



GOING PLACES



Columbus MARC Region Since 1964, MAFCA Chapter since 2009

www.modelacolumbus.org



December 2020 Edition



President's Report

By Ron Lawson



Hello Membership!

By the time you read this, we will have nearly come to the end of another year. And what a year it has been!

Due to Governor Eric Holcomb requesting for us to stay at home, I am regretful to announce that the Model A Christmas Party at the Pines has been **cancelled**. If you have sent money to Phil it will be sent back to you.

John Prohaska's father Carl has passed away. Susan Armstrong wife of Charlie Armstrong has passed away also. Please keep John and Charlie and their families in your prayers.

I want to thank the officers, board members and committee and special project leaders for their willingness to support the club in 2020.

Thanks to Tim Diehn, Larry Morlock, and Dennis Meyer for being on the nominating committee for the 2021 officers. They presented a slate to vote on at the November membership meeting. With unanimous approval, here is your newly elected officers and special committee for the year 2021. I recognize the newly elected and special committee. We will have a smooth transition of power.

Election of Officers:

- President - Ronnie Lawson
- VP - Dennis Meyer
- Phil Sutton - Treasurer
- John Prohaska - Secretary (includes Membership and Club Reporter for MARC/MAFCA)
- Ron Huddleston - Board
- Wayne Arnholt - Board
- Tim Diehn - Board

Special Committee (not voted on)

- Larry Morlock - Swap Meet
- Phil Sutton - Tour Master
- Linda Sullivan - Care and Concern
- Tim Diehn - Newsletter / Club Historian
- John Prohaska - Webmaster

See ya on the Road— **Ron**

November 12 Membership Meeting Minutes

Call to order 6:22 PM by Ronnie Lawson

Member present: Ronnie Lawson, Tim Diehn, John Prohaska, Phil Sutton, Tad Burbrink, Christian Easton

Deaths: John Prohaska's father Carl in Louisville passed away earlier this month. Charlie Armstrong's wife Susan passed away.

Secretaries Report: No additions or corrections to October minutes. Approved as read.

Treasurer's Report from October:

Income:

50/50 = \$10,

Christmas Party = \$138,

Dues = \$10,

Blue Ridge Hotel Reimbursement = \$248,

Total Income = \$406

Balance = \$1940.11

Expenses:

Newsletter = \$22.18

2021 Brown County Shelter for Picnic = \$35

Gallapolis, OH = \$247.46 (paid back above)

Total Expenses = \$304.64

Ending Balance = \$1635.47

Old Business: Need final count on Christmas Dinner at The Pines on Dec 13 @ 4PM, by Nov. 24. \$23/person. Please get money to Phil Sutton by Nov. 24.

New Business: Motion to maintain dues at \$10 per year made by Phil Sutton. Second by Tim Diehn. Passed unanimously.

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Linda Sullivan - Care and Concern

Tim Diehn - Newsletter / Club Historian

John Prohaska - Webmaster

Motion to Adjourn by John Prohaska, Seconded by Phil Sutton

Submitted by John Prohaska

FROM THE EDITOR

Well, another year has passed us by. While we did not have many tours to enjoy and report on, the few that we did were a welcomed break to the monotony of the pandemic. Personally, I was pleased to have gotten to know a couple long time club members better; Ed Dathe and Don Miller. Both of these men and their supportive wives are simply incredible people. Both have a wealth of knowledge about our hobby and are readily willing to share to the younger generation. I am readily willing to listen and learn, as I'm sure most of you are as well.

I will be spending Thanksgiving and Christmas just with my immediate family this year. Certainly will be strange, but the right thing to do. I will not be sending out a January newsletter as this is normally a quiet time for the club anyway; not much to report. Please be safe and stay healthy. See you in 2021!

Tim Diehn, Newsletter Editor



at  *The Pines*

December 13th, 4:00pm

Please come join us for the annual Christmas Party at The Pines at 4171 N. US Highway 31, Seymour, IN 47274, Phone: (812) 522-9555.

Cost this year is \$23 per person including tip. We realize this is a substantial increase from past years, but we did not have the revenue from our annual Swap Meet which normally allows the club to pick up some of the cost.

Please RSVP (and pay) to Phil Sutton, 680 S. Hawthorne, Boomington, IN 47401, (812) 336-8672

November 24th is the final RSVP date so we can get an accurate count for the restaurant.

Hope to see everyone there!

**CANCELLED due to the pandemic.
If you have already paid, contact
Phil Sutton at (812) 336-8672 for
reimbursement.**



Blue Ridge Parkway Tour by Larry Morlock

From October 13-20, Phil Sutton led a group of 15 Model A Fords on a tour of the Blue Ridge Parkway in Virginia and N. Carolina to enjoy the fall colors. Participants were Jerry & Sharon Curbox, Jerry & Deanna Glunt, Roger & Cheryl Goodman, Randy Hughey & Tim Howell, Jake Knapp, Ron Lawson & Katie, Dennis & Kathy Meyer, Larry Morlock, Phil & Marge Sutton, George Titzer & Sarah, Larry & Jo-Ann Wilcrou. We were joined along the way by Bob & Janice Barker and Bob & Jackie Peinert from Northern Ohio, plus Hugh & Loukie Smith and Wayne Smith & Bill Harshberger from Virginia.



Overall, the trip was very successful, with Tour Master Phil doing his usual good job of planning the trip and making all the hotel reservations, but we did have a lot more mechanical problems than usual (see sidebar). Our first day through Ohio was somewhat uneventful, but we met our first challenge on the second day when numerous mechanical delays caused us to go over the mountains to the Shenandoah Valley after dark, trying to negotiate the hairpin turns at night. Some of us did get a free meal that evening when we stopped at a neat little restaurant in Monterrey, VA, where an anonymous person who had earlier tried to help us with a flat tire paid for everyone's bill. The next three days were spent driving the Blue Ridge



Parkway. It included stops at many sights and attractions, including Mabry Mill and a church with a great mural of the Last Supper. At the end of the Parkway in Cherokee, NC, Jerry Glunt's car refused to start, so to avoid going over the Smokey Mountains in the dark, we got AAA to tow it to Gat-

linburg. The next day was a day off in Gatlinburg, so Jerry got it going again and others enjoyed the tourist attractions in Gatlinburg. We even saw a bear. The last night on the way home in Kentucky, Roger and Cheryl Goodman treated us to a meal and entertained us at their historic home afterward. A good time was had by all – you just don't have these great experiences, friendships and memories staying at home.



Parts Left Behind!

Fuel pump replaced, flat tire, shift lever broke off, tail pipe fell off, muffler fell off, manifold gaskets replaced, tightened steering gear to keep the car between the ditches, clogged fuel filter, bad condenser, replaced distributor, needing to replace water in radiator continuously, bad rotor replaced, starter replaced, CB died, radius rod came loose, adjust clutch going out, timed a couple of cars, door handle broke off, replaced some more manifold gaskets, alternator quit, another flat tire, lights all stopped working., another tail pipe broke off of the muffler, oil coming out around the spark plug, bolts came off of tube shock, thermostat stuck closed. Then one more flat tire on the way home brings the total to only three.

Get All You Can Everywhere You Can!

By Don Miller



I recently had two Model A'ers looking at my speedster chassis. One asked me "How do you adjust your brakes?". In all the excitement and discussing the other parts, I did not give him a very good answer. So, I will try to do better now.

First, you need all of the mechanical parts to be in good condition. I do some of this by building up parts by brazing, welding, turning, filing, grinding, and replacing. Taking the wear out. Be careful with reproduction parts. Some are OK and will work. Some I will not use. I recently checked some new roller pins. They were 0.008" undersized with the heads having a bevel on the corner. This should have been flat across with no bevel. In this case the old pins were probably better. Being 0.008" undersized means they were wore out. The bevel on the head is also a no no.

Make sure your new linings fit the drum with total contact. If drums are worn, linings may need to be arced. I have seen some brake lining sets come with thin cardboard shims. If you could find slightly thicker lining, this would be better. If drums are worn excessively, then new drums would be in order. Look in Les Andrews' mechanical book. He tells you what to do and how to do it.



I adjust the emergency brake first. It is a completely separate system, that's good. I adjust it so the first click has a very slight drag, second click some drag, third and fourth clicks lock up. When it is fully released it should have no drag or bearing on the service brake.

Now, let's adjust the brakes! With the car setting on jack stands at all for corners, ensure the weight is on the axles. Start by adjusting all four wheels to have a slight drag. I tighten the adjusting wedge until the wheels lock up. Here you know you are home. Back off the wedge one notch at a time until you have a light drag. Rock the adjusting wrench back and forth making sure you have the wedge in the groove. At this point, I install the brake rods. Taking the play out of the brake levers, I adjust to get all the free play out without putting extra drag on the wheels. If there are hard spots when turning the wheels, stop the wheels on these hard spots. Using a stepped board or (not having a body on the chassis) use tarp/ratchet straps and pull the brake pedal down with pressure. After leaving set for a day or two, these hard spots will pretty much disappear, helping to seat and form the lining to the drum. You will now have a better feel of the drag.

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From the previous page

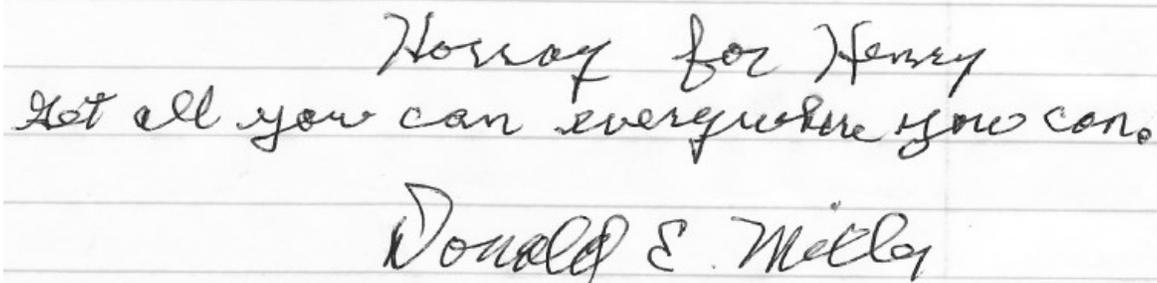
At this point, it never hurts to recheck the drag on the wheels and also the brake rod adjustment. You will never get either of them perfect, as only hydraulic brakes will do that.

With the pedal held down with pressure, make sure the front wheel levers are pointing around 10 degrees forward. If not, add a brake pill to the bottom side of the activating rod. If it still needs more, I braze the second pill to the top side of the rod. While assembling the brakes, a small amount of lubrication is good on the wear areas.

The stepped board is very good to also check your wheel and rod adjustments at different brake levels under pressure. I like to adjust for a 50/50 balance between the front and rear brakes. While Henry called for a 40/60 split, I think this puts too much stress on the rear brakes. I think the original thinking was people could steer the car better with the rear brakes locked before the front. But as the years went on, Ford went to a factory 50/50 setup to eventually a 60/40 setup with hydraulic brakes. Final tweaking or adjustment can be made at the wheels if the brakes pull to one side or one wheel locks up before the rest.

The brake rod adjustment should last for a long time. The wheel adjustment should be the only one that occasionally needs some tightening.

Henry kept making improvements all through the Model A years. As late as September 1931, he came out with new brake rod anti-rattlers/brake retractors. They are much better than the flat spring type. These are a wire spring. They give the brake rod more flexibility, more room to work. When carrying different levels of weight or going over bumps, they are more gentle to the rod and don't cut into the rod, as the flat ones do.

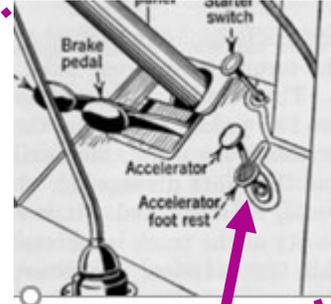
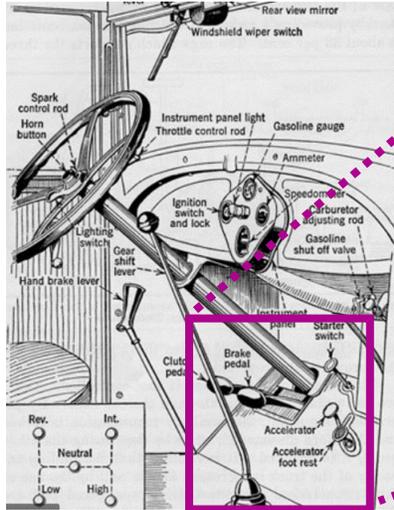


Horray for Henry
Get all you can ever get for you car.
Donald E. Miller



'What Is It?' Challenge

Answer to last Month's Challenge



Accelerator Foot Rest

This Month's Challenge

What is it and what is it used for?



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Going Places is the official publication of the Columbus Model A Restorers Club Region and the Columbus Model A Ford Club of America Chapter. The general purpose shall be to encourage the members to acquire, preserve, restore, exhibit and make use of the Model "A" Ford vehicle, model years 1928 through 1931 and all things pertaining to the Model "A" Ford, including literature, technical and historical information and to promote the introduction of ideas and fellowship for the enjoyment of its members.

This publication is mailed or emailed to members and editors of similar publications monthly. Meetings are the second Thursday of the month. We invite members to submit articles containing technical Model A information and other interesting tidbits for publication in this newsletter.

Classifieds



1932 Model B Coupe

For Sale, 1932 Model B Coupe, rumble seat, high compression head. Recently completed restoration with some original rare interior parts preserved.

Call Don Miller
812-939-2779



1929 Model A Roadster

For Sale, 1929 Model A Ford Roadster, Red and Black. Dual side mount spare tires, Model B engine, Weber downdraft carburetor, four speed transmission, high speed differential, new tires. \$15,000.

Call Tom Bruce
317-402-5845

1930 Model A Coupe

For Sale, 1930 Model A Coupe, complete and all original.

Call Don Miller
812-939-2779



For more classifieds, check out our [website](#)