

May 2025

Vol. 23 No. 5

President's Memo

Hey Folks!

I hope you're all doing well! I have some exciting personal news to share—Salma and I are engaged! It's been a wonderful time for us, and we're looking forward to all that's ahead. Thank you all for the support and friendship you've shown along the way.

On the Model A front, my motor seems to be holding up well after plugging the extra holes in my B head. It's running strong, and I'm excited to get some more miles under it! Speaking of which, it's about time we start planning our next day tour. Looking forward to seeing you all at the next meeting.

Looking forward to seeing you all at the next meeting.

Warm Regards,

Spencer Pennington

CLUB OFFICERS

President

SPENCER PENNINGTON

903-603-4282

Vice President

HERMAN DENTLER

940-733-8803

Secretary/Treasurer

LOU CARPENTER

903-880-9735

BOARD of DIRECTORS

CHUCK CHESHIRE

972-741-8749

JONATHAN VAGHY

817-454-2599

JODY LETCHWORTH

903-603-4969

NEWSLETTER EDITOR

NANCY CHESHIRE

nmcheshire@yahoo.com

WEBMASTER

BILL LEE

bill@wrlee.com





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 Cliver – deceased
- S. D. "Shorty" Johnson – deceased
- Olin Lewis – deceased
- Ola Powell – deceased
- Gene Tregre – deceased





**MEETING
MINUTES**

**Cedar Creek Model A Ford Club
Monthly Meeting
April 1, 2025
Dairy Queen at Seven Points**

We didn't really have a meeting this month. Spencer hadn't gotten the messages about Bob Letchworth and was very shocked to hear of his passing. So no calling meeting to order or reciting the pledge. We spent the time remembering and talking about Bob. He is leaving such a huge vacancy in the club and is going to be missed tremendously.

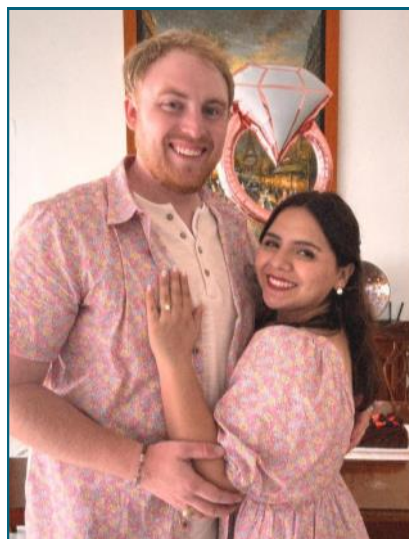
Anna Hellebrand stopped in to say "Hi" and give the club a \$50 donation. Walt's birthday is April 8th and she said it was in remembrance of his birthday. But she said she is just not ready to come back to meetings without Walt.

Gary Vick and Spencer Pennington discussed ways to get new members in the club. They are both going to work on it.

Jody Letchworth's sister is staying with her until school is out. Then her daughter Sonia is coming to stay the summer. So you can still call Jody at her home number.

Lou Carpenter, Secretary/Treasurer

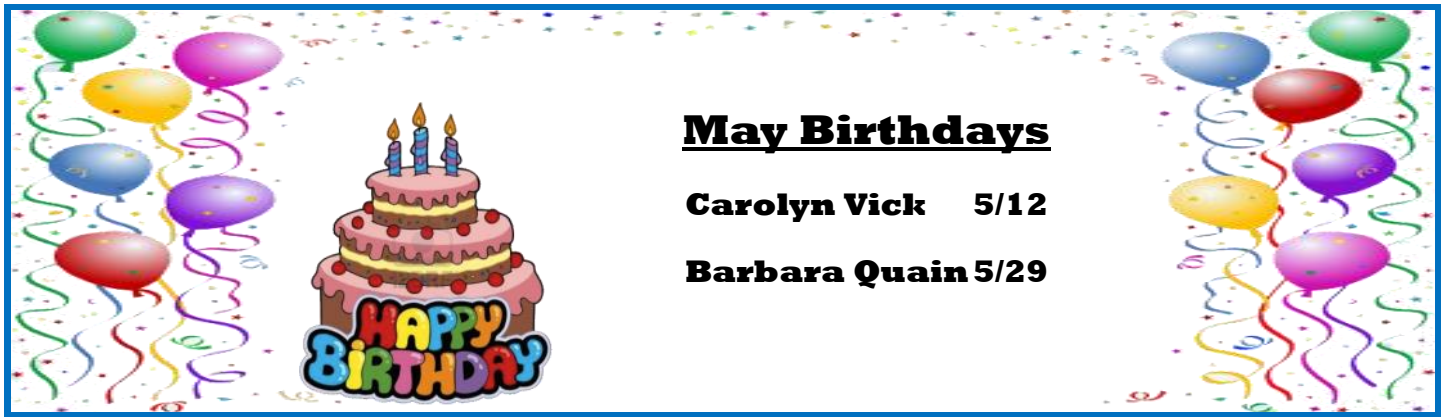
Our engaged couple Spencer Pennington and his bride-to-be, Salma



TRIVIA

1. After the Lone Ranger saved the day and rode off into the sunset, the grateful citizens would ask, "Who was that masked man?" Invariably, someone would answer, "I don't know, but he left this behind." What did he leave behind? A _____.
2. When the Beatles first came to the U.S. in early 1964, we all watched them on The _____ Show.
3. "Get your kicks, _____!"
4. 'The story you are about to see is true. The names have been changed to _____.'
5. 'In the jungle, the mighty jungle, _____.'
6. After the Twist, The Mashed Potato, and the Watusi, we 'danced' under a stick that was lowered as low as we could go in a dance called the '_____.'
7. Nestles makes the very best... _____.'
8. Satchmo was America's "ambassador of Goodwill." Our parents shared this great jazz trumpet player with us. His name was _____.
9. What takes a licking and keeps of ticking? _____.
10. Red Skeleton's hobo character was named _____ and Red always ended his television show by saying, 'Good Night, and '_____.'
11. The cute little car with the engine in the back and the trunk in the front was called the VW. What other names did it go by? _____ or _____.
12. In 1971, singer Don MacLean sang a song about, 'the day the music dead.' This was a tribute to _____.
13. We can remember the first satellite placed into orbit. The Russians did it. It was called _____.
14. One of the big fads of the late 50's and 60's was a large plastic ring that we twirled around our waist. It was called the _____-_____. _____

Answers on last page.



Sunshine News

By Lou Carpenter

Please continue to remember Jody Letchworth in your prayers with her loss of her husband.

Continue to keep Bill and Sue Capps in your prayers. Keep us informed. We Care!

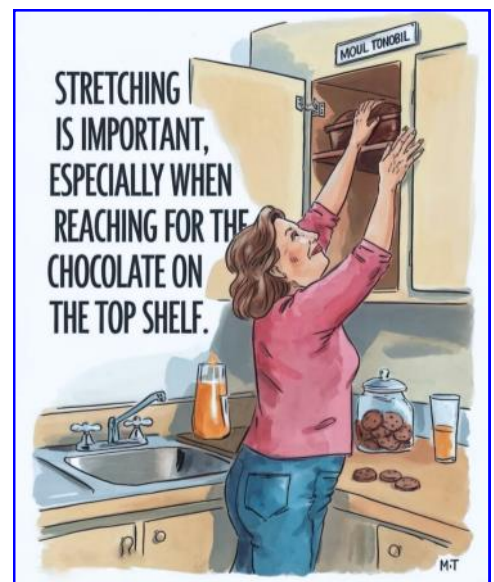


From the Editor

May is the month for storms and flowers. We are hoping it is a good month to tour in our Model As. It is also a month to celebrate mothers, graduates, and Memorial Day. Happy Merry Month of May to everyone.

Congratulations to Spencer and his fiancée.

Nancy Cheshire



Historical Tidbit

The FORD Legend

Official Newsletter
of the Henry Ford
Heritage Association



Spring 2022 • Volume MMXXII - No. 1

Henry Ford's Last Ride

by Henry Dominguez

In the early morning of April 8, 1947, James Erwin was suddenly awakened out of a deep sleep by the ringing telephone on his nightstand, and he knew immediately that nobody would be calling at 2:00 in the morning with good news. He had joined Ford Motor Company only a few weeks earlier as the company's new vice president of public relations and was staying at the Dearborn Inn until he could find a permanent residence. He picked up the receiver.

"Jim, this is Henry. Granddad just died. Meet me at Fair Lane as quickly as you can."

Ever since the death of his son Edsel in May of 1943, Henry Ford's health had deteriorated. He was quite well physically, but the onslaught of dementia was taking its toll. Where once he was active and alert, now, in the early spring of 1947, he was following his wife Clara around the house "like a little puppy."

On April 7, 1947, however, he woke up amazingly alert, and everybody at his mansion—the butler, John Thompson; the houseman, John Williams; the maid, Rosa Buhler; the chauffeur, Robert Rankin; even Clara herself, thought that perhaps the old man was going to make a recovery.

Earlier in the week, an unrelenting storm had dropped down from Canada and it had been raining almost non-



Henry Ford and Henry Ford II (Wayne State)

stop ever since. In fact, the Rouge River, which was right behind Ford's mansion, and from which they got their electricity from a dam that Henry had built across it, had risen so high, that it made the two turbines stop operating. This shut down the mansion's electricity, and the residence did not have a back-up electricity supply from the public grid.

As the day wore on, Henry became restless, so he asked Rankin to drive him around the area, to see how the flood had affected the rest of Dearborn.

That evening, Henry and Clara had a savory turkey dinner by candlelight, and he asked his wife if she would like to go with him in the morning for a ride out west of town, and she said that she would.

Around 11:00, Henry began coughing, and a short time later, died of a cerebral hemorrhage.

Rankin drove over to the Ford Engineering Laboratory and called Henry Ford II to let him know what had happened. And that's when you Henry called James Erwin.

With that phone call, it quickly became apparent that Erwin had joined Ford Motor Company just in the nick of time. "When I took over the public relations responsibility at Ford," he explained, "I found excellent performance in the press relations field, but virtually no knowledge (let alone expertise) in areas of public relations, public affairs, or community relations."

"One of my first requests of my newly acquired staff was to go over with the section heads their organization for handling of unforeseen emergencies and after-hour and weekend happenings of spot news importance. What they had was good, but not excellent, so we revamped it, and it was this type of readiness that showed its mettle when Mr. Ford died in the middle of the night."

Erwin called Dispatch and they immediately sent a driver over to pick him up, and since they were only a couple of miles from Fair Lane, they got to the mansion well before young Henry. "We pulled up to the closed gate, and I identified myself to the guard on duty, but my driver and I were ordered to turn around and leave."

"Well, Henry Ford II should be arriving soon," replied Erwin. "Please tell him to call me at my office." The guard said that he would.

At his office, Erwin called members of his staff, told them what had happened, and ordered them to come into work. "Not too long after," explained Erwin, "the call came through with an apology by Henry II and the remark: 'You won't have any trouble getting in now.'"

At around 4:00 a.m., William Hamilton from the Detroit's Hamilton Funeral Home pulled up to the mansion's

portico in a massive black Cadillac hearse. In the library, he met with Henry II and Clara Ford, but the servants were there, too, and so was Erwin.

"Hamilton and his men went upstairs to Mr. Ford's bedroom," Erwin recalled, "and in a very short time the gurney carrying Henry Ford's body was borne down the long stairway, with Ford servants carrying lighted candles before and after."

"The gurney was placed in the hearse, and I suggested to Bill Hamilton that in case someone had tipped the press, the hearse and accompanying cars (mine included) should leave by a distant gate (the north gate near Ford Road) from Fair Lane. How wrong I was! The gate was already covered by Detroit News, Free Press, and Times reporters and photographers."

"Now, one of the problems at Ford Motor Company at the time," Erwin explained, "was leaks to the press, gossip columnists, the wire services, and radio stations, tipping them off to important company projects, election of officers before the officers were elected, social activities of the wives of top executives, and all manner of chit-chat.

"So, someone on the administration building switchboard, someone on the nightshift in Dispatch, someone at Fair Lane, someone at Hamilton's, or possibly someone of our own press relations staff, had flashed the word downtown," Whoever it was, throngs of reporters soon amassed at both gates to Fair Lane.

As Hamilton drove away, Erwin took note of the Cadillac hearse.

He then rushed back to the administration building to meet with his staff. Everyone was there, he recalled, and "were readying for the extraordinary activity each of us knew would follow."

"As I had done many times as a city editor in Chicago, I moved into the field. And here's where the unequalled resourcefulness of the Ford Motor Company came into play. A headquarters was set up for me and my immediate staff in a room in the recreation building (adjacent to the Edison Institute Museum and now known as Lovett Hall). With an unobstructed view of the spot where Mr. Ford's coffin would be placed. The Rouge electrical and maintenance department, under Mead Bricker, installed, within a matter of a few hours, a complete field switchboard, and Michigan Bell had looped in a dozen or so direct lines from the main switchboard at the administration building. Desks and typewriters were moved in, telephone extensions connected—everything a staff needed to function. John Bugas' plant protection chief has assigned squads of Ford plant police, equipped with squad cars with two-way radios, stanchions, horses and such, with ropes to confine the avenue of approaching mourners, extra traffic police to man the approaches to the Village entrance and control parking, a first aid station manned by doctors and nurses [from the Henry Ford Hospital] to handle any needs that might arise. (We anticipated that many of those who would visit the bier would be elderly.)"

Even with all that activity going on, Erwin still took the time to go see Bill Hamilton at the mortuary. Seeing Henry Ford's body being carried away in a Cadillac was still

bothering him.

When Erwin met Hamilton, he came right to the point, and asked him if he had a hearse other than a Cadillac, and when he said no, Erwin became incensed. "I'll be damned if the founder of Ford Motor Company is going to make his last trip in a GM product! Aren't there any Lincoln hearse around?"

"Not that I know of," Hamilton sheepishly replied.

"There are a few old Packard hearse up North. Maybe we can get one of them."

(Hamilton must have been too embarrassed to tell Erwin that his previous hearse had been a Lincoln; in fact, he had taken Edsel Ford to his grave in it less than four years earlier. Where it was now, obviously, Hamilton didn't know.)

Erwin just shook his head. "Let me see what I can do."



Detroit Free Press (Dearborn Historical Museum)

"I knew that if there was anyone in the world who could solve this problem," recalled Erwin, "it was Jack Davis." And he was probably right. Davis was Ford's longtime sales manager, knew almost every Ford, Mercury, and Lincoln dealer in the country by name, and was well respected by them all.

When Erwin told Davis of their predicament—after all, sending Henry Ford to his grave in a Cadillac was the last thing Davis would have wanted as well—Davis immediately sent out telegrams to all Ford regional and zone managers throughout the country imploring them to find a Lincoln hearse. He then made arrangements with Ford Traffic

Department (the organization whose job was to get Ford cars from the factory to dealers). "If one is found," Davis exclaimed, "place it in a baggage car and hook it to the fastest train to Detroit, even if it means delaying the Santa Fe Chief!"

Regardless of his best efforts, however, no Lincoln hearse could be found anywhere in the country. "So we came up with one of those Packard hearse," Erwin explained. "It was awful." It was a six-year-old vehicle, built before the war, and Erwin was concerned that the old car 'would have quite a struggle getting from the church in Detroit to the little family cemetery out on Joy Road since Henry Ford's coffin was made of bronze and had terrific weight."

To allay any potentialities, Erwin instructed Hamilton to



Loading the 1941 Packard hearse after the funeral.

get the other Packard hearse, too, "and that the two hearses and my car in the funeral procession, be equipped with two-way radios. . . . that the second hearse travel at the same speed as the funeral procession, but on the nearest parallel thoroughfare. . . . that if the first hearse broke down, it, escorted by its police cars, would whip-over to the main procession. . . . that the coffin would be transferred in a manner of seconds. . . . and the cortege could move forward."

Fortunately, Erwin's well-thought-out contingency plan was not needed. The old Packard hearse "grunted and groaned all the way to the cemetery," Erwin said, but made it without incident.

Since the Ford Cemetery was located on the south side of Joy Road, the police kept the throng of people who had come to witness the burial of the world's most famous industrialist on the north side of the street, giving the Ford family some modicum of privacy. And Erwin had also made arrangements with the press to keep their reporters away from the cemetery as well. "This, I believe, was done," he recalled thirty years later, "but I am not sure."

"One thing I am sure of is that it would never have occurred to me that an enterprising newsreel outfit or Detroit paper—I'm not sure which—would charter about the only helicopter in the entire Detroit area and that it would hover over the grave at the most solemn moments in the Episcopal commitment ritual and disturb the mourners with the

loud slapping of its rotor blades."

"I have to forgive whoever it was (although I was en-



Press at the Cemetery

raged at the time), because if I had been running the Chicago Herald Examiner or the Denver Post at the time, and Chicago's or Denver's leading citizen of the world had died, I'm sure I would have had a chopper up there, too!"

Author's note: The preceding story is factually true and the quotations are real; they were gleaned from an eight-page letter written by James Erwin to Professor David L. Lewis in 1976. I am indebted to Professor Lewis for making it available.

The above article was sent in by Rusty Gould

Seat Belts for the Model A



Tom and Sharon Laupp from Old Fort A's were involved in an accident with their Model A. Tom writes. . . "If you do not have seat belts in-

stalled in your Model A, please install them, My wife, Sharon and I speak from personal experience. They can save you from great harm or even death. We were wearing our seat belts at the time of our accident of May 13th. The belts kept us in the car. Without them, we might have been thrown from the car. They don't cost a lot of money and can be adapted to the Model A and fit securely.

YOUR LIFE IS WORTH SAVING."

Technical Tips

Jim's Tech Tips

"Make and Carry a Temporary Gas Gauge"

Every now and then you will come across a car or truck with an inoperable gas gauge. For example, the float sinks. You don't want to go driving around without knowing how much fuel you have in the tank.

Here are some basic instructions that you can use to make a temporary gas gauge, to use until the gauge is repaired. It's not a bad idea to carry it with you, to use on your car or to help someone traveling with you.

Take a simple paint stirring stick, like they give away at a paint store, and measure up from the end to mark the place indicating a Full tank. From there, you can use a ruler to estimate the $\frac{1}{2}$, $\frac{3}{4}$ and $\frac{3}{4}$ levels. Score a line in the wood at these 4 places, and then darken each line with a black marker.

The gas tank changed design between 1928-29 and 1930-31. The '28-29 tank holds about 10 gallons, and the larger '30-31 tank holds about 11. That means that the distance to Full is slightly different between the two tanks.

I score and mark one side of the paint stirrer with the '28-29 height to Full of $7\frac{1}{4}$ " , and then mark off the quarters from there. Then I do the same on the other side of the stick using the 1930-31 height to Full of $8\frac{1}{2}$ ". Label each side. Now you have a stick that can be used on any year Model A.

To use it, remove the gas cap (and the screen in the filler neck, if the car has one) and just dip the stick straight down until you touch the bottom of the gas tank. Now lift it out and see where the wet gas level is on the gauge. It will be approximate, close enough to drive with some confidence, knowing you will have enough fuel.

I hope you never get stuck with an inoperative gas gauge, but if you do, now you can be prepared with this temporary stick gauge.



Have a Model A Day!
Jim Cannon

Technically Speaking

Engine Fails to Start although engine turns over but won't start

Culprits include:

1. Ignition switch is off
2. No gasoline is in the tank
3. Gasoline line valve is off (needs to point down for on)
4. If engine is cold, mixture may not be rich enough.
5. If the engine is warm-mixture is too rich, over choking
6. Breaker points too close together. The correct adjustment is .018 to .022
7. The spark plug gap is incorrect. The correct gap is .035.
8. Water in filter bowl or carburetor



Starter Fails to Turn the Engine Over

Culprits include:

1. Battery run down
2. Loose or dirty battery connections.

Missing at Low Speeds:

Culprits include:

1. Gas Mixture too rich or too lean
2. The spark plug gap is incorrect. The correct gap is .035.
3. Breaker points improperly adjusted, badly burnt or pitted.
4. Fouled spark plug-spark plugs should occasionally be cleaned and the gaps checked.
5. Water in gasoline

Missing at High Speeds:

1. Insufficient gasoline flowing to carburetor due to gasoline line or filter screen being partly clogged.
2. Gas Mixture too rich or too lean
3. Water in gasoline

Backfiring Under Load (throttle wide open at relatively low rpm's) often indicates a problem in electrical/ignition/timing.

Culprits include:

1. Insufficient point gap (should be set at .018 to .020)
2. Timing
3. Bad condenser
4. Bad distributor body
5. Frayed wire between upper plate and lower plate on the distributor
6. Intermittent connection of the ignition switch

Backfiring With No-Load (example: shifting between gears and coasting downhill). Often indicates too little fuel in combustion chamber for proper ignition. (During the exhaust stroke, raw gas is expelled into the muffler where it ignites)

Culprits include:

1. GAV adjusted to lean
2. Intake vacuum leak
3. Low carburetor float
4. Backfiring around 45 mph indicates insufficient fuel to supply to the carburetor.

Engine Stops Suddenly:

1. Gasoline tank empty
2. Dirt in fuel line or carburetor
3. Gas mixture too lean

These are just a few of the things to look for if your car won't start or if you have trouble keeping it going.

Taken from How Model A Things Work - Online



Model A Ford Texas Tour 2025 Registration

Write Check to: **LSMAFC**

Mail to:

Lone Star Model A Ford Club
4500 Williams Drive Ste 212 Box 216
Georgetown, TX 78633

[OR REGISTER ONLINE!](#)

Name _____

Email address _____

Mailing address _____

City _____

State _____

Zip _____

Phone # _____

Cell phone # _____

Your Model 'A' Club(s) _____

Names for name badges in your party (yours if different from above and any passengers or children)

Is your Model A coming? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe	Will anyone in your party be in the fashion walk? (no judging, just for fun) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe How many? _____	Will anyone in your party bring a Hubley for the Derby? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe How many Hubleys? _____
--	--	---

Do you or anyone in your party have any dietary limitations? We will contact you about specifics

No Yes

Do you or anyone in your party have any special needs or limitations we should know about to make your tour the most fun?

Driver registration includes: 1 Goodie Bag with fan, official tour patch, and dash-plaque; Thursday Welcome dinner; Friday Hubley Derby & Ice cream social and Driving tours; Saturday Lunch on the Grand Tour and Closing dinner & Fashion Walk.

		Price	Quantity	Total
Driver (the 1st main adult registrant)	Regular	\$140.00	1	
	Late (\$165. after May 1)	\$165.00		
Adult Passengers	Regular	\$125.00		
	Late (\$140. after May 1)	\$140.00		
Children (6-12 yrs.)		\$75.00		
T-shirt (with tour logo and year)	___S ___M ___L ___XL ___XXL	\$15.00		
T-shirt	___3XL ___4XL ___5XL	\$20.00		
Cap	___Red ___Green	\$20.00		
Extra Tour Patch	(one is included in each goody bag)	\$10.00		
Engine Raffle ticket	One ticket	\$20.00		
Engine Raffle tickets	6 ticket bundle	\$100.00		
TOTAL				

For additional information email info@LSMAF.club



Release: I hereby release the Lone Star Model A Ford Club, Model A Ford Club of America, organizers, suppliers, and sponsors of the 2025 Annual Model A Ford Texas Tour and their facilities from any and all liabilities. Registration, either electronically or on paper, constitutes acceptance of this release.



62nd Annual Model A Texas Tour June 12 - 5, 2025 Giddings Texas



Join us for a laid-back and easy-going Texas Tour. We'll have driving tours, ice cream, Hubley Derby, fashion walk, raffles and lots of time to catch up with old friends and make new ones. Register before May 1 for the best prices.

June 12, Thursday - Welcome Dinner

June 13, Friday - Tours on your own (including a vintage carousel); Ice Cream social and Hubley Derby

June 14, Saturday - Grand Tour; Closing Dinner and Fashion Walk

June 15, Sunday - Farewell until next year!

Lodging

Make Your Reservations Now!

Say "Model A Texas Tour" when you call because we've reserved the whole hotel.

Best Western

2161 E. Hempstead
Giddings, Tx 78942
(979) 542-5000
(979) 542-2008

Super 8

4002 E. Austin
Giddings, Tx 78942
(979) 542-9666
(pet friendly)

Executive Inn

3556 E. Austin
Giddings, Tx 78942
(979) 542-5791
(pet friendly)

Extras

Add these to your registration to be sure you get yours.

T-shirts Red or Yellow
\$15 (oversized available for \$20)



Caps
\$20



Extra patches
\$10



Engine raffle tickets
\$20 for one
\$100 for 6



Release: I hereby release the Lone Star Model A Ford Club, Model A Ford Club of America, organizers, suppliers, and sponsors of the 2025 Annual Model A Ford Texas Tour and their facilities from any and all liabilities. Registration, either electronically or on paper, constitutes acceptance of this release.



WIN!

MODEL A ENGINE RAFFLE

\$20 each or 6 for \$100


H&H Antique Long Block Touring Engine

Drawing held at 2025 Texas Tour June 12-15, 2025

NEED NOT BE PRESENT TO WIN  SHIPPED DIRECTLY TO YOU (IN CONTINENTAL U.S.)

 buy online: <https://lonestarmaf.club/>

< or >

 Mail Check or Money Order with your contact info to:
Lone Star Model A Ford Club
4500 Williams Dr, Ste 212 Box 216
Georgetown, TX 78633



Model 'A' – Long Block Touring – Specifications:

- NEW H-BEAM RODS
- ALL BLOCKS FULLY INSERTED ON MAINS
- COUNTERWEIGHTED CRANKSHAFT FIT W/REAR MAIN SEAL
- SLEEVED TO STD.
- STRAIGHT VALVE CONV. W/ 1 3/4 IN. INTAKE VALVES 1 9/16 EX.
- 8 HARDENED VALVE SEATS INTAKE I.D. TO 1.500
- G7 TOURING GRIND ON CAMSHAFT
- ALUMINUM TIMING GEAR
- STEEL CRANK GEAR
- NEW HI COMP. 5.5:1 SNYDER CYL. HEAD
- IRONITE – HIGHTEMP SEALING & PRESSURE TEST
- NEW OIL PUMP
- NEW DIST. / OIL PUMP DRIVE GEAR
- ONE PC. CRANK PULLEY W/ LEFT HAND THREAD
- COMPLETE GASKET SET W/ COPPER HEAD GASKET
- ALL NEW STUD, NUT & BOLT SET
- COMPLETELY PAINTED TO MAFCA JUDGING STANDARDS



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The Model A Restorers Club, Inc.

THE *running* **BOARD REPORT**

From Tom Hovetter, President and Jim Zimmer, Director of Regions

May 2025

Members, we are excited to introduce your Board of Directors for 2025; President, Tom Hovetter; Vice President, Joe Valentine; Secretary, Chris DuVall; Treasurer, Paul Ganning; Director of Publications, Bill Bass; Director of Membership and Public Relations, Joe Fox and Director of Regions, Jim Zimmer. We all look forward to serving for the next 12 months and have a full schedule ahead of us.

As you may know, one of several areas of focus by your Board during the past year was growing our membership. It now looks like we will meet or exceed our budgeted membership level. However, we would certainly like to see continued membership growth. With that goal in mind, we are announcing a new membership initiative. ANY member of a Region who has never previously been a MARC member qualifies for a FREE 12 month trial membership, digital copy of the *Model A News*, and all of the other benefits of full membership. Call the MARC office Monday through Friday, 9am to 5pm at 734-427-9050 to enroll.

Recently we learned that international postage expense has increased to the point that an issue of the *Model A News* mailed to some countries postage expense is more than \$12 per issue. Due to the extremely high cost, your Board has decided to hold international membership dues to \$50 per year, but offer the digital version of the *Model A News* only to our international members. Paper issues will still be available, but shipping will be at cost.

Certainly you've seen that Larry Shepard is our new Technical Chairman. Please direct any technical questions or tips to Larry. He would also like to communicate directly with all Region technical advisors. Email Larry at marctech@modelarestorers.org to be added to his contact list.



December 3, 2025 - December 6, 2025

2025 MAFCA National Awards Banquet

Mobile, Alabama

<https://www.youtube.com/watch?>

2025 National Awards Banquet hosted by

Gulf Coast Model A Club!

Please make sure to mark your calendars for December 3rd - 6th, 2025 to join us for this wonderful event!

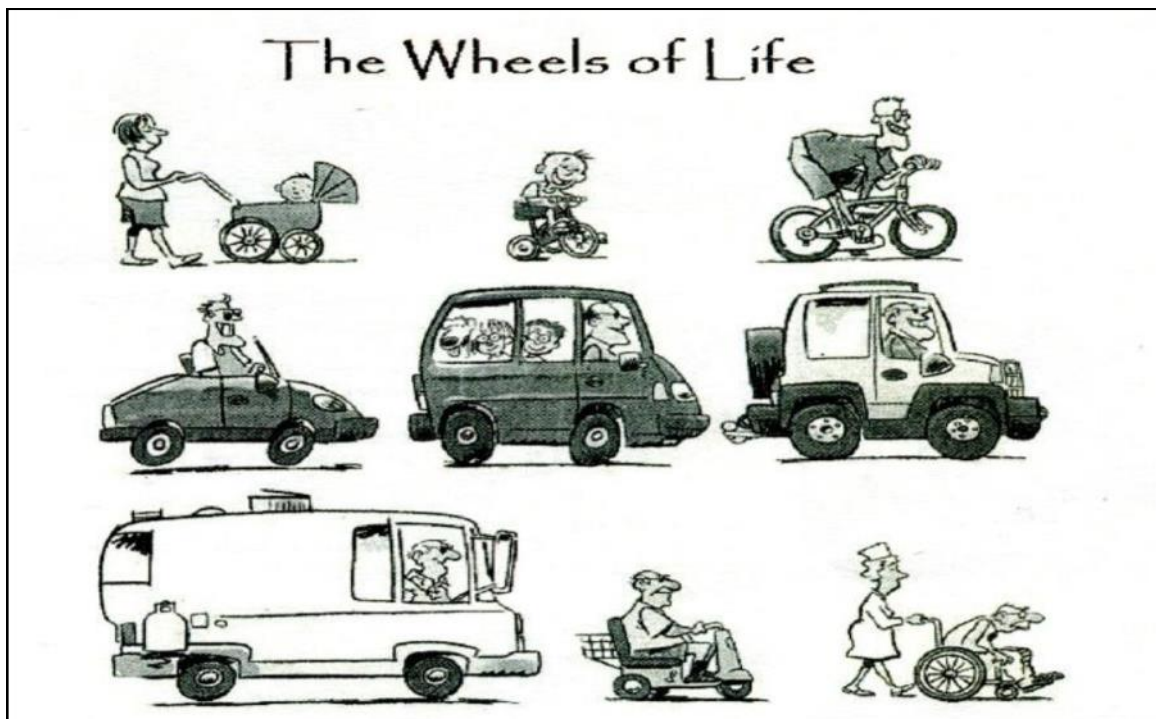
Mobile Riverview Plaza Hotel

64 S Water St. Mobile, AL. 36602

\$165.00 per night



May 31, 2026 - June 7, 2026



FOR SALE

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2025  **Event Calendar**

MAY 6, 2025	Meeting at Dairy Queen in Seven Points
MAY 20, 2025 ...	Monthly Lunch
JUN 3, 2025	Meeting at Dairy Queen in Seven Points
JUN 12-15, 2025 ...	Texas Tour in Giddings, TX
JUN 17, 2025 ...	Monthly Lunch
JUL 1, 2025 ...	Meeting at Dairy Queen in Seven Points
JUL 15, 2025 ...	Monthly Lunch
AUG 5, 2025 ...	Meeting at Dairy Queen in Seven Points
AUG 19, 2025 ..	Monthly Lunch

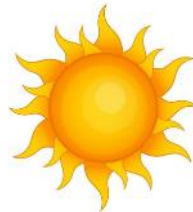


Why did the calendar go to therapy?
It had too many "May" days.

How do you greet a tree on May 1st?
"Birch please!"

What kind of tea do they serve on May 1st?
Reality!

How does



the sun listen to music?

On the Ray-io

Answers from page 3: 1. Silver bullet 2. Ed Sullivan show 3. On Route 66 4. Pro-
fect the innocent 5. The Lion Sleeps Tonight 6. Limbo 7. Chocolate 8. Fats Dom-
ino 9. A Timex Watch 10. Freddie the Free loader and God Bless 11. Bug or Bee-
the 12. Buddy Holly 13. Sputnik 14. Hula Hoop

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