



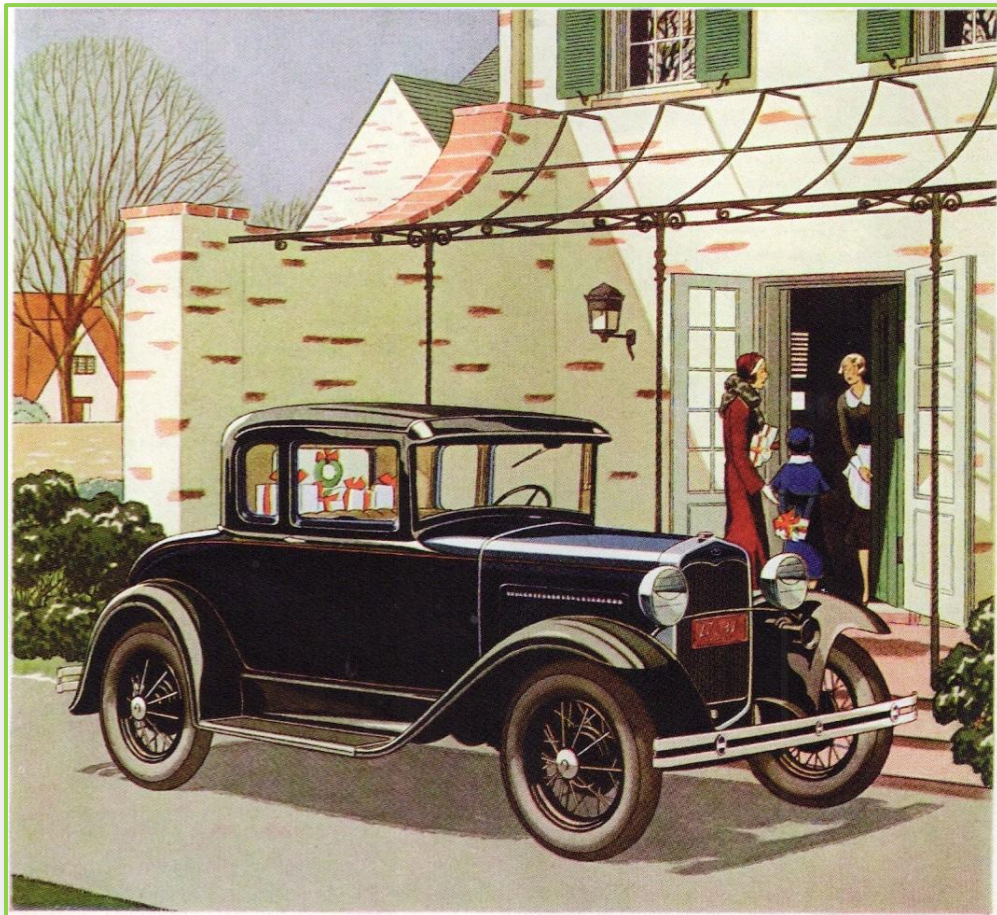
THE  
SOUTHSIDE  
A'S  
MODEL A RESTORERS CLUB  
CHARTERED MARCH 1989

# Newsletter

PUBLISHED BY THE SOUTHSIDE A'S – MARC REGION

December, 2011

Volume 4, No. 12



“A Merry Christmas delivered in style!”

**Southside A's**  
**2011 Board of Directors**

**Officers:**

**Director:** Phil Meyers 770-487-4220  
[pkmeyers1@earthlink.net](mailto:pkmeyers1@earthlink.net)

**Vice-Director:** Tom Romine 770-461-2507  
[allproci@comcast.net](mailto:allproci@comcast.net)

**Rec. Secretary:** Teri Besch 770-487-9215  
[besch105@comcast.net](mailto:besch105@comcast.net)

**Treasurer:** Jim Hunter 770-487-0140  
[ytguy@aol.com](mailto:ytguy@aol.com)

**Corr. Secretary:** Eugene Willingham  
770-253-6518  
[eewill@numail.org](mailto:eewill@numail.org)

**Past Dir./Advisor:** Tom Miller 770-502-8131  
[tc\\_bmiller@yahoo.com](mailto:tc_bmiller@yahoo.com)

**Committee Chairpersons:**

**Activities:** Dick Carne  
**Newsletter:** Mike & Gwyneth Shotwell  
**Mileage keeper:** Eugene Willingham  
**Membership:** Jackie Johnston  
**Historian/Scrapbook:** Ann Hunter  
**Tech Activities:** Tom Romine  
**Phone Tree:** Merle Bennett  
**Fashion:** Teri Besch

**December Board Meeting:** December 7 at IHOP in Fayetteville. Dinner at 6:00. Meeting starts promptly at 7:00. Out by 8:00. Come one, come all.

**Southside A's 2012 Calendar of Events**

Dec. 28, 2011	Christmas Party at the Meyers'
January (TBD)	Dinner and a Movie - "The Greatest Auto Race on Earth"
February 11	Valentine's Day day tour; lunch in Senoia. Era clothing strongly encouraged!
March 10	Joint day tour with CAMFC - Anniston/Oxford, AL, including visit to Talladega Race Track.
April (TBD)	Overnight tour - Forsyth, GA
May 11-13	Social Security Run - LaGrange, GA
June (TBD)	Possible day tour to Barnsley Gardens

**2012 Events of Interest**

June	MARC Meet, Oshkosh, WI
June	MAFCA National Meet, MI

**Editor's Notes:**

The editors wish everyone a very Merry Christmas and a Happy New Year, with wonderful Model A adventures awaiting for 2012!

We can't believe we've now completed a full year of the Newsletter. It's been a wonderful, rewarding challenge, made easier with all those who have contributed, encouraged, and, yes, corrected too. We look forward to continuing to serve our club in the coming year.

Mike & Gwyneth Shotwell

## December Birthdays

6<sup>th</sup> Bob Sims



## December Anniversaries

12/27/1963 Dale & Beverly Fogg  
12/31/1951 Jerry & Fran Watkins



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## Notes from Our Director

Tis the Season to be jolly!

I sincerely hope that all of our members have had a great Thanksgiving and are looking forward to a beautiful Christmas with toys and "A" parts for all! In November we had a very nice gathering for the clubs business meeting at Nikko Steak House in Tyrone. If you missed this you missed a very nice dinner and the results of our club elections for officers in 2012.

**Director - Phil Meyers**

**Vice-Director - Tom Romine**

**Secretary - Jim Johnston**

**Treasurer - Betty Miller**

To all that have served our club in elected office in the past years --THANK YOU!-- without the volunteer work of our membership we could not enjoy our cars at the level that we do.

And, speaking of volunteering -- we need someone to pick up the position of Fashion Editor for our newsletter. Teri Besch has done a great job with this position for a long time and it is now time for someone else to pick up this job. Please, if this position is of interest to you give me a call or send an e-mail to let me know. It is not too difficult and should be some fun doing the research as well.

This next week on December the 7th we are going to have a club board meeting at the IHOP restaurant in Fayetteville and I want to encourage all members to come. We do not usually have a board meeting at the beginning of December but I felt that this might be a good time to start talking to all of you about our activities for the upcoming year. Your board had made a commitment to have more one day activities in 2012 so that we can have more of our members participate. These "day" events really only require about 4 hours of planned time so they are not too difficult to put together. Please come to the meeting next week and at least explore the idea of what it takes to set up a one day event. The events do not require that we drive a lot of miles -- just an event that would be of interest to some old car folks. Museums are always good day trips as long as there is some good eats along the way. So come to our meeting this week -- After all everyone enjoys some good IHOP pancakes!

**Phil Meyers**  
**Director**

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# Minutes of Board of Directors Meeting

November 5, 2011

Director Phil Meyers called the November Meeting of the Southside A's to order at 7:10 PM at the NIKKO Japanese Steakhouse in Tyrone, GA. Phil thanked everyone for a good year and read an impressive list of club activities that were completed in 2011. Next, he read the upcoming events for 2012. Phil asked for members to volunteer to lead some of the events.

Dues are due. Jim Hunter collected dues from members present at the meeting.

Phil announced that Teri Besch resigned her position as Fashion coordinator so someone is needed to take over the fashion committee. Teri's resignation is effective February 1, 2012.

The elections were held. Ray Besch, head of the committee, led the elections. Eugene Willingham and Dick Carne were also on the committee. The following members agreed to be an officer:

**Phil Meyers, Director**  
**Tom Romine, Vice Director**  
**Jim Johnston, Secretary**  
**Eugene Willingham, Corresponding Secretary**  
**Betty Miller, Treasurer**

There were not any other nominations from the floor for any of the positions. All officers were elected unanimously.

With the elections complete, the meeting ended at 7:25PM. All members present enjoyed a dinner cooked Japanese style at the restaurant.

Respectfully submitted,  
Teri Besch,  
Recording Secretary

## Treasurer's Report

Balance as of September 30, 2011	\$824.08
Deposits	\$91.00
Expenses	\$6.40
Balance as of October 31, 2011	\$908.68

## Featured Photo of the Month:

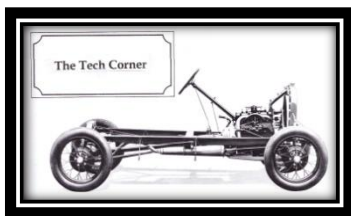


## Our Dinner at Nikko's

The Southside A's were transported to the land of shoji screens, kimonos and sake at the festive Nikko's Japanese Steak House in Tyrone on November 5. Besides hearing a nice review of our varied activities during the year, and getting a preview of events to come, we heard from the Nominating Committee, led by Ray Besch, who presented a wonderful slate of Officers for 2012. All candidates were elected unanimously, to much fanfare and applause.

After the business portion of the evening, we got down to the serious endeavor of stimulating conversation punctuated by delicious Japanese fare, prepared with theatrical flare by Nikko's talented chefs. Below are a few images of our group, capped off by the authentic dressing of our own Ann Hunter by two of the restaurant's lovely ladies.





## The Tech Corner

### “Drive or Park: winter plans for either case.”

By Tom Romine, Tech Editor

With the end of the year upon us and the end of my term as Tech Chairman, I thought it would be nice to close with a question!! Are you going to **drive** or **park** your 'A' this winter?

If you are going to **drive** her this winter, you need to get her ready. Cold weather effect's the engine as much as hot weather. You do not want to breakdown when the temperature is nearing 32 degrees.

- Check your hoses and Clamps. Any cracks or leaks?
- Make sure your Radiator is full of 50/50 anti-freeze, which normally is good to 34 degrees. If the Anti-freeze is Brown in color, you need to change it. The Brown is a collection of dirt & rust which is not good for our radiators.
- Check your Fan Belt & Tighten as necessary.
- Check your Generator/Alternator; it should have an output of 6.8 - 7.2 volts.
- Check your Battery, the Acid Level needs to be checked. Make sure it is fully charged, then add Distilled water to the ring, in each cell.
- Now's the time to change your oil (if you haven't lately). Use a Good grade of 30 weight non-detergent Oil. If your engine has not been rebuilt lately, you may want to use a ZDDP additive, to help reduce wear on the Cam and Lifters.

- Check your tire's, are they still in good condition, air up to 35 PSI.
- Last, keep your Gas Tank as full as you can and use a fuel stabilizer, such as Sta-Bil. When the Temperature drops, you have a greater chance of condensation collecting, on the inside of the top of the tank, because of the large volume of air. Anytime there is dew on the ground, conditions are right! Then it will get mixed with the gas, as if we don't have enough water in our gas already. Gasohol will collect water, but it will separate and go to the bottom of your tank. Check your sediment bowl for water.

If you are going to **park** your car you need to do everything above **plus** a few more items. The more the temperature drops the greater the chance of condensation forming **everywhere**.

- Are you in a heated or non-heated, dirt floor Garage? Park her on a sheet of plastic helps keep the condensation, from the ground, off the chassis.
- How about a coat of Wax & Top Dressing.
- Why not check the fluid levels in the Transmission & Rear End or change them if @ 5,000 miles.

Now is the time to do some of the maintenance item's you put off all year.

- Adjust your clutch Pedal. (1" free play)

- Adjust you Brakes.
- Adjust your Emergency Brake.
- Adjust the Head Lights
- Adjust your Steering (1- 1 1/2" side play)
- Adjust your toe in ( 1/16" – 1/8")
- Pack your Wheel Bearing; don't forget the rear wheel Bearing (the grease fitting on the bottom of the rear axle at the backing plate).
- Clean, check & fill the shock absorbers.
- Lube and adjust your horn (should do twice a year) with a couple of drops of 3 in 1 oil.
- Check the Main Bearings and Rod Bearings, adjust as necessary (.001 to .0015).

Keep your car running good thru the Winter or get her ready for Spring, it's up to you! Let's keep our Pride and Joy in top notch shape...

### Tech Tip:

(Borrowed from Charles Andrews)

Ice proof your windows with Vinegar! Just mix 3 to 1 with water in a spray bottle. Spritz on all windows at night and in the morning they will be clear of Ice.

Cooking oil on Rubber door parts will keep them from freezing shut, spritz on and rub in with a paper towel.

Fog Proof inside with shaving cream. Spray on and wipe off with a paper towel.

And last, de-ice your lock with Hand Sanitizer Gel. Put on your key and the lock and the problem is solved! Thanks, Charles.

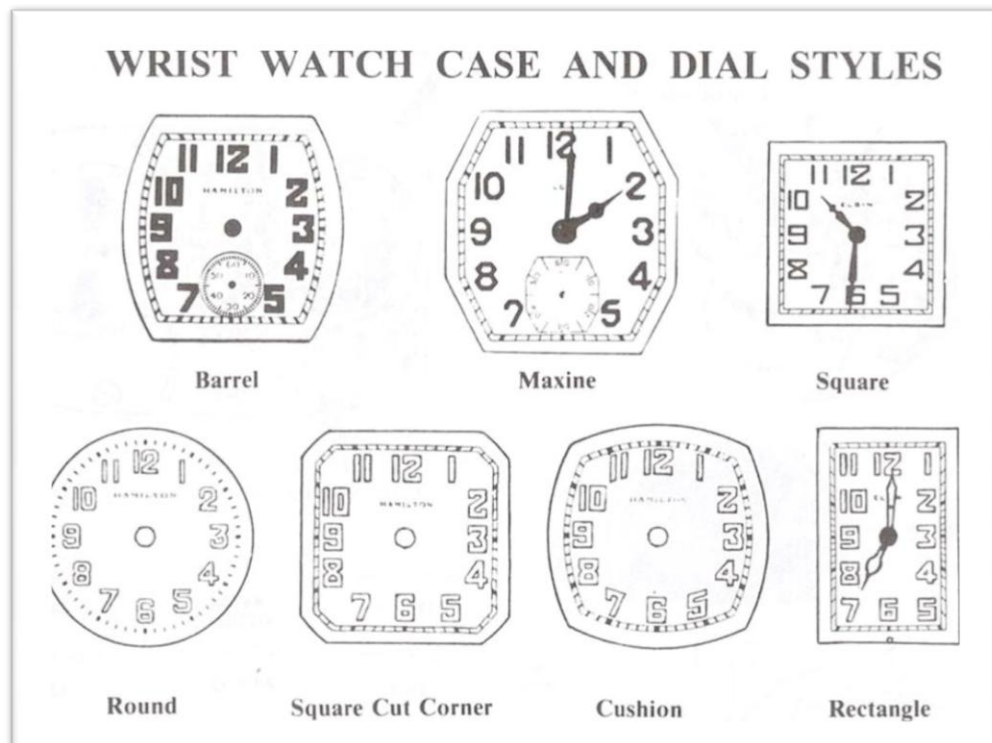


# Model "A" Fashions

## Men's Model "A" Wrist Watches

By Teri Besch

The popularity of men's pocket watches was fading before the Model A Era began. During WWI, soldiers found that it was crucial to have wrist watches when synchronizing watches. Early aviators also found it more convenient to use wrist watches than pocket watches. However, pocket watches were still preferred for evening wear. Below are some popular styles of men's wrist watches.



























The most popular name American made brands were: Hamilton, Elgin, Waltham, Gruen, Illinois, Benrus, and Bulova. Like the ladies watches, men's cases were solid gold, gold filled, gold plated, or gold reinforced. White gold was most popular. Green gold was also used. (Green gold alloys are made by leaving the copper out of the alloy mixture and just using gold and silver.) While rare, a few watch cases were made of platinum. Radium dials and hands were common. Case bezels were often engraved or enamel inlaid.

Besides E-Bay, other sources for wrist watches are antique shops, auctions, flea markets, yard sales and family members. You may be surprised at what a family member may have in the back of their jewelry box.

If you have a Bulova movement, the chart below may be helpful.

MARKS INDICATING AGE OF BULOVA MOVEMENTS			
1924		1937	
1925		1938	
1926		1939	
1927		1940	
1928		1941	
1929		1942	
1930		1943	
1931		1944	
1932		1945	
1933		1946	46
1934		1947	47
1935		1948	48
1936			

(Thanks again to Donna May Bewley for the use of her article posted in the July 2006 edition of *The Restorer*.)

## The Southside Spy



**(Editor's Note:** this section reports rumors, sightings and other miscellaneous pertinent data. Factual information is always sought, however, misstatements, distortions and outright fabrications will also be strongly considered).

**The Spy News:** Our spy network recently produced the startling news that Jim Hunter has apparently located a cache of 750,000 1928, '29, and '31 Georgia license plates to add to his massive collection of '30 tags. The editors were at first skeptical as their research indicated that the collective figure was higher than all known automobile owners in the southeastern region of the U.S., however, Hunter claims the veracity of the story in yesterday's phone interview. We have other insider news that a small sheet metal press was stolen from a local jail, but this piece of evidence is still unverified at the time of publication.

**The spy network:** Mike Shotwell recently suggested the notion that the engine in his and Gwyneth's '29 Blindback is a long-lost Henry Ford "D" engine prototype. Shotwell claims that Henry Ford installed the new V6 and automatic transmission in only one car and then

abandoned the idea, stating that it was too advanced for 1929, but would be a perfect engine/trans combo in a half-century. What foresight! **Director Phil Meyers** rushed home to consult his archives and is believed to agree with Shotwell's historic assessment. **Jim Johnston** was a bit negative on the idea, however, was keeping the possibility open. If this startling information is true, how lucky we are, members of the Southside A's, to have such a rare car in our midst. Wow!

*"I don't know how I got over the hill without getting to the top."*

**--Will Rogers**

**"Corn-fucius" say:** *'Woman who put detergent on top shelf, jump for joy.'*

And...

*"Man who tell too many light bulb jokes soon burn out."*



## Hear ye, Hear ye,

Mark your calendars for **December 28!** That's the date for our annual **Christmas party** to be held at the home of Phil and Kathie Meyers. Be prepared to make merry, and of course to eat more than is legally allowed. We know our club members will delight with festive contributions galore. Party starts at 6:30!

# The Flying Flivver: Henry Ford's Attempt to Make Us All Pilots

by [Ethan Trex](#) - September 14, 2011

Taken from [mentalfloss.com](#) – blog; to be shared via facebook, Twitter, etc.

**“Mark my words: a combination airplane and motorcar is coming. You may smile, but it will come.” ---Henry Ford, 1940**

Auto magnate Henry Ford earned his fair share of ridicule in 1940 when he made that boisterous proclamation. The flying car may still be coming, but it's certainly taking its sweet time. Seven decades later, there's still no sign of it.

What makes Ford's confidence so mystifying is that the mogul had already spearheaded one attempt to put the common man in the sky, and that project had failed miserably. This is the story of that plane, the Ford Flivver.



Image of a Flivver reproduction via [WikiMedia](#) uploader [FlugKerl2](#)

In 1924, Ford acquired the Stout Metal Airplane Company and began working on various designs for civilian aircraft. Ford's aircraft division had some successes, like the Ford Tri-Motor transport plane that rolled out in 1926 and earned worldwide acclaim when Admiral Richard Byrd flew it over the South Pole in 1929.

Henry Ford had bigger goals for the division, though. He had already put automobile ownership within the average American's reach, so why not put a plane in every garage, too? The idea sounds ridiculous now – just as it probably did then – but Ford threw himself into the project. **With engineer Otto Koppen at the helm, Ford's aircraft division went to work building “the Model T of the air.”**

Ford knew that successfully marketing a civilian plane would be tricky, so he charged Koppen with designing a small, light craft. (**Koppen later said that Ford wanted a plane that would fit in his office.**) By the summer of 1926, Koppen had come up with an aircraft that fit the bill. The Ford Flivver was a small single-seat plane that was just over 15 feet long and had a wingspan of just a hair under 23 feet. It ran on a 3-cylinder, 35-horsepower engine made by the Ford company Anzani, and it weighed just 350 pounds when empty.

As unlikely as the task initially sounded, Ford now had a prototype of his everyman's plane. Now he just needed to work out the kinks, show it to the world, and get every American in his own plane. Ford unveiled the Flivver on his 63<sup>rd</sup> birthday, July 30, 1926, with the company's trusty test pilot, Harry J. Brooks, at the controls.



**When Brooks took that initial public flight in the Flivver, it looked like Ford had hit another home run. As *Popular Science* reported** at the time, several novel features of the plane made it seem feasible that your average Joe could get behind the controls. The plane's flaps were arranged to give it maximum upward lift in small spaces, and a rear wheel made it possible to drive from one's home to a makeshift runway.

For the next year and a half, Brooks flew the original Flivver and two other prototypes as the company refined the design. **Brooks loved the little plane so much that he actually used it to commute from his home to work.** Brooks would tell the press, "Flying a plane like this is no more difficult than flying a large plane, except in this plane the pilot has to think a little faster."

Brooks was one of just two men ever to fly a Flivver. The other was Charles Lindbergh, and Lucky Lindy didn't share Brooks' enthusiasm for the design. **Lindbergh later called the Flivver one of the worst planes he'd ever piloted.**

Brooks even attempted to fly one of the Flivvers from Michigan all the way down to Miami on a single tank of gas in January 1928. **Although rough weather forced a landing in Asheville, NC, the flight still set an American distance record for light planes.** Brooks reported that the efficient little plane still had plenty of fuel to finish the trip; when the storm passed, he continued on to Florida.

Brooks' trip to Florida turned out to be the tragic end for the Flivver project. In late February 1928, Brooks was cruising over the ocean just south of Melbourne, FL, when the Flivver's engine locked up, smashing both plane and pilot into the water. The wreckage of the plane eventually washed ashore, but searchers never found Brooks' body.

**Although Henry Ford moved quickly to announce that Brooks' death wouldn't alter the company's planes for the Flivver, the project quickly went south.** Ford and the young test pilot had become friends, and reports surfaced that the mogul was distraught over Brooks' death. As Ford's guilt grew, he decided to end the Flivver project and get out of the light plane business entirely.

Ford's company later got back into the small aircraft business with projects like 1931's Stout Skycar series, but Ford was never able to put the common man in the air. **Seventy-one years after his infamous "flying car" speech and 83 years after the tragic crash of the Flivver prototype, we're still waiting.**

## Items For Sale

**FOR SALE:** 1929 Cabriolet – Great looking car, runs very well. Changed to 12-Volt and has an F100 Modified Steering – Asking Price \$25,000.

**Contact Mike's "A"Fordables - 706-652-3866**



**FOR SALE:** Several 17 and 18 inch Ford spoke wheels, sand blasted, powder coated, cream in color, \$135.00 each. **Call James Stewart:**

**706- 846-2157 9:00 a.m. to 5:00 p.m.**

**MODEL A's FOR SALE:** Roadsters, Coupes, Sedans, Victorias, even a T model.

**[todavis@bellsouth.net](mailto:todavis@bellsouth.net) or Call Tommy Davis @ 770-634-6113 or email for photos.**

**FOR SALE:** 1929 Fordor. Rare Model 170-A. Upholstery very good; original flower vases; Kari Keen steel trunk. \$20,250.00 Contact Richard Kiser at: 256-558-2229 or email at: [kiserr@charter.net](mailto:kiserr@charter.net)



**FOR SALE:** 1930 Model A Tudor. Well maintained; very dependable. Brass Works radiator; new brakes, alternator; Aries Muffler; high-speed rear end; seat belts, turn signals, and more. \$13,000.

**Orville Booth - 803-261-2897**

**FOR SALE: 1930 Georgia License Plates (Unrestored)**

Single plates: \$35.00 each. Pairs: \$100.00 pair.

Sequential single plates (example: 348-123 and 348-124, etc): \$40.00 each.



Contact: Jim Hunter at 770-487-0140 or email [ytguy@aol.com](mailto:ytguy@aol.com).

**FOR SALE: Cover Craft;** cotton - poly car cover for 2- or 4- door sedan with storage bag. Sells new for \$180.00. Offered used, excellent \$ 85.00.

**1928 - 29 roadster rear spreader bar;** original in VG condition. \$25.00.

**Air maze** w. paper air filter fits Tillotson / Zenith - New \$30.00. Used price \$20.00. 2 new replacement cartridges for additional \$20.00.

**Sun Pro** mechanical water temp gauge, used, in good cond. -- \$10.00.

**Sun Pro** Mech oil pressure gauge - 0 - 100 psi. -- good cond -- \$5.00.

**Model A horn voltage reducer.** Use your 6-volt A horn on a 12-volt car. Good, used - \$12.00.

**Two Model A bulb** type sediment bowls. One "may" be cracked; one has all new parts in it. \$45.00/the pair.

**Side of motor,** restored water neck - excellent condition -- \$20.00.

**Stock length pitman arm** with new ball installed -- \$20.00.

**Aluminum top water neck** in good cond. -- \$10.00.

**Steel top water neck** with repaired crack -- \$5.00.

**Call Phil Meyers for any of the above:**

**770-487-4220.**

# Club Items

**Name Tags** are available by contacting Teri Besch at 770-487-9215 or [besch105@comcast.net](mailto:besch105@comcast.net)

## **Shirts and Hats**

We have Vendors that supply embroidery for hats and shirts. If you are interested contact Eugene Willingham @ 770-253-6518 or [ewill@numail.org](mailto:ewill@numail.org)

**Note:** There is almost no limit to what you can have embroidered. Use your imagination, talk to Eugene and see what you can come up with.

**Club Banners:** We have designed a Club Banner to display on your car when touring or just to hang in your shop. Call Jim Johnston @ (678) 423-4344 or [john8191@bellsouth.net](mailto:john8191@bellsouth.net)



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## **The Southside A's Newsletter:**

The **Southside A's Newsletter** is published monthly by the Southside A's Model A organization, members of the Model "A" Restorers Club, and is distributed by the club's members and selected others. Non-copyrighted materials contained herein may be reprinted if credited to The Southside A's Newsletter. Reprints of copyrighted articles must have the approval of the original author. Views expressed herein do not necessarily reflect the views of the Southside A's Board of Directors or the National Model "A" Restorers Club.

## **Model A Restorers Club Purpose:**

The purpose of the Model "A" Restorer's Club is to encourage its members to acquire, preserve, restore, exhibit, and make use of the Model "A" Ford vehicles (models 1928-1931) and all things pertaining to the historical information, and to promote the introduction of ideas and fellowship among its members.

## **Advertising Notice:**

The **Southside A's Model A Club**, members of MARC, does not sponsor or endorse any paid advertisements in the Southside A's newsletter.

