you for your support of The Model A Museum and for your past participation at our annual event. We plan to have Model A Day next year (2021), and will carry over our First Responders vehicle theme. We will provide further information regarding The Foundation's 2020 annual meeting and induction of Hall of Fame candidates as we get closer to September.

All of us associated with The Model A Ford Foundation wish you well and hope you remain safe during this pandemic. Please understand how difficult it was to make this decision and accept our apologies for the necessity of cancelling Model A Day at The Gilmore this year.



With Best Regards, *John W. Begg* President Model A Ford Foundation, Inc.



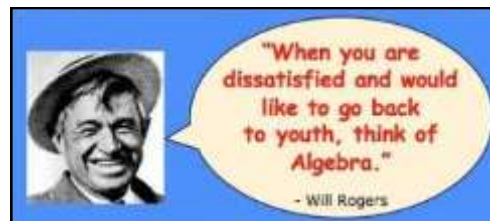
The Model "A"
RESTORERS CLUB

Technical Information about the Model A can be found on the website. Check out model-a-ford.org

Coming Soon MAFCA Information

In the next few weeks you will be receiving your 2022 Membership Renewal and the election ballot, so keep an eye out for them. Please return them as soon as you are able. Your club appreciates it.

Time to Smile, Folks!



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



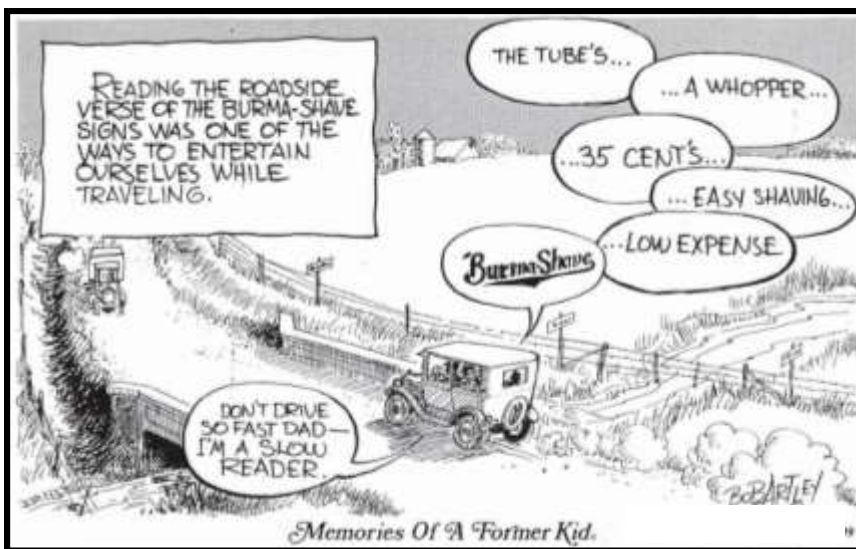
No Copra Drab & Chicle Gray car exactly matches another one, but both of these cars are the same color. One of these is in the sun and the other in the shade.



SOUTHERN WORD OF THE WEEK

doohicky

The name for an object (or person) you either can't remember or never knew in the first place. Other variations are whatchamacallit and thingamajig.



Memories Of A Former Kid.

WHY IS IT WHEN YOU TRY TO PASS THE GUY IN FRONT GOES TWICE AS FAST?





Event Calendar

AUG — NO MEETING due to COVID-19

SEP 17-20, 2020—Southwest Swap Meet —CANCELLED

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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