



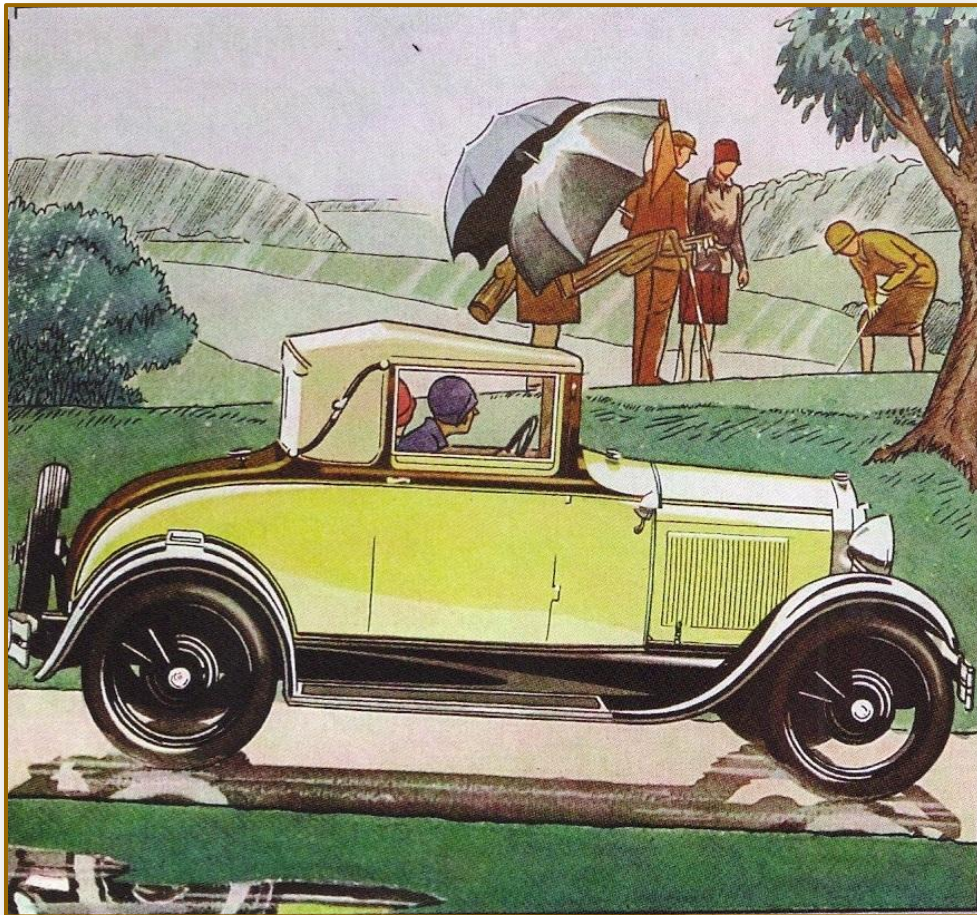
THE
SOUTHSIDE
A'S
MODEL A RESTORERS CLUB
CHARTERED MARCH 1989

Newsletter

PUBLISHED BY THE SOUTHSIDE A'S – MARC REGION

November, 2011

Volume 4, No. 11



“A rainy day can’t dampen a sweet Fall ride in a Cabriolet.”

Southside A's
2011 Board of Directors

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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

2011 Club Events

DON'T FORGET!

****BUSINESS MEETING: NOV. 5, 7:00 at Nikko's in Tyrone. (this will also serve as our Nov. board meeting) Come for good food, "takin' care of business," and good fellowship.**

Southside A's 2011 Calendar of Events

November 5	Business Meeting
December 28	Christmas Party at the Meyers'

2011 Events of Interest

Nov. 5	Steeplechase @ Callaway Gardens
Nov. 18, 19, 20	Moultrie Swap Meet

Editor's Notes:

October was an eventful month for your intrepid editors. Both work and family issues have dominated our time, but we are happy to report that things are running smoothly, and life is calming down a bit now. The result of this is that the newsletter was a last minute effort. However, with the fabulous contributions of several members, we have managed to publish November! Thanks to all who lent a hand.

**The Southside A's
currently has 42 active families
on our roster.**

November Birthdays

4th Mike Shotwell
13th Robert Routh
14th Ken Turner
14th Ken Riley
17th Liz Romine
20th Kathleen Willingham
25th Ben Bohanan
26th Tommy Davis
26th Donald Murdoch



November Anniversaries

11/01/1963 Jim & Cec Justice
11/18/1966 Phil & Kathie Meyers
11/21/1965 Tom & Liz Romine



Notes from Our Director

Yep -- it's fall and the trees are really lookin' good! This is a beautiful time of the year to take your Model A out for a drive. And, last week eight cars from the Southside A membership went on the Sweet Home Alabama Tour. Most cars from our area drove close to 1000 miles on this trip and it was, like all of the other Sweet Home Alabama Tours, a doozie! Our first day of driving, Wednesday, was a little damp and cold but our stalwart A's just kept "A" goin' and made it down to Montgomery just fine. The next day we drove on down to Foley, Alabama, to meet up with the rest of the tour and the shindig was on! Boy it is fun to see all of those nice Model A's in one place like that. The Central Alabama Club is really good at organizing these tours and leave few stones unturned to be sure that all goes well.

Just two of us had any problems with our cars on the tour and mine was the only one that did not finish under its own power. We later found out that my timing gear had come loose. I am grateful for the help of Central Alabama Model A Club member, Jimmy Padgett, of Union Springs, Alabama, for helping Kathie and I get home Ok, so that Ray Besch and I could go back with my trailer to bring my car home. Ray also was the recipient of help from a generous Central Alabama club member in repairing a frozen wheel bearing. When you travel with Model A owners you can always count on a helping hand from someone when it is needed. Thanks to all of you great guys for being good helpers.

I am sure that someone will provide a good tour recap elsewhere in this newsletter so I will not go further here but to say that you simply must go on a longer tour with your Model A one day, if you have yet to do so. Seeing the countryside thru the windshield of a Model A just makes the tour line of cars ahead a very special experience. Be sure that you get to see that some time in your life.

SPECIAL NOTICE !!!!!!!!!!!!!!!

Next Saturday -- November the 5th, is the date for our annual club Business Meeting. By now all of you have received an invitation to this important meeting at Nikko Japanese Steakhouse in Tyrone. I wish to encourage everyone to attend. This meeting will not be all business and boring. and I can personally promise great conversation, great friends, and great food. I hope that everyone will attend. If you have not sent an RSVP to pkmeyers1@earthlink.net, please do, so that we can be assured of ample seating for all.

Minutes of Board of Directors Meeting

October 5, 2011

The October 5, 2011 meeting of the Southside's A's was held at the home of Kathie & Phil Meyers. Phil called the meeting to order at 7:15PM. The following members were present: Phil & Kathie Meyers, Teri & Ray Besch, Ann & Jim Hunter, Eugene Willingham, & Jim & Jackie Johnston.

September minutes were approved as submitted to board members.

The annual business meeting will be held on Saturday, November 5th. Phil & Kathie are looking for a place to have the meeting.

Jim Hunter gave the treasurer's report: \$824.08.

Jackie Johnston, membership reported that there are 42 active families.

Corresponding Secretary, Eugene Willingham reported that he MARC was okay with not naming a city in articles submitted for the national publication.

Newsletter: No report

Fashion: No report

Scrapbook: Need pics from the Ft. Payne, AL trip.

Activities for 2012:

January: Dinner & a Movie and a day event

February 11th: Valentine tour Day trip with lunch at Founders (we hope) in Senoia

March 10th: Joint event: Anniston/Oxford, AL Visit the Talladega Race Track.

April: SSR revisited. An overnight in Forsythe, GA

May: Social Security Tour: La Grange area. May 10, 11, 12, 13. Memorial Day: Senoia Parade

June: Mikes' A-Ford'Able Possibly tour at Barnsley Gardens or Red Top Mountain

July: Progressive Dinner. Visit members cars, garages; Picnic at Phil & Kathie Meyers & day drive

August: Two events: Moonlight Tour to Serenbe's in Palmetto & Swap Meet in Tucker

September 8th: Joint Tour: Central AL A's: Tuskegee Air Museum. National MARC Meet; Sept. 16-19: Chattanooga, TN

October: Joint meet with Central AL A's. (Sweet Home AL Tour) & Day Tour to Atlanta History Museum.

November: Business Meeting. Steeple Chase Event at Calloway Gardens.

December: Christmas Party.

Discussed a tour in the Americus/Plains GA area. Also discussed touring the Huntsville, Muscle Shoals, AL areas.

Eugene reported the Sweet Home AL Tour has 9 SSA Cars and 21 SSA members attending.

New Business:

Teri presented the nominating committee: Ray Besch will chair it with Dick Carne & Eugene Willingham also serving on the committee. Jim Johnston & Tom Miller are alternates. Southside A's will not become a MARC/MAFCA Club.

Kathie Meyers asked for suggestions of places to have the November dinner meeting. McGuires, Downtown Grill & Golden Corral were suggested.

Tom Romine sent an e-mail about ABC fire extinguishers. It was noted the Home Depot has ABC fire extinguishers for \$16.95.

Members present wondered what happened to the 2010 newsletter award. Phil will contact MARC again. It was noted that extra points were given to newsletters that include a club application in it.

The club Christmas party will be held on December 28th at the home of Phil & Kathy Meyers.

A motion was made by Jim Johnston & seconded by Jim Hunter to raise club dues to \$15.00, effective for the 2012 year. Motion passed.

There was a discussion about putting ads in the newsletter from people like Mikes & Benny etc. It was tabled to discuss with the Shotwells.

Motion was made, seconded & passed to close the meeting at 8:45PM.

Respectfully submitted,
Teri Besch,
Recording Secretary

Treasurer's Report

Balance as of August 31, 2011	\$827.28
Deposits	\$0.00
Expenses	\$3.20
Balance as of September 30, 2011	\$824.08

Featured Photo of the Month: (Editors note: Each month we'll feature photos that glorify the Model A in all its varied styles, and enhanced by beautiful or intriguing settings. At the end of the year we'd like the members to vote for their favorite Month, and we'll publish the results in the January, 2012 Newsletter.)



NOVEMBER

Sweet Home Alabama

By Jim Johnston

On Wednesday morning (10/19) a cold drizzle failed to dampen the spirits of the Southside A's members who met up at the Zion Lutheran Church in Newnan to begin the fifth annual Sweet Home Alabama Tour. Present were Tom & Betty Miller, Ray Besch & guest Dave Rubel, Phil & Kathie Meyers, Jack & Drena Miller with their guests Mickey and Debbie Justice, and Jim & Jackie Johnston. Led by Tom & Betty Miller our first destination was the U.S. Army Infantry Museum at Fort Benning in Columbus, GA. All went well until a few miles from the museum when the electric fuel pump on Jack & Drena Miller's A-400 decided it didn't want to pump any longer. A replacement pump was obtained at a local auto parts store. This pump lasted only a few miles! Back to the auto parts store where a second pump was obtained. This pump was up to the task, and performed well for the rest of the tour. We enjoyed lunch at the museum, and after touring the facility we were ready for our next leg.



With improving weather we set off for the Comfort Inn in Montgomery, AL where we would spend the night and meet up with several people from the Central Alabama A's. The trip was uneventful and as we pulled into the Comfort Inn we were greeted by Fred Huey as he and Kathy had arrived earlier. Dinner was at the Cracker Barrel where we renewed acquaintances with our Model A friends from Alabama. After dinner we all topped off our gas tanks for the following day's tour to the Holiday Inn Express in Foley, AL the host hotel for the tour.

Thursday morning and great weather, lots of Model A's, and a support vehicle with trailer were assembled early in the parking lot of Flip's Diner in Montgomery for our departure to Foley. After a short drivers meeting we were off! The first stop was at Priester's Pecans for a break and to stock up on 'goodies'!

The next stop was Georgiana, AL, the home of Hank Williams. While there we toured Hank's boyhood home before heading to Evergreen, AL for a lunch stop. From Evergreen it was a scenic tour down to Foley. An unscheduled break separated the group as some chose not to stop. As we pulled in to the host hotel parking lot the first person we saw was Eugene Willingham, as he and Kathleen had gone down earlier in the week to enjoy the Gulf Shore prior to the tour. Rick Horne, Liz Enney, and Robert Cardin with his sister and brother-in-law, were also there as they had towed down earlier. (Congratulations to Rick and Liz on their recent wedding – two really great people!)

No sooner had we gotten out of the car than my cell phone rang and it was Fred Huey saying that Ray Besch had experienced a right front wheel bearing failure about 25 miles from the hotel. Roadside repairs were not possible so Ray finished 'on the hook.' The good news is that one of the Gulf Coast members provided some garage space and Ray was able to repair the car the next day. Ray has identified root cause and corrective action for this failure and has the story in another article in this Newsletter. The rest of the day was for local sightseeing/shopping in Foley before dinner at Lambert's Café home of the famous 'thrown rolls.' Lots of fun and portions that were ridiculously large!

Friday Morning and it was 40+ Models A's representing 14 antique cars clubs and 5 states lined up for the tour. Jason and Tina Carne, with their son, having arrived late the previous evening, also joined us. We were off to Pensacola, FL to tour the National Museum of Naval Aviation. What a great facility! While there we also saw a great film about the Hubble Telescope in the IMAX Theater.



Lunch was at the museum, then it was time to return to Foley with a stop at the seaside park in Gulf Shores for a group photo of all the cars. (Look for a future article in the MAFCA magazine). The rest of the day we were on our own for sightseeing and dinner.

Saturday was another busy day beginning with a tour of the Baldwin County Heritage Museum. This is a facility of several buildings depicting the history of the area around Foley, AL. Next it was off to historic downtown Foley. There were a lot of unique shops and places for lunch including an old time soda fountain and lunch counter in a restored drug store. The Foley Railroad Museum has a Lionel 'O' gauge train layout that you could literally watch for hours.



In the afternoon it was off to Fort Morgan at Mobile Point. Fort Morgan's history dates from 1819 until 1946 when it was deactivated and turned over to the state of Alabama.

That evening was the farewell dinner, a great seafood buffet at the Wolf Bay Lodge. We all enjoyed live music, and many door prizes were awarded. I think everyone in our club won something with Robert Cardin the big winner of the grand prize, a free three day stay in a condominium in Gulf Shores.

Sunday morning saw most everyone departing for home, either driving or trailering. Phil and Kathie Meyers had a rare timing gear failure on the trip home, but were fortunate to have the help of one of the Central Alabama A's members, and Phil was able to get his car home the next day.

Thanks to the Central Alabama and Gulf Coast Model A Ford club's for hosting such a great event. We all enjoyed great weather, great people, and of course those great Model A Fords.

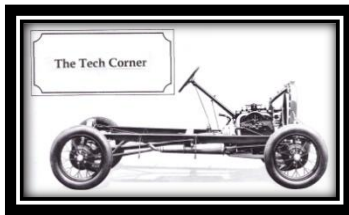


CONGRATULATIONS TO RICK & LIZ HORNE!!



Rick Horne and Liz Enney tied the knot following the Sweet Home Alabama Tour. We send our heartfelt Congratulations to them both. What a wonderful couple!

Here's to many years, traveling the road of life in any one of many notable antique cars. (The one pictured isn't bad for starters!)



The Tech Corner

"Brakes, Baffles & Castle Nuts, oh my."

By Tom Romine, Tech Editor

Most of us have worked on the Brakes on our Model A's. If you worked on the rear Brakes you probably ran into a problem, the same as Bill Patterson and I did, while re-installing the Emergency Brake Carriers and the Grease Baffles. (I just received the News Letter from the Victoria Association and it brought back the thought of the problem we had).

First, when you removed the Grease Baffle (A2240B) you probably noticed the Bolt holes seemed to be oversized. The Bolts (rear backing plate mount bolts, A2248 & 49) are 7/16" with a shoulder. The Castle Nut (A2250) is larger and when tightening the nut, it tends to 'pull' into the Grease Baffle, enlarging the bolt holes. See Figure #61. Notice the left 2 holes.



Figure 61

When we started to install the New Grease Baffles it was apparent the Baffle would not fit; they did not 'seat' into the Emergency Brake Carrier. One side would FIT, however, the other would not (front vs. rear), sort of like a see-saw.

I do not know why the Baffle is there. It seems to be the same size as the inside of the Carrier! After trying several Baffles, it came to us, another Repo Problem. Original Baffles are just-a-little smaller in overall size. Some of the Repos were larger than other Repos. Figure #62 shows a new Baffle with correct hole sizes.



Figure 62

What we did was to find the Baffle closest to the correct size and then reworked them; made them smaller, to fit the carriers. Also, we ground the inside of the carrier, just a little, until they would seat all the way. Any excess paint was removed and just a light coat of paint was applied, to prevent rusting.

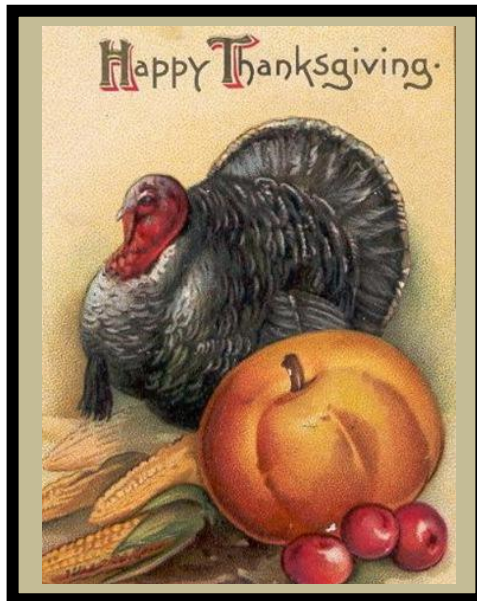
Once you have the Baffle's seated, the next problem is the length of the backing plate bolts. When the Castle Nut is run all the way down, the Cotter Pin hole is beyond the end of the Castle's. So the Cotter Pin will not keep the Castle Nut tight. Sometimes the Castle Nut bottoms out on the shoulder of the bolt, and of course this leaves the assembly loose. **Not Good on Brakes!**

Use 7/16" SAE washers. They should be .750 O.D., to 'shim' out the Castle Nuts. (They will fit into the recessed holes in the Baffles.) Since the bolts themselves are the correct length, there are no clearance problems.

With all this being said, you can place 1 washer behind the Grease Baffle (between the carrier and the Baffle) to assist with the fit. However, you may still need to rework the Baffles a little. Bringing the Baffle out will not interfere with the 'C' link.

Tech Tip:

If you set the timing on your car, here is a little test to see how accurate you are! After doing all the normal things, like setting the points, installing the Timing Pin, and adjusting the Distributor Cam, before closing up the Distributor, turn on the ignition. Now twist the Cam back and forth.



The backlash will make and break the points, thus you should see an Arc. If you do not, reset the Points and try again. This can also be done with a test light. This, of course, only works with a well maintained Distributor and your points are set accurately at 0.20 inch.

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.

Model “A” Fashions

Women’s Wrist Watches

By Teri Besch

The most well known American watch companies during the “A” Era were: Elgin, Bulova, Waltham, Gruin, Illinois, and Hamilton. Swiss watches were imported during this same time period also. By 1928, wrist watches were outselling pocket watches. Millions were made between 1928 – 1931.

The cases were solid gold or gold filled, for the most part. Some were reinforced with metal. The most expensive ones were platinum. The bearings for the watch movements were made of rubies, sapphires or were a synthetic. The number of jewels and the type of metals used in the case, movement and band determined the value of the wrist watch. Higher grade watches had 17 or more jewels. Watch cases were often decorated with diamonds, rubies and sapphires as decorative accents.

Dating a wrist watch can be done by the serial number that is stamped on the watch movement. Waltham, Elgin, and Hamilton watch companies have serial number lists that can be found on Google. The Gruen Watch Company serial numbers were destroyed by a fire in the late 1940’s. The Illinois Watch Company was bought out by Hamilton in 1928. Hamilton Watch Company has Illinois’ serial numbers on file.

I suggest that you do NOT try to open the watch case to read the serial number. A jeweler can open it and usually there is not a charge. When Dona May Bewley from MAFCA, wrote this article in 2005, she suggested looking at old Montgomery Ward Company catalogs, dating 1928 – 1931. Sears & Roebuck catalogs would also be a good source. If you want to get more information about watches, there is a book, “Complete Price Guide to Watches” by Cooksey, Shugart, Engle, and Gilbert. Ms. Bewley has purchased several watches from E-Bay.

Popular Model A Era Wrist Watch Case Shapes



YES, YOU CAN FIX IT.....'TIL IT'S BROKEN



Let me share with you my wheel bearing experiences. Most of you know I had what could have been a serious issue on my Alaskan trip. Well I had a similar issue driving to Foley for the Sweet Home Alabama Tour.

Here is how it all shakes out. Both issues were caused by my trying to over fix what I thought was a potential problem. Whenever I did my Model "A" walk around prior to take off (I know too many pilots), I would find a bit of slack in the front wheel bearings. So preparing for my long trip I read and re-read the repair manuals

and whatever else I could find on packing and tightening front wheel bearings. The book says tighten until you feel a slight drag and back-off one castle on the axle nut. Well what I thought was tight was too tight and caused excess heat that deteriorated the bearings causing them to fail. I was blaming my crisis on using the wrong bearing grease and other possible factors. It turns out the predicament was not the grease, or the bearings, just a mechanic trying too hard to solve a problem that really was not a problem. You will sometimes hear this described as **"The nut behind the steering wheel"**. In reality you clean your inner and outer bearings after inspection, you replace the bearing or use what you have, then repack them with good quality grease. Following reassembly you tighten the axle nut while turning the brake drum until you feel a drag. Then loosen the axle nut slightly until the hub is turning free of any drag. If new bearings were installed it would be wise to recheck the hub after a few miles to take out any slack from the new race/bearing seating. Check your mechanics manual for complete instructions to assure something has not been overlooked.



This photo shows the inner race stuck on the spindle after cutting the race with a torch and applying a little persuasion and it was off. Then a little reshaping with a file, installed the new bearings and we were rolling again.

This experience reminds me of an old computer game, **"The Oregon Trail"**. We played this with the kids growing up. They hopefully learned some problem solving skills playing along. One

of these was to simply talk to the locals and listen to their past experiences. If I had done more of that, mostly listening, when told "A bit loose is better than to tight," I would have avoided the whole situation.

Well I just wanted to share this with all of you and let you know, keep those A's in good shape follow the Maintenance Guidelines published and you should have many miles of trouble free driving in your future.

-- Ray Besch



Bits and Pieces

Condolences:



Paul White at Barnesville Buggy Days, 2011.

We are sad to report the passing of Paul White on October 13. This followed closely after Barnesville Buggy Days, an event that he organized for the Model A community to participate in, year after year. Below is a portion of his obituary for anyone who missed it..

Paul Lewis White, Sr.

July 24, 1925 - October 13, 2011

Paul Lewis White, Sr., 86, of Fayetteville, passed away October 13, 2011.

Mr. White proudly served in the U.S. Army during World War II. He was a member of Heatherwood Baptist Church and the Model A Restorers Club of Atlanta. Professionally he worked for the Warren Company, Davis Motor Company, Fayetteville Police Department and Alan Vigil Ford. He enjoyed gardening, helping others and volunteering at his church. He is survived by Inez, his wife of 67 years of Fayetteville; daughters Renelle Perkins and her husband Tom of Fayetteville, Sheryl Wilson and her husband Terry of Newnan; sons Paul "Sonny" White, Jr. of Manchester and Joel White and his wife Dede of Culloden; grandchildren Patrick, Jeffery, and Kenneth Perkins, Jill Buhay, Jeremy Wilson, Rachel Williams, Kristin, Mindy, and John White, Jody, Will and Rebecca White; 15 great-grandchildren, Brother Eugene White and his wife Ailene of LaGrange; sisters-in-law Bina White of Fairburn and Thena White of Jonesboro. In lieu of flowers, donations may be made to Heatherwood Baptist Church, 2195 Hwy 138, Riverdale, GA 30296 or SCORE International (Attn: Ken Perkins), P.O. Box 9994, Chattanooga, TN 37412.

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 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



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.

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

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

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



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.

