



GOING PLACES



Columbus MARC Region Since 1964, MAFCA Chapter since 2009

www.modelacolumbus.com

Upcoming Events

Aug 24—Tri-club picnic at Johnson County Park, Indiana Live Steamers



Sep 12—Membership Meeting

Sep 17—Board Meeting 4pm at Roger and Nora Dean's house

Sep 19-23—Gilmore Tour by way of Auburn

Sep 28—Tour of Indianapolis (Diehn)

Oct 5—Model A's meet the Hudsons, Ed & Mary Dathe, Bloomington

Oct 10—Membership Meeting

September 2019 Edition

Greenfield Village — "When we are through, we shall have reproduced American life as lived; and that, I think, is the best way of preserving at least a part of our history and tradition."

Henry Ford

- www.thehenryford.org

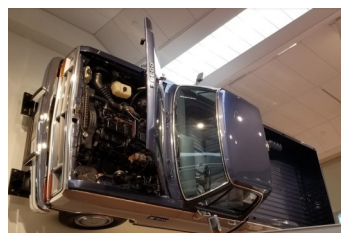
President's Report

By Ron Lawson



Hello membership! MARC your calendar September 12, 2019, membership meeting at the Sirloin Stockaid, 3114 N National Rd. Columbus In 47201. Eat at 5:30 meeting at 6:30.

I want to thank Tim Diehn for the Tour of Cummins. We had a great time. We got to see Clessie Cummins' personal cars and four diesel powered Indy 500 race cars. We also saw a Dodge Ram on the wall at Cummins headquarters. They also had an exploded Cummins engine hanging from the ceiling. What a great idea for a Model A engine. We also stopped at the Bartholomew County Historical Society to see display of vintage Arvin radios.



If you are new to the hobby or just need to brush up on Model A information, make sure you have the below books in your library:

1. Model A Ford Mechanics Handbook, Les Andrews (Red book)
2. Owner's Manual
3. Service Bulletins (be sure to buy the full size edition)
4. Judging Standards

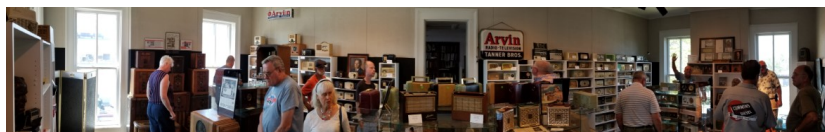
Finally, the Fall City Region is celebrating the 'Drive Your Model A' weekend Sept 13-15 in Shepherdsville, KY just south of Louisville. If interested, contact Emeric Howell at 502-550-2797. More details later in this newsletter.

See ya on the Road — **Ron**

FROM THE EDITOR

I had the pleasure to host my first club event in July, Tour of Cummins. Fifteen people and six A's ventured out that steamy day! Luckily, most of our time was spent in air conditioned spaces with the first stop being the private Cummins collection. Randy Watts demonstrated a 100 year old HVID engine (pronounced Veed) that got Cummins its start. He then took us on a journey explaining the early days of Clessie. Next stop was the Bartholomew County Historical society with its massive collection of Arvin products. Ron Lawson helped explain the beginnings of that company and its connection with the Model A. A short drive took us to the newly remodeled Cummins headquarters with a 1988 Dodge Ram pickup mounted to the wall and 'exploded' engine in the lobby. We ended with ice cream at Zaharakos.

Tim Diehn, Newsletter Editor



In the

Rear View Mirror

On August 3rd, 8 cars and 12 people headed north to Dearborn to participate in the 2019 MARC National Meet. We arrived safely on August 5th and enjoyed a week of tours around Detroit, beautiful cars, informative seminars, elegant fashions all while making new friends and catching up with old ones. The Fine Point judged cars and previous Henry Award winners were certainly marvels to gaze upon. The Grand Tour was especially fun with the police escort through Dearborn and Detroit. Hundreds of people lined the streets to wave at the over 200 Model As driving past, ending at the Greenfield Village to take in Americana from days of yore. Everyone safely arrived back home on August 11th, thinking about next year's meet in Oshkosh!





Tour Updates:

August 24 Tri-club picnic at Johnson County Park, Indiana Live Steamers (Lawson & Easton)

The annual Tri-Club picnic will be held at the Johnson County Park at the Indiana Live Steamers across the road from the Heart Nut shelter house; same place as last year. Lunch will be at 12:00 noon with meat, drinks and table service furnished. Please bring a dish to pass and folding chairs for your comfort. Car games and train rides will begin at 2:00 p.m. Please come and join in on the fun. Any questions, call Ronnie Lawson (812) 343-2434

Sept 19-23 Gilmore Tour (by way of Auburn) (Sutton)

Thursday—Travel to Auburn with stops along the way. Friday—Visit two museums in Auburn then travel to Kalamazoo. Saturday—Travel to the Gilmore and Model A days. Sunday—Travel to Michigan City and the Indiana Dunes National Park and the Indiana State Park. Monday—Head home. Phil will call everyone that has signed up Monday, the 16th, and confirm where to meet and what time. Contact Phil immediately if you want to go and have not told him! 812-336-8672

Sept 28 Tour of Indianapolis (Diehn)

This will be a walking tour of Monument Circle in downtown Indianapolis. A professional guide will not only tell us about the Soldiers and Sailors monument but the buildings surrounding the circle. The tour will start at 3pm and last about one and a half hours. We will meet outside of the IPL building on the southeast quadrant of the circle. I am working to arrange free parking in a secure lot about 3 blocks from the circle; more to come later. Otherwise, you may wish to find parking on your own at the circle itself. Then we will drive to Shapiro's Delicatessen (yum!) for an early meal before heading back home to beat the 7:30pm sunset.

Contact Tim Diehn with questions. 812-374-2882 or email: timdiehn@yahoo.com



FALLS CITY REGION 60 YEARS
1959 – 2019

Drive Your Model A Weekend
September 13th – 15th, 2019
hosted by the Falls City Model A Club

Dear Model A Friends,

We hope you will join us in September for the annual "Drive Your Model A Weekend"!

Hotel and camping info are listed below.

Any questions please feel free to contact me.

Looking forward to seeing ya'll in September!
Emeric Howell

502-550-2797

emeric@toolingventures.com

Hotel info:

Best Western Shepherdsville
211 South Lakeview Drive
Shepherdsville, KY 40165
(502) 543-7097

Currently we have (10) rooms blocked

Hotel reservations must be reserved by: **August 20th, 2019**

Please tell them you are with the "Model A club"

Room info:

Doubles (2 beds) Non-Smoking
\$89.99 + tax = \$ 100.17 per room, per night

Itinerary:

Friday

3pm-5pm—Early Birds, Driving tour through "The Parklands of Floyds Fork"

5pm-7pm—Dinner on your own

7pm-9pm—Model A Trivia and snacks at Best Western

Saturday

9am—Leave Bullitt Central High School. Tour Shepherdsville to Clemont KY to visit the Giants of Bernheim Forest. From Clemont travel to Bardstown KY for lunch on your own. Then ice cream at Hinton's Farm in Hodgenville KY. Next stop is Fort Knox to see the Patton Museum. Supper at Mike Lining's in Louisville, KY. Return to the Best Western.

Sunday

9am—Visit Emeric and Brian Howell's Machine Shop and Accumulation at Tooling Ventures, Inc. Head home.



What Is It??

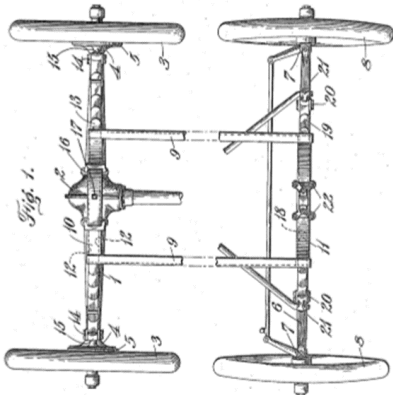
Last Month...



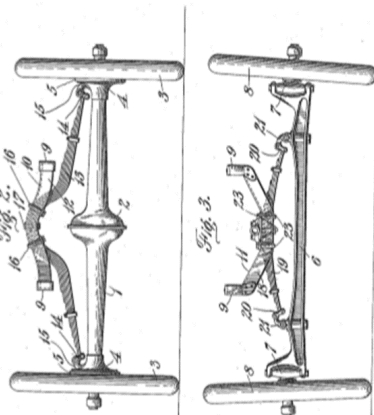
This month we continue to explore the Ford Patent Data Plate. This month we look at patent number 1044038; Spring Suspension.

Thanks to the United States Patent and Trademark Office for the information. —Ronnie Lawson

H. FORD.
SPRING SUSPENSION.
APPLICATION FILED OCT. 13, 1911.
1,044,038. Patented Nov. 12, 1912.
4 SHEETS-SHEET 1.



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SPRING SUSPENSION.
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4 SHEETS-SHEET 2.



Witnesses:
Chas. W. Humphrey
S. E. Gault

Investor
Henry Ford,
By: [Signature]
Attorney

UNITED STATES PATENT OFFICE.

HENRY FORD, OF DETROIT, MICHIGAN.

SPRING SUSPENSION.

1,044,038.

Specification of Letters Patent.

Patented Nov. 12, 1912.

Original application filed July 21, 1909, Serial No. 508,779. Divided and this application filed October 13, 1911. Serial No. 654,635.

To all whom it may concern:

Be it known that I, HENRY FORD, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Spring Suspension, of which the following is a specification, reference being had therein to the accompanying drawings.

10 In automobile construction it is desirable that the chassis or frame which carries the driving mechanism be yieldingly supported on the axles in such manner that the load is distributed on or carried to the bearing wheels as directly as possible and at the same time the frame be allowed the necessary range of motion relative to the axles to travel readily over irregular road surfaces.

20 This invention relates to spring suspension for vehicles and more especially to an arrangement thereof whereby a frame is supported yieldingly by a pair of axles in such a manner that the latter may tilt as necessary while the load is conveyed in substantially a direct line to the bearing wheels.

The invention consists in the matters hereinafter set forth and more particularly pointed out in the appended claims.

30 In the drawings, Figure 1 is a plan view of a vehicle equipped with a spring suspension that embodies features of the invention, the central portion of the frame being broken away; Fig. 2 is a view in elevation of the rear axle and spring support for the frame; and Fig. 3 is a view in elevation of the front axle and spring support for the frame.

The general construction of the frame and 40 the axles is shown in a pending application for automobile construction Serial No. 508,779, filed July 21, 1909 of which this is a divisional application.

As herein shown, a tubular rear axle 1 45 has an enlarged central portion 2 for housing differential transmission of any preferred type while traction bearing wheels 3 are journaled at the outer ends of the axle in any preferred manner and have operative connection with whatever mechanism may be used. Circular collars or flanges 4 are formed on the rear axle adjacent the wheels and brake drums 5 thereon. A front axle 6 has the usual steering knuckles 7 50 on which steering bearing wheels 8 are

journaled. A rectangular frame is formed of side members 9 held in spaced relation by a transverse rear member 10 and a similarly disposed forward member 11. The rear member 10, which is preferably of channel shape with its flanges 12 downturned, is arched to clear the enlargement 2 or housing of the rear axle 1 and to receive the crown of a leaf spring 13 above the axle 1 whose extremities are hooked onto 65 shackles 14 that depend from hangers 15 extending inwardly from the collars 4. Or if the construction requires it, the collars may obviously be omitted and the hangers 15 spring directly from the arms of the rear axle. The crown of the spring is secured in position between the flanges 12 of the member 10 in any preferred manner as for example, by suitably arranged clips 16 and a bolt 17. The flanges prevent the tilting of 75 the spring laterally while the suspension of the shackles 14 between the hangers 15 is such that endwise extension or longitudinal swinging of the spring is checked by the hangers 15 which act as stops. The forward transverse member 11 is preferably bent downwardly with its depending flanges 18 embracing the crown of a leaf spring 19 that is supported at its ends by shackles 20 80 suspended from hangers 21 mounted in any preferred manner on the axle 6 and adapted to act as stops to limit endwise play of the spring 19. Clips 22 and a bolt 23 or other preferred fastening means secure the spring 19 in position. By this arrangement of 90 parts the load imposed on the frame is carried almost directly to the bearing wheels so that the strain on the axles is minimized. Free angular movement in vertical planes is afforded the axles relative to the frame 95 while oscillation of the frame in lateral directions is checked by the spring hangers.

Obviously, changes in the details of construction may be made without departing from the spirit of the invention and I do not 100 care to limit myself to any particular form or arrangement of parts.

What I claim is:

1. In an automobile, an axle, a frame 105 above the axle, a transverse member in the frame parallel to the axle bent to form a spring seat integral with the member between the ends thereof and a spring articulated at its ends to the axle and rigidly secured at its crown to said seat. 110

2. In an automobile, an axle, a frame over the axle, a transverse member in the frame parallel to the axle bent between its ends to form a spring seat, a spring articulated at its ends to the axle, and means rigidly securing the crown of the spring to the seat of the transverse member.

3. In an automobile, an axle, a frame over the axle, a transverse member in the frame parallel to the axle having depending marginal flanges, and a spring articulated at its ends to the axle and rigidly secured at its crown to the transverse member between the flanges thereof, the member being bent between its ends to form a spring seat conforming to the crown of the spring.

4. In an automobile, an axle, a frame over the axle, a transverse member in the frame parallel to the axle bent between its ends to form a seat for a spring, a pair of hangers on the axle, shackles swinging from the hangers, and a spring rigidly secured at its crown to the transverse member, and suspended by the shackles between the hangers.

5. In an automobile, a front axle, a rear axle, a frame over each axle, a transverse member on the frame over each axle bent between its ends to form a spring seat, and a spring over each axle articulated at its ends to the end portions of the axle and rigidly secured at its center to a transverse member.

6. In an automobile, a front axle, a rear axle, a pair of hangers on each axle, a transverse member on the frame over each axle bent between its ends to form a spring seat, shackles swinging from the hangers, and springs each secured at its middle portion to a transverse member and suspended at its ends by the shackles between the hangers.

7. In an automobile, a front axle, a rear axle, a frame thereover, transverse members on the frame each formed with depending flanges and bent between its ends to form a spring seat, a pair of hangers on each axle, shackles depending from the hangers, and springs each secured between the flanges of a transverse member between its ends to a transverse member between the flanges thereof and suspended by the shackles between the hangers.

8. In an automobile, an axle, a frame thereover, a transverse member with depending flanges that is bent between its ends to form a spring seat, hangers extending upwardly from the extremities of the axle, and a leaf spring bent upwardly between its ends to conform to the seat in the transverse member between the flanges thereof and suspended at its ends by the shackles between 55 the spring hangers.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY FORD.

Witnesses:
OTTO F. BARTHEL,
C. R. STICKNEY.

2019 Sponsored Tour and Event Schedule

Feb 14	Membership Meeting
Feb 28-Mar 3	MARC Membership Richmond Hills, GA (Morlock)
Mar 14	Membership Meeting
Apr 11	Membership Meeting
Apr 27	Pancake Breakfast/Cobweb Tour (Sutton, Lawson)
Apr 28	Columbus MARC Swap Meet 4-H Fairground (Morlock, and all members)
May 9	Membership Meeting
May 19-26	National Tour Elkins, West Virginia, Mountain Memories Region
Jun 13-14	Gaslight Auto Tour and Champaign Airplane Museum - Urbana Ohio (Morlock)
Jun 22	Progressive Dinner (Need sponsors, Dean)
Jul 6	Picnic at Brown County Park (Sutton, Lawson, Howell)
Jul 20	Tour of Columbus (Diehn)
Aug 3-11	2019 National Meet Dearborn (Sutton)
Aug 24	Tri-club picnic at Johnson County Park, Indiana Live Steamers (Lawson)
Sep 12	Membership Meeting
Sep 19-23	Gilmore Tour by way of Auburn (Sutton)
Sep 28	Tour of Indianapolis (Diehn)
Oct 5	Model A's meet the Hudsons, Ed & Mary Dathe, Bloomington
Oct 10	Membership Meeting
Oct ??	Fall Foliage Tour (Sullivan)
Nov 14	Membership and Election of Officers Meeting
Dec 8	Christmas Party at Pines with Entertainment (Club Officers)

THE SATURDAY EVENING POST

Champion Spark Plugs are Standard Equipment on the New Ford car

More attention has been attracted by the new Ford car than by the introduction of any automobile in the past decade.

This is because Ford engineers and designers virtually started, unhampered by anything that had been done before.

Every piece of material, part and accessory was selected after the most exhaustive tests.

Dependable Champion Spark Plugs, keeping pace with every motor development, met the exacting Ford requirements. They are standard equipment in the new Ford car, just as they have been standard equipment on Ford cars and trucks for the past sixteen years.

No greater tribute could have been paid to Champion.

Champion Spark Plugs are standard equipment on the new Ford car, as they have been on Ford cars and trucks for 16 years and Ford's Division since their introduction.

The selection of Champion was made after exhaustive tests by Ford engineers.

Ford engineers selected Champion because they proved for themselves that Champion is the better spark plug.

It is better because of its aluminum core, the finest insulator ever devised, which is practically unbreakable and resists carbon formation. It is better because of its two-piece, gas-tight construction which permits it to be taken apart for cleaning. It is better because of its special analysis electrode which does not pit or corrode.

It is for these very same reasons that Champion are regular equipment on cars in every price class from Ford to Rolls-Royce.



CHAMPION Spark Plugs

TOLEDO, OHIO

The Champion Spark Plug, made and copyrighted by the Champion Spark Plug Company, Toledo, Ohio, U.S.A. Champion is the standard of Ford, etc.

2019 On Your Own Tours

May 17-18 Hoosier Vintage Wheel Swap Meet, Franklin

May 25-27 Memorial Day Weekend

Jun 1	Elizabethtown Parade - lineup 10am, parade 11am. Contact Gale Greathouse 812-390-9857
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Jun 1-3 Annual Model A Day Sharon, WI (Howell)

Jun 16 Happy Father's Day

Aug 1-4 Pioneer Engineers, Steam Engines 3707 S 200 W, Rushville, IN

Aug 17-18 Greensburg Power of the Past

Aug 20-24 Tri-state Gas Engine and Tractor Show at Portland

Sep 8-9 Scottish Festival, Columbus

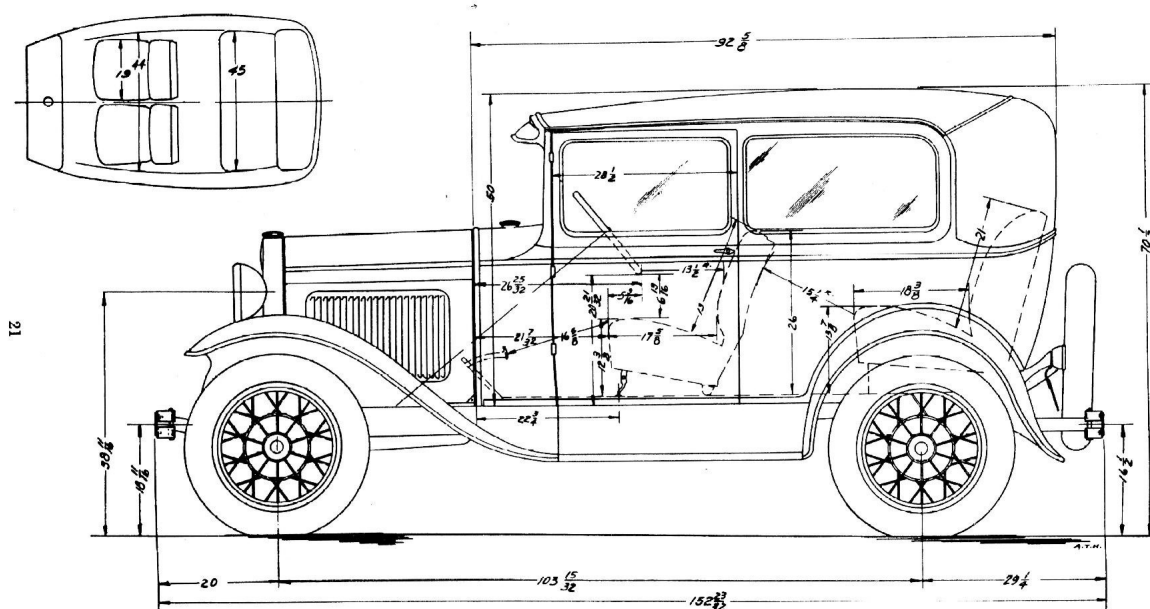
Sep 26-29 Franklin County Antique Machinery Show

Sep 14 Hot Rods and Rock & Roll, Columbus IN

Sep 16-17 Hoosier Vintage Wheels Swap Meet and Show Johnson County Fairgrounds

Oct 7 Newport Antique Hill Climb (Sep 29-Oct1)

Oct 9-12 Hershey Swap Meet, Hershey PA



The Tudor Sedan

1930

2019 Club Officers & Leadership**President**

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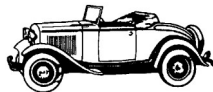
Care and Concern Committee

Gerald Alexander
812-988-6949

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

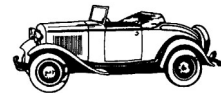


For Sale

1928 Model A Roadster

5 new 16" tires/wheels, engine rebuilt ~50 hours of run time, new seat cover, steering wheel is a duplicate of the original red wheel (have original), trunk can be converted to rumble seat, new windshield and rear view mirror.

Call 270-535-6670 Jim Bowers.



For Sale

1931 Model A Roadster Deluxe

Easy steer, F-150 transmission, turn signals, 12 volt battery, trunk rack, seat belts, and CB antenna, etc. Great driver and has no issues. In a trailer garage near Pensacola, Florida. Can meet down there and stay at our condo on the beach.

Asking \$18,900

Call/Text 812-322-8280 Ruth Engs

