



THE
SOUTHSIDE
A'S

MODEL A RESTORERS CLUB

CHARTERED MARCH 1989

Newsletter

PUBLISHED BY THE SOUTHSIDE A'S – MARC REGION

June, 2013

Volume 6, No. 6



“Arriving in horse country for the MARC Meet!”

Southside A's
2013 Board of Directors

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pkmeyers1@earthlink.net

Committee Chairpersons:

Activities: Dick Carne & Tom Romine

Newsletter: Mike & Gwyneth Shotwell

Mileage keeper: Eugene Willingham

Membership: Jackie Johnston

Historian/Scrapbook: Ann Hunter

Tech Activities: Bentley Bohanan

Phone Tree: Merle Bennett

Fashion: Kathie Meyers

Website Team:

Webmaster: Pat Tyler

Art Direction: Mike Shotwell

2013 Southside A's Club Events

****BOARD MEETING: July 10th, 7:00 PM,**
at the original Sprayberrys on Hwy 29 in Newnan.
All are invited! Come at 6:00 for a bite of dinner.

| | |
|---------------|---|
| June 7-9 | "Fun with Dick and Jane" Tour to Americus, GA |
| June 15 | Reschedule of Lunch Tour to Serenbe |
| July 13 | Potluck Picnic/Car Games, Newnan |
| August TBA | Moonlight tour - more details to follow |
| September 28 | TBA-Tour for Int'l Model A Day |
| October 17-19 | Sweet Home Alabama, CAMAFCA tour in the Mobile, AL area |
| November TBA | Annual Meeting |

2013 Events of Interest

| | |
|--------------|---|
| June 1 | Vintage Day at Peachstate Aerodrome |
| June 1 | Grandfather's Day at Mike's |
| June 23-28 | MARC National Meet, Lexington, KY |
| Sept. 27-28 | Palmetto A's Annual All Model A & Model T Swap Meet, Columbia, SC |
| October 8-12 | Hershey Swap Meet/Car Show |

Editor's Notes:

We continue to be a very active club, taking part in various activities in our region. The Social Security Run has notched another fun filled year, complete with Mother Nature's sense of humor for good measure.

Now we are heading towards summer and more touring, most notably our first "Fun With Dick and Jane Tour!" Watch these pages next month for a full report.

Important note: Due to schedule constraints for several board members, there will NOT be a board meeting in June. The next meeting will be on July 10th at Sprayberrys.

Gwyneth & Mike Shotwell

Happy Birthday!

10th Sally Jones
13th Paul Beeghly
20th Ray Crisp
26th Drena Miller
27th Teri Besch
30th Don Filippone



Happy Anniversary!

14th - Ray & Teri Besch
14th - Sean & Lori Hobbs
18th - Ben & Pam Bohanan
18th - Johnnie & Wyvonne Hobbs
22nd - Tom & Betty Miller
25th - Jack & Drena Miller
25th - Don & Arlene Filippone
30th - Jimmy & Alice Parks



Notes from Our Director

(Editor's note: Well, Director Tom is multi-tasking again this month. Here he gives us a very entertaining review of the MAFCA National Tour on the Blue Ridge Parkway.)

OK, this is typically where I tell you what you missed and that you should have been there. Like last month, I will combine my report of a tour with the "From the Director" column. However, the path that we followed last month, as incredible as it was, was not for everyone. I won't say "You should have been there!" It is a trip that I would recommend—with caution.

We left home on Thursday morning for a tour with registration on the following Monday and departure on Tuesday. This was a MAFCA tour, beginning in Charlottesville, VA, and terminating in Gatlinburg, TN, five days later. We left early so we could take our time and see some sights.

On Thursday, we travelled to Statesville, NC, for our first night, having encountered a little rain on the way. On Friday, the weather was pleasant as we headed northeast, enjoying the small towns and antique stores. We visited the Andy Griffith Museum in Mount Airy, NC. Certainly worth the trip for anyone who grew up watching Andy, Opie, Aunt Bea and Barney.

We arrived at the host hotel in Charlottesville Saturday night, with time for a pre-tour trip. We decided to travel the length of the Skyline Drive from south to north and back, stopping overnight at the Skyline Lodge, and arriving back in Charlottesville in time for the tour registration. The Skyline Drive spans the length of the Shenandoah National Forest and terminates at the beginning of the Blue Ridge Parkway. Like the Blue Ridge, the Skyline Drive was built in the 1930s and although it is well paved and well maintained, it is crooked, steep, and not well banked. It is a tiring drive, the 35 mph speed limit is no joke, and no part of it is for the faint of heart. Your car needs to be in good condition, and in my opinion, you do, too.

The lodge was built in the 1930s also and is really rustic. We didn't have a TV so we went to the lodge and contributed our time to a large jigsaw puzzle (cats, I think). We knew the weather was due to change overnight but we had not planned on such a drastic change. It was so foggy on Monday that I could see the headlights but could not see where the lights were shining (halogen bulbs, too). Navigation was best looking out the driver's side window and keeping the center line parallel to the car. A good plan with a fairly straight road, but this wasn't. We did the remaining 80 miles or so in a few hours and arrived at the host hotel, registered and left immediately for a tour of Monticello, Thomas Jefferson's home. We then got rested for the tour that would begin Tuesday morning.

Tuesday we began our trip down the Blue Ridge Parkway. We visited the D-day Memorial in Bedford, VA. Bedford was chosen as the sight for the memorial and museum because it had the greatest per-capita loss of life of those who served. Sad. On Tuesday we encountered torrential rain, fog, and even a

bit of snow at the highest elevations. We did get a picture of the snow for disbelievers. During the trip, the areas that we visited had record rainfall and record low temperatures. We travelled over 150 miles from Charlottesville to Roanoke. In Roanoke, we had a great meal and hit the sack!

You may be wondering by now if we were having a good time, given the weather a travel conditions. Well, we joined the Central Alabama club in Charlottesville; they are a great bunch and fun to travel with. We toured together, made stops together and dined together. We had a blast!

On Day 3, we travelled south from Roanoke to Boone, NC. We had some rain and snow, but by now we were used to it. We also had some nice breaks in the weather and saw more of the spectacular scenery. We did 180 miles, with no side trips. On Thursday we headed for Ashville and the Biltmore. We made a side trip to Grandfather Mountain, a “wild game habitat”. It was a very steep entry and exit. I mean “very steep” as in low gear, white knuckles, both in and out. A hinge in the middle of the car would have been helpful.

A little further down the parkway, Betty and I decided to take a side trip to Mount Mitchell, the highest point in North Carolina (around 6800 ft.). We had read about the inn there, built in the 1920s, and decided to visit. The inn has a fireplace large enough to hold a small automobile. They grow much of the food locally, do their own baking, and make six soups per day from scratch. It was a worthwhile deviation--great food, amazing views and more low gears and white knuckles. We caught back up with our group in Ashville.

We had the opportunity for some time under the hood in Ashville. Joe Spooner of the River City A's had a water pump and fan blade that self-destructed. Luckily I had both in my spares and he was back on the road. That was the only problem that had to be fixed on the road. Paul Majerick had a serious oil leak but he kept adding oil and only used about 4 gallons on the trip. I know he was disappointed but he stayed the course.

On Friday we started our day at the Biltmore, where they allowed us to line up and get a group picture before the home opened at 9AM. As it turned out, we were right in front and got a picture of Daisy Ford at the front door as if she were the only guest. Timing is everything. The Biltmore is one of those places that defies description. It is so over the top, you just have to see it to believe it.

We did the trip from Ashville to Gatlinburg in good weather. There are more tunnels, more curves, and tunnels with curves. One famous curve on the road from Cherokee to Gatlinburg is more than 360 degrees—a corkscrew; and exciting final leg to our trip.

The total trip was a bit over 1800 miles, and I had no trouble of any kind with Daisy. I really needed to change the oil afterwards, but I didn't need to add any during the trip. No flats, no adjustments, nothing needed. What a great car! We saw amazing, once-in-a-lifetime scenery, we enjoyed the company of friends, and we had a pleasant time together. That's what touring is all about. What rain??

We have some really great things planned for June. See you down the road.

Tom Miller

NEWSLETTER NOTICE:

Due to the rising cost of printing and mailing the newsletter, the Board has made the difficult decision that, beginning in January, 2014, there will be an additional charge for those wishing to have a printed copy. We will monitor the cost for the rest of the year to determine what the fee will be.

Featured Photo of the Month: (As with 2012, we will be featuring photos that glorify the Model A in all its varied styles, and enhanced by beautiful or intriguing settings. Keep track of your favorites throughout the year and we will once again take a tally and announce the winner for “Miss 2013.”)



JUNE

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Highlights from the May Board Meeting

The Southside Model A's Board Meeting was held on May 1, 2013 at the Sprayberry Restaurant in Newnan.

The meeting was called to order at 6:47 PM by Co-Director Tom Miller. The following members were present: Jim and Jackie Johnston, Betty Miller, Jackie and Larry Peterson, Jim Wingo, Dick Carne, Pat Tyler, Tom Romine.

- A motion and approval made to accept the April 3, 2013 meeting minutes, which passed.
- The Treasurer's report was made by Betty Miller, current account balance is \$1367.35 as of April 30, 2013. Motion to accept the report was made and accepted by the board.

Committee Chair Reports

- Corresponding Secretary's - No report
- Membership - by Jackie - Members total 53 families and one pending application
- Newsletter - No report
- Historian/Scrapbook - No report
- Tech Activities - No report as we have no tech chair.
- Fashion - No report
- Website - Pat Tyler - has repaired the hacking issue and purchased a program to monitor the website for malware.

New Business

- Tom and Betty Miller will be signing checks for Larry Peterson to fund the Fun with Dick and Jane tour and work with Dick Carne for deposits and dispersal of funds for this tour.

- Larry Peterson is writing a draft of for new by-laws that will streamline the board structure and include a provision for MARC & MAFTA affiliation. This draft has been reviewed by Tom Miller and will be submitted to the rest of the board pending some smaller changes. The board will review this draft prior to the next board meeting. The proposed document will be presented to the general membership at the annual business meeting.
- September 28th is tentatively planned to tour to Barbara Kitchens on International Model A Day.
- Technical articles will be encouraged to be submitted ad hoc by the membership no matter how simple this technical task may be.

The meeting was adjourned at 7:42PM. The next meeting will be held on **July 10th** at the Sprayberry Restaurant in Newnan, the board meeting starts at 7 pm and dinner at 6 pm.

Respectfully submitted,
Jim Johnston for Jim Wingo
Recording Secretary

Treasurer's Report

| | |
|------------------------------|------------|
| Balance as of March 31, 2013 | \$1,307.35 |
| Deposits | \$60.00 |
| Expenses | \$0.00 |
| Balance as of April 30, 2013 | \$1,367.35 |



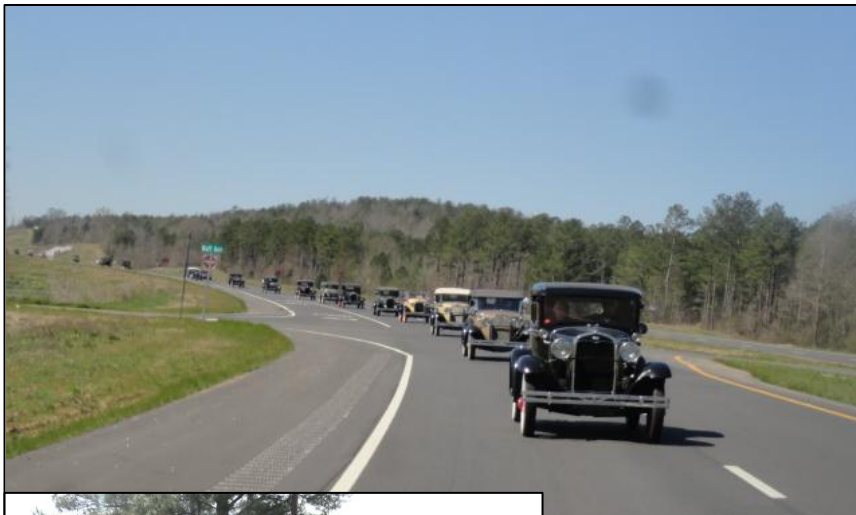
Social Security Run, 2013

By Teri Besch



Ray & Teri Besch and Tom & Betty Miller left about 2:00PM from the Kwik Trip in Newnan for a short ride down I-85 to LaGrange for the 18th Annual Social Security Run. The weather was perfect and we arrived at the hotel in less than an hour. The first event of the evening was a ride to West Point Lake, crossing the Alabama state line, for a BBQ dinner and banner pick up. The scenic tour included a ride through a state park and across the dam. When we all got back to the hotel, there was a lot of tire kicking and car stories in the parking lot.

Friday was another perfect day as we made our way to Warm Springs to FDR's Little White House. (On the way, Tom Miller had a flat tire caused from a roofing nail. A local man was watching the cars and heard the s-s-s-s as we passed by and came to help.) The cars were allowed to park close to the house, where we also had a nice picnic style lunch; no one went away hungry. Our tour continued into the town of Warm Springs and then went up to the mountain top where FDR liked to picnic.



Photos counterclockwise: Wonderful line of cars on the road; roadside service for a flat tire; close-up parking at the Little White House, in Warm Springs.



During the night it started to rain hard. Saturday morning the start of the day's tour was delayed for two hours. But then, looking at weather, and considering the two miles of dirt road on the route, it was determined that the run should be cancelled. This was the 18th Social Security Run and the first time one had to be cancelled. Everyone was disappointed, but it gave us the chance to meet and talk to lots of interesting people. Lunch was supposed to be at the Barnstormers Grill at Peachstate Aerodrome, But the weather put that out of the question. Instead, members of the HCCA board went to the Grill in a modern car and brought lunch to us at the hotel. Southside A members Jim Hunter and Taylor Merrill, although not attending the event, were seen in the hotel parking lot during a break in the rain, enjoying all of the cars.



Jackie Peterson provided us with a fun afternoon, leading us in playing relay games. Have you ever tried putting a toothpick in your mouth and passing Life Saver candy on the tooth pick to team members? Believe me, it is very hard to do. How about running and finding your shoe in a pile, putting it on, and running back to tag the next team member? Our team was at a disadvantage when they found *someone* had put a potato in their shoe! No wonder they had trouble putting that shoe on! We had a lot of laughs playing these games.



At the banquet, Tom Miller was the lucky winner of a coil for a door prize. There were also some famous couples present: Bonnie & Clyde made their appearance, along with Mae West, Humphrey Bogart & Ingrid Bergman reprising their roles of Rick and Ilsa in *Casablanca* (Larry & Jackie Peterson), Babe Ruth, Scarlett O'Hara & Rhett Butler. The head knocker appeared as Superman, and Larry Peterson did some good guitar playing. As always, a good time was had by all.

We are looking forward to the 19th Annual Social Security Run in 2014, that will be held again in LaGrange.

Southside A members who attended included: Ray & Teri Besch, Tom & Betty Miller, Jackie & Larry Peterson, Jack & Drena Miller, Robert & Julie Carden, and Liz & Rick Horne.

**Rick & Ilsa from Casablanca
(aka Jackie and Larry Peterson)**



Lubricating Your "A" for the Touring Season

By Dick Carne

We are now into June and the touring season is now in full swing. One of our regular Spring tasks should be the routine maintenance and lubrication of our cars in anticipation of summer touring. An almost essential necessity in this regard is the Ford chassis lubrication chart originally published in "Model A Owner's Manuals", and shown in the attachment below. Since this chart highlights lubrication points and identifies types of lubricants, the following comments are offered only as footnotes to this treatise. Please note however, that there are references to different weights of oil and grease, different lubrication intervals, and the resulting method(s) of lubrication will obviously vary as well depending on the type and function of the lubricants being used.

References in many of the current Model A publications will often refer to the use of 600 wt. oil for transmissions and rear axles, but in truth, the only reference to "600" or "600W" that I can find in Model A Ford literature is on page 377 of the Service Bulletin where they are discussing the seven tooth steering system. On page 375 of the Service Bulletins they recommend M-533 lubricant for the transmission and differential whereas on page 216 they recommend simply, "gear lubricant." More recently, analysts have concluded that perhaps a better lubricant for these areas is something like either Shell Oil's "Valvata" or Texaco's "Meropa 680", both of which are a little heavier consistency than the 600wt sold by today's Model A vendors, and provide arguably better protection and quieter shifting.

There also seems to periodically surface a discussion between the best types of oil to use for Model A engines. For the most part, oil availability in the late '20's and early '30's pre-dated the use of multi-grade oils, and certainly synthetic oils as are available today. For those who prefer a straight weight oil, then perhaps a 40wt. oil similar to a "Rotella" oil might be a good choice. However, with a straight weight oil, over time some build up could occur; in those instances, or perhaps for use in older engines, the use of a detergent oil may help to remove some of the build up of oil deposits and sludge in the engine. In those instances, the use of a detergent oil will in time clean all (or most) of the deposits and sludge from an engine and result in a much cleaner engine. Similarly, one of the effects of using a detergent oil is that it will suspend those deposits and sludge in the oil. Then, when the oil is drained, the deposits and sludge are drained with the oil. Conversely, a non-detergent oil works the opposite. Sludge and other deposits are not suspended in the oil and settle to the bottom of the pan and collect around the rings. Therefore, when the oil is drained there will still remain oil sludge in the pan and around the rings.

The effect of using detergent oil in a dirty engine is it will give you a much cleaner engine after a couple of oil changes. It will also clean the deposits around the rings. If the engine has a lot of wear, the deposits are probably taking up a lot of the wear space. Unfortunately, when those deposits are cleaned away with the detergent oil, the engine may start using or burning more oil because of the added clearances obtained from a cleaned engine. When using detergent oil, and since there are no filters or screens on the stock Model A engine, the oil should be changed every 500 miles.

As to the process of greasing the remainder of Model A friction points, and as a general guideline, ideally all grease fittings should be lubricated every 500 miles or so as well. Given the improvement in road conditions over the past 80 years, these mileage indicators could arguably be extended, but nonetheless it is still a good practice to lubricate all fittings at these mileage intervals, or certainly at a period of no more than every 1,000 miles. *[One exception is the grease fittings on '28 and early '29 seven-tooth steering sectors - although these contain grease fittings, the better practice is to use a suitable gear oil instead, but perhaps something a little "thinner" than the Shell and Texaco brands mentioned above. However, without adding a reproduction "steering housing end plate" with the modified sleeve for the light switch rod - ('28 - early '29 Part No. A3527T; '30 - '31 Part No. 3568T) much of the oil used will eventually leak out the bottom of the steering sector, so in that event, this practice might otherwise be both questionable and no doubt messier than using grease - but grease will eventually work its way out from the contact surfaces, thereby confirming the need for the replacement of the original style end plate with one that has a shroud around the light switch rod.]*

Depending on the regularity of scheduled lubrications, it may be that most fittings will only take a half-pump of grease before beginning to ooze out from around the connection. This is not the case however with universal joint lubrications. Typically the universal joint will receive some measure of lubrication regardless, but if it is not packed with grease, the lubrication of this area may come at the expense of drainage from the transmission case (especially if the rear transmission bearing is not a sealed unit). Because of the amount of area in which grease in the universal joint area must expand, if the universal joint is not filled, it could easily take a good portion of a tube of grease to fill this cavity the first time. As a word of caution, once this cavity is filled, any excess could well press into the transmission case. Although this should not present any major issues, it is nonetheless worth taking note of this possibility.

Wheel bearings should also be packed periodically. While the wheels are off, it's also a good time to lubricate all of the internal brake clevis pins and other internal brake parts inaccessible unless the brake drum has been removed. Generally a light coat of grease is more than sufficient, but exercise caution to make certain that no grease or lubricant is allowed to remain on brake shoes or drums.

It is often another common oversight to miss some of those points that are not listed on the lubrication chart, as for instance the horn, generator, distributor, and brake rods. A good rule of thumb on these is to also consider a similar 500 mile schedule on these parts as well. Another good practice is to also place a little smear coat of Vaseline or distributor cam lube on the distributor cam to keep the points from wearing. While under the hood, it's also a good time to lubricate (with oil) the distributor shaft (pull out plug at the base of the distributor housing just over the exhaust manifold) and the accelerator linkage (the open holes on top of the assembly at the firewall on either side of the engine block). Although not critical, a dot of oil on the "spark" and "accelerator" linkage ends is also a good idea, along with the back of the generator, and the bearings on the horn armature.

Although some of the later models included grease fittings on the brake and clutch pedals (to lubricate the shaft) some of the earlier models were not so equipped. Certainly while the cover is off the bell housing (in order to lubricate the throw-out bearing shaft), it would also be a good practice to either oil in between the pedals and/or grease the clutch & brake pedal shaft if grease fittings are present.

Perhaps as a final note, anywhere that there are parts that routinely experience movement (e.g. door latches and hinge pins), it's always a good idea to add an occasional lubricant to these working surfaces; and as a final caution and caveat, anytime that surfaces are lubricated, it's also a good practice to take the extra time to remove any excess lubricants from around the surfaces of any joints and fittings.

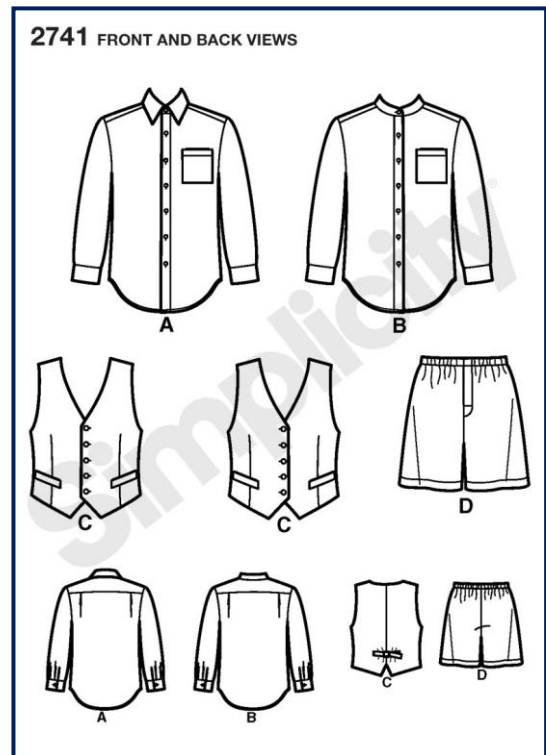
SOUTHSIDE STYLES By Kathie Meyers, Fashion Chair



Another month featuring get-ups for the guys! Pat Tyler had a specific request for a vest pattern, so here we go. Following are photos of Simplicity Pattern No. 2741 which is one of their “Easy to Sew” featured patterns. The pattern also includes a shirt which would look very vintage (View B). Note that this has the simple band at the neck, but no collar. In the “era” this type of shirt would have a detachable collar and for our guys’ comfort, we thought you’d like this style. Of course, a collared shirt (with a tie for Pete’s sake) might have been worn with knickers and a sweater, or with a suit jacket, with matching vest and knicker-style pants. However, since we’re so active with our cars during our Southern warm climate, we’re after comfort! So, maybe we’ve detached our detachable collar, and have removed our suit coat, layering down to the vest for a “little formality” with our knickers or other slacks.



This pattern should be available in stores which carry Simplicity, however, the Joann’s in Fayetteville did not have this one in stock, however, it is available at Hobby Lobby in Newnan. I found this online at <http://www.simplicity.com/p-1688-missmen-shirt-vest-and-boxer-shorts.aspx#t-0>. The website has detailed info about the pattern, showing the pattern back, fabric requirements, how to select size, etc., as well as download instructions should you wish to purchase immediately by downloading grid-style sheets.



If sewing a vest or shirt is not an option, vests can be purchased at most men’s departments in clothing stores. As for the collarless shirt, simply remove the collar from a shirt you already have, which will result in the band like View B above. For a quick removal, the collar can simply be cut off, being careful not to cut into the top of the band. Or, snip out the stitches along the top edge of the band and then pull the collar out of the opening. Restitch the top of the band to close it.

Once again, if you have any thoughts or comments, please contact me at 770 487-4220.

---THINK VINTAGE!

Bits and Pieces

June 1: Vintage Day at Peachstate Aerodome.



This is a fun event for the whole family! There will be games for the children, including several cake walks in the hangar, and a candy drop from one of the old Bi-Planes . You won't want to miss the fly-bys featuring some of the older or rare airplanes. You'll hear caliope music, and enjoy antique cars and airplanes on display. Fancy an airplane ride? The museum's Bi-Plane Waco will be offering rides during the day. And further excitement

will come from seeing a 1907 Jenny Airplane fly! Keep your eye out for our own Barbara Kitchens, well known to the Peachstate flying crowd.



7th Annual All Model A and Model T Swap Meet - September 27 & 28, in West Columbia, SC, and sponsored by the Palmetto A's. This will take place at Smith and Jones Antique Auto Parts, one of our newsletter advertisers, located at 60 Wisconsin St. Vendor space is available, \$15 one day, \$25 for two days. Food concessions, \$2 door prizes, and more. For more information, and vendor registration, contact **Wyman Toole**: hwtoole@sc.rr.com, or 803-776-4925.

Memorial Day Parade in Senoia:

Southside A's once again participated in the Memorial Day Parade in Senoia. We had a record 13 cars to add to the festivities along Main Street.



Look at what's coming up!

June 15: Re-scheduled Lunch tour to Serenbe in Chattahoochee Hills.



A scenic drive through the back roads northwest of Palmetto will take us to our destination of the charming town of Serenbe. Located on 1,000 acres, founders Steve and Marie Nygren first discovered the area in the early 1990's, on a family excursion to show their children part of the Georgia countryside. They fell in love with the area and subsequently relocated, establishing a Bed & Breakfast as their first new

endeavor. They went on to develop the village with an eye to walking neighborhoods comprised of both homes and shops/restaurants, organic gardens and greenspace, and focusing on sustainability and community.

Our lunch will be at The Hil, with a nice weekend menu of salads, unique pizza creations, bakery and breakfast items.

We will have designated parking, which will allow residents and visitors a chance to enjoy our wonderful cars.



Don't forget, we will be awarding a charming door prize created by Paul Beeghly, the now famous "**Pink Pig Planter.**" You won't want to miss your chance to take home this truly unique piece.



Dining room at The Hil.

Lastly, we are encouraging Era Clothing for this event - even a hint...don't be bashful!

RSVP to the Shotwells, gwynshot@aol.com, 770-463-2630, up until **THURSDAY, June 12**. We have to have an accurate count by then, for the restaurant. We hope you can join us!

June 7-9: "Fun With Dick & Jane" Tour.

This first (not necessarily annual) "Fun with Dick and Jane Tour" is rapidly approaching. For those of you who have not signed up for this wonderful tour, you might be able to still sneak in; contact Dick Carne for more info.

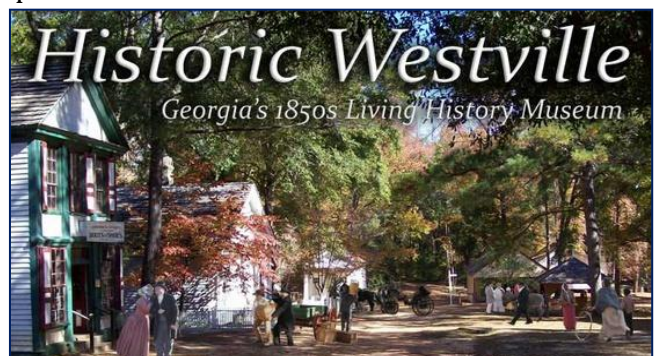
Watch for next month's issue of the Newsletter for a full recap of events, complete with photos!

Our Southside A's travelers will meet up on Friday, June 7, at Flash Foods at the corner of GA Hwy 16 and GA Hwy 85, at 8:30 AM. Our first leg will take us through Woodbury, Thomaston, and Americus to "Westville."

The rest of the tour has been described several times in these pages, so we won't repeat ourselves on the eve of the event. We're looking forward to this well-planned, jam-packed tour!



Windsor Hotel



Historic Westville
Georgia's 1850s Living History Museum

July 13: Picnic and Car Games!

Tom and Betty Miller will be leading an early morning (to avoid the heat) drive to a breakfast location. After building up our energy, we will head over to a park in Newnan for some fun and games with our cars.

Watch for more info here and in your email box!

MAFFI GRAND OPENING MAY 18, 2013



The MAFFI Museum had its grand opening on May 18, with some 375 Model A's and 2,500 people present. It must have been quite a scene! We were fortunate to receive a photo of the Southside A's two bricks, in place for all to see. Thank you to Jane Merry of the Gold Mine Region for sending it along!

Since we did not have a firsthand participant to give us a report, here is a link to the MAFFI Souvenir

Program, which has great information and wonderful photos that tell the story.

http://www.maffi.org/My_Homepage_Files/Download/MAFFISouvenirProgram.pdf



ON THE NATIONAL SCENE:

MARC NATIONAL MEET: Lexington, KY, June 24-28, 2013



Update: The host hotel is sold out of the block of 325 rooms, however, if you will only be participating for a night or two, they may be able to accommodate that.. Check the Central Kentucky Region website for more info: ckmarc.com.

*****Raffle tickets** are now on sale, with the prize being this 1929 Model A **or** \$5,000 in CASH!!

The drawing will be held June 28, 2013 at the Meet.

Tickets are \$10 each, three for \$25, or seven for \$50. MIKE SHOTWELL has tickets and you can contact him at 805-890-5113 (cell), or email at mdshot@aol.com.



Items For Sale

FOR SALE: 1931 Chevrolet Independence Roadster, off frame restoration finished in 2012. All new parts including wood kit, engine rebuilt by Robert Carden with less than 400 miles, new upholstery. Have \$26,000 invested, will take **\$18000 OBO or partial trade and money.**



Contact Jimmy Parks @ 229-853-2462 or email aznvetts@gmail.com.

FOR SALE: 1930 Tudor Sedan. Excellent driver. Older restoration; runs very well. Flathead Ted brakes. 12-volt system. Stock engine, trans, and rear- end blinkers. **Asking \$9,000.00**
Contact: Fred Huey 770-463-1951



FOR SALE: 1930 Town Sedan Fordor. Very nice car; paint and body is excellent; black on black with red wheels and pinstripe; excellent grey interior with fold down armrest in rear. Equipped with cowl lights, motormeter, Sparton horn, running board step plates, rear mounted spare and full rear bumper.



Asking \$15,500.00. Contact: Gerald Grizzard, 256-310-6463, Gfireman52@aol.com

FOR SALE: 1929 A Model Rumble seat coupe. Very nice car. Runs and drives great. Super nice deep black paint. **\$21,500.**

Contact: Tommy Davis todayis@bellsouth.net or 770-634-6113 for more photos.



FOR SALE:

1931 Right Front Fender with Wheel Well: \$190.00

1930 Left Front Fender with Wheel Well: \$225.00

Tom Romine, 770-527-4039

ModelATom@comcast.net

FOR SALE: 1929 A Model Business Coupe.

Very rare. Complete frame off restoration. Only 90 miles on car since restoration. **\$27,900.**

Contact: Tommy Davis

todavis@bellsouth.net

or 770-634-6113 for more photos.



FOR SALE: 1931 Slant Window Town Sedan.

Good driver; original car made in Canada.

Asking \$16,500.00. Contact: Gerald Grizzard,

256-310-6463, Gfireman52@aol.com

FOR SALE: (PRICE REDUCED) Rare 1931, black

and burgundy Ford Model A Victoria. Much loved,

fun touring car. Runs

great, has new battery; is

in mint condition. Flower

vases, pull shades, cut-off

switch, turn signals,

Good upholstery, leather

trunk. **Asking \$22,000.**



Wayne Haisten

haistenrw@aol.com 678-513-0668

FOR SALE: 1931 Tudor Sedan, indented

firewall, two tone green with green wheels. Has

rear mounted spare tire, luggage rack, Sparton

horn, running board step plates, green Mohair

interior.

This would make a very good first car, the paint is

just so-so (10-20 footer), body is good except one

spot above rear window. Cranks and runs well.

Asking \$8,950.00. Contact: Gerald Grizzard,

256-310-6463, Gfireman52@aol.com



FOR SALE: 1929 Model A Ford Woody Depot

Hack; has been converted to 12-volts; has sealed

beam headlights. Body was built in Cuba, MS, and

has the looks of a station wagon. Body is in good

condition but could use a new sealing. Truck was

cranking and running well when stored. Could use a

little TLC.

Asking \$9250.00 Contact: Gerald Grizzard,

256-310-6463, Gfireman52@aol.com



FOR SALE: 1930 Georgia License Plates.

Unrestored and Restored. Singles, pairs, and

sequentially numbered plates available.

Email Jim Hunter at ytguy@aol.com or call (770)

487-0140



FOR SALE:

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.

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.

WANTED: 1931 Left front fender.

Contact Cecil Freeman,

256-225-3250 CFREEMAN43@AOL.COM

Club Items

Name Tags are available by contacting Teri Besch at 770-487-9215 or 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 eewill@numail.org

NOTE: The vendor who provides embroidery for club items has had a rate increase of \$1 per item, which the board has chosen to pass on to members. The cost is now \$9, still a reasonable amount. And \$1.50 goes into the club treasury.

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

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

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Invitation to join Model "A" Restorers Club

Membership in MARC is a wonderful investment in the Model A hobby. A good resource, it includes the bi-monthly magazine, "Model A News," which is filled with informative articles, notices of upcoming national events, and news of local regions. Membership in Southside A's requires membership in MARC, as well.

MODEL "A" RESTORERS CLUB
6721 Merriman, Garden City, Michigan 48135 USA

Membership Dues: Regular Mail: U.S. \$38;
 Air Mail: U.S. and Canada \$50, International Air Mail \$56 for the calendar year.
 Includes six issues of the Model "A" News. U.S. Funds Only

APPLICATION FOR NEW MEMBERSHIP

Name (Print) _____
 Spouse's Name _____
 Address _____
 City _____ State _____ ZIP _____
 Phone Number _____
Is it ok to list phone number in club roster (yes or no)? _____
 EMAIL address _____
Is it ok to list email address in club roster (yes or no)? _____

Check, Visa, Master Card, Discover Card (Circle one)
 Card Number _____
 Expiration Date _____ CVV code (last 3 #s on back of credit card) _____
 Daytime Phone # _____

CHANGE OF ADDRESS NOTICE

| | | |
|----------------|-------|-----|
| Name (Print) | | |
| New Address | | |
| City | State | Zip |
| Old Address | | |
| City | State | Zip |
| Effective Date | | |

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.

The Southside A's Newsletter:

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