



Model A
Rattles

P.O. Box 1428 Albany, OR 97321

Working to preserve and maintain the Model A Ford since 1977.

General Meeting, Wednesday, May 6

New Albany Library 7:30 p.m.

Joe Fazio will be presenting a seminar on **carburetors** and what to bring to the workshop on carburetors to be held on May 16. Following this presentation, Ron Harper will show a short video demonstrating why it is important to have good operating brakes and seat belts on your Model A. This meeting is being held at the new location of the Albany Library west of the old library. May refreshments will be served by Viola Hughson and Norma Brockman.

Monthly No Host Breakfast – May 16 – with carburetor workshop to follow

Breakfast 9 a.m. Albany Yaquina Bay Restaurant

Workshop to begin by 10:30 at Joe Fazio's place

Club members are invited to meet at our regular club no host breakfast. Following the breakfast meet at Joe Fazio's place 1710 NW Independence Road. Take Highway 20 until you reach the intersection with Independence Road. Go 1 ½ miles on Independence Road and you will reach Fazio's. If you plan to build a carburetor at the workshop, bring the following: *a carburetor kit, gross jet to replace the needle and seat, an oversize shaft for the throttle, new gas strainer.*

Saturday, May 23 – Waterloo Tour and Picnic

We'll leave the Albany K-Mart parking lot at 9:30 a.m. and tour to Waterloo Park in Linn County near Lebanon. The club will furnish chicken and drinks. Bring your own table service and a dessert, salad, or hot dish to share. Glen Evenhus will lead this tour.

Saturday, May 30 – Seatbelt Installation Clinic

If you do not have seat belts in your Model A, come to the seat belt installation clinic to be held beginning at 9 a.m. at a barn near Byron Cook's place. Take Highway 20 until you reach Independence Road. After turning onto Independence Road, immediately look for a marker to direct you to Hector's Barn. More details and sign up at the May meeting.

Welcome New Members

- **Lee & Lorraine Borchers** have a 1931 pickup that they obtained in 2008.
503 606-0364 503 507-3843
762 Piper Street Independence OR 97351 lee@minetfiber.com
- **DJ and Barbie Everhart** have a 1929 Sport coupe that they got in 2005.
503 843-3247 503 706-6402
233 NW Olive Sheridan OR 97378 bndeberhart@wbcable.net
- **Alton and Sharon Hoelsing** have a 1930 coupe that they got in 2009.
503 873-4364 503 507-6414
P.O. Box 1302 Silverton OR 97381 shimm77@hotmail.com

Cook's Cacophony

During the test runs of the first prototype Model A, Ford instructed Harold Hicks (Ford's tri-motor airplane engineer who designed the Model A engine to increase its HP) to take the new model out on the road and race everyone in sight. During one of these runs, Hicks was hurled through the windshield and seriously injured. This resulted in Ford equipping each new Model A with a safety glass windshield. In terms of the field tests, Harold Hicks stated that up to 30 miles an hour, the A could skin the pants off anything that was on the road. It could leap from 5 to 25 mph in little over 8 seconds, a feat that six and eight cylinder cars had trouble equaling.

Thanks to The Model A Ford as Henry Built It by George DeAngelis et al

Abbreviated Minutes of the April General Meeting

- MAFCA offered another 10 free memberships. One will be given to new member, Al Hoelsing.
- A report was given on the Mystery Tour in which 8 Model A's and 2 modern cars traveled to the Albany Regional Museum and the Benton County Museum with a private tour of the storage room of objects from the Horner Collection.
- Yvonne reported on ordering jackets and vests.
- Ron Harper reminded members to send him a picture of their Model A for the "Restoration Memories" portion of the newsletter.
- John Schudel reported on the completion of the restoration of his 1931 pickup.

Yvonne Fixel, Secretary

May Birthdays and Anniversaries

9 Jon Borchers	23 Ron Hornibrook	29 Karen Amos
12 Lorraine Borchers	25 Jack Mego	29 Ryan Braaten
	7 Dan & Ginger Allen	
	18 Mike & Jeannette Hammitt	
	24 Gene & Patricia Gale	
	25 Martin & Zola Northcraft	

Abbreviated Minutes of the April Board Meeting

- Jerry Melland bought 4 fire extinguishers to have as door prizes for the regional meet.
- Yvonne Fixel returned the PA system and refunded \$59.97 to the treasurer.
- Ben Morris explained some of the expenses for the swap meet but there are still questions.
- Ron Harper along with Martin Harding and Jerry Melland will write up a policy on touring rules to present to the board for approval.

Yvonne Fixel, Secretary

GUIDELINES FOR TOUR LEADERS

By Ron Harper and Sandy Thixton

Leading a tour consists of two major tasks:

- planning for the tour and
- conducting the tour.

Safety is the number one priority and the most important responsibility of a tour leader in carrying out both these tasks.

Successful tours require a completely thought out route, a plainly marked map, and complete driving directions.

SUGGESTED STEPS FOR **PLANNING A TOUR**

Step 1 : Select an appropriate destination:

- TAKE INTO ACCOUNT THE SPECIAL CONDITIONS A GROUP OF SLOW MOVING MODEL A'S CREATE WHEN TRAVELING TOGETHER. For that reason, some destinations that might be fun in theory just are not appropriate for Model A's.

Step 2 : Determine a possible route:

- INVESTIGATE ALL POSSIBLE ROUTES TO REACH THE DESTINATION BEFORE DECIDING ON A POSSIBLE ROUTE. Use an on-line search or other resource to make certain that a route is not designated as a dangerous roadway or safety corridor.

Step 3 : Make an advance run of the route:

- NOTE ALL SAFETY CONCERNS:
These may include but are not limited to areas where cars may become separated due to traffic lights or congestion and where left turns are required on busy highways. Note any areas where there is little or no shoulder for pulling off the roadway.
- NOTE ALL MARKERS AND LANDMARKS TO BE INCLUDED IN DIRECTIONS:
Road signs, stop signs, mile posts, gas stations, and other markers help clarify the route.
- NOTE ANY AREAS THAT MIGHT CAUSE PROBLEMS FOR MODEL A'S:
Mark construction areas, grades, travel on gravel or where fresh paving is a possibility and should be avoided.
- CHOOSE A DEPARTURE POINT THAT GIVES SAFE AND EASY ACCESS TO THE ROUTE.

Step 4 : Make adjustments to the route:

- CHANGE THE ROUTE TO AVOID DANGEROUS AREAS AND CONSTRUCTION ZONES:
This may include, for example, changing the route so that the Model A's do not have to make a left turn into oncoming traffic or eliminating part of a route where continuous braking might cause brake failure.

Step 5 : Write a rough draft of the driving directions:

- SELECT MARKERS AND LANDMARKS TO BE INCLUDED IN THE DRIVING DIRECTIONS:
Even those who are unfamiliar with the locale should be able to navigate the route with little difficulty using the driving directions and map.

- **SIMPLIFY THE DIRECTIONS TO INCLUDE ONLY WHAT IS NEEDED:**
If a street or road has more than one name, use the name that will be seen on the signs on the route. Use the terms *right* or *left* instead of North or South or East or West.
- **INCLUDE ENOUGH DETAILS THAT A 'LOST CAR' CAN FIND THEIR WAY BACK TO THE ROUTE AND ARRIVE SUCCESSFULLY AT THE DESTINATION**

Step 6 : Determine arrangements for potty stops and lunch stops.

Step 8 : Select a map that will show the route most clearly:

- **MARK THE ROUTE WITH A MARKER OR HIGHLIGHTER.** Give preference to a map that shows the route in a way that those looking at it don't have to turn it upside down. White out unnecessary information so the map is relatively simple and easy to read at a glance.

Step 9 : Finalize the driving directions and add other helpful details that include:

- The CB channel on which drivers may receive important directions.
- Cell phone numbers to call in case of an emergency or breakdown.
- Departure time and an approximate return time.
- Total number of miles for the tour.
- Where cars need to fuel up along the route.

Step 10 : Make copies to provide to the participants.

Step 11: Write a short blurb for the newsletter describing what the tour will include, and what participants should bring.

SUGGESTED STEPS FOR CONDUCTING A TOUR

Conducting a tour involves organizing and leading the tour in such a way that everyone arrives safely and has a good time in the process. Besides designating a safe and convenient departure point, other decisions that a tour leader must include

- **What steps can I take as tour leader to avoid having all the Model A's on the tour pull over at the same time in case of an emergency to one vehicle or if cars have become separated ?**

Having a group of Model A's pull over to the side of a busy highway or on a curve is a dangerous practice that should be avoided at all costs. A group of up to a dozen Model A's or more requires a very wide shoulder area capable of safely allowing all cars to pull OFF the roadway. It also requires those same cars to renegotiate getting back onto the busy highway without impeding traffic or causing or becoming involved in an accident. **The tour should be organized well enough so that pulling over to regroup will be unnecessary.**

- **Who will be designated to be a "sweep" driver to help anyone along the route who becomes stranded or has mechanical difficulty?**

In the case of a breakdown, only a couple of cars should pull off – **not the entire group.** Having everyone pull off if one car experiences a break down is as dangerous as regrouping. It is the responsibility of the tour leader to determine the safest procedure everyone will be expected to follow in the event of a breakdown and to explain that procedure clearly during the drivers' meeting before departure.

- **What should be the number and order of cars who will travel as a group?**

The tour leader should determine in what order the cars should travel and which ones will be traveling as a group. Separating the Model A's into groups of faster traveling cars and slower moving cars, is advised. This is especially true if the route involves traveling up one or more grades where it is difficult for a faster Model A to be stuck behind a slower moving one. Depending upon the total number of cars, it would be best to divide into two or more groups to travel together, with the faster cars leaving first.

- **Where should any modern cars travel who want to be included on the tour?**

For safety reasons, some clubs do not allow modern cars to accompany the group of Model A's. They believe that a modern car among the Model A's or at the end of the line of Model A's traveling together creates a more dangerous situation than already exists with slow moving Model A's. These clubs say that modern cars should travel to the tour destination separate from the group of Model A's. It should be clear to the modern cars where they are expected to travel.

- **What does the tour leader need to explain to drivers about the safety procedures to follow while on the tour, what precautions they need to take, and what areas of the map might prove to be confusing?**
- **How can the departure of the Model A's be arranged so each will be spaced out enough to allow other traffic to pass safely including trucks and not be impeded?**

Note:

These guidelines have been compiled from the experience of driving my Model A to every Regional Meet during the past 15 plus years and several National Meets including Reno, Vancouver B.C., and twice to Calgary, Alberta.

During these experiences with touring, we have encountered numerous situations. For example, the rear end of our Model A had to be rebuilt in the parking lot of the Reno Hilton. We have had our Model A break down on a busy freeway in Portland requiring a tow truck. And we broke down outside of Sisters returning from a meet in Boise during 103 degree heat. That also required a tow truck.

Besides touring with groups of Model A's from the Enduring A's, we have traveled with groups of Model A's from Treasurer Valley A's of Boise, the High Desert A's of Bend, and the Rogue Valley A's, and the Santa Clara California A's. Traveling with these groups from other clubs have given us added perspective on what constitutes a successful and well-organized tour.

For this article we also consulted the High Desert A's and the Galloping Gerties to see what guidelines their clubs follow for touring. Both of these clubs have experienced fatal wrecks by members while on or returning from a tour.

The next issue of the Rattles will include Guidelines for Tour Participants.

RH

MODEL A SAFETY CHECK LIST

Car Owner _____

Body

- 1. Doors close and latch securely correctly. Yes No
- 2. Safety glass installed in all windows. Yes No
- 3. Rear view mirror installed. Yes No

Engine

- 1. Carburetor – no leaks. Yes No
- 2. All gas lines - free of leaks. Yes No
- 3. Gas gauge – no leaks. Yes No
- 4. Approved type of gas lines installed. Yes No
- 5. Wiring free of bare areas and properly routed. Yes No
- 6. Fuse installed between starter connection and terminal box connection. Yes No
- 7. Fan hub and blades - free of defects. Yes No
- 8. General condition of engine compartment neat and orderly. Yes No
- 9. Air filter / spark arrestor installed on carburetor. Yes No
- 10. Throttle linkage – no bends and returns freely. Yes No
- 11. Exhaust system – no leaks. Yes No

Wheels

- 1. All lug nuts properly tightened. – 64 ft. lbs. Yes No
- 2. Tire pressure – 34 lbs. Yes No
- 3. Tire condition – acceptable tread, no breaks Yes No
- 4. All four shocks installed and working. Yes No
- 5. No front wheel shimmy. Yes No

Lights

- 1. High beam and low beam operational. Yes No
- 2. Tail-lights and stop lights operational Yes No
- 3. Directional indicators operational (if installed). Yes No

Steering

- 1. Tie-Rod correctly installed and tightened. No excessive wear and properly lubricated. Yes No
- 2. No excessive play in steering wheel (2 " maximum) Yes No

Brakes

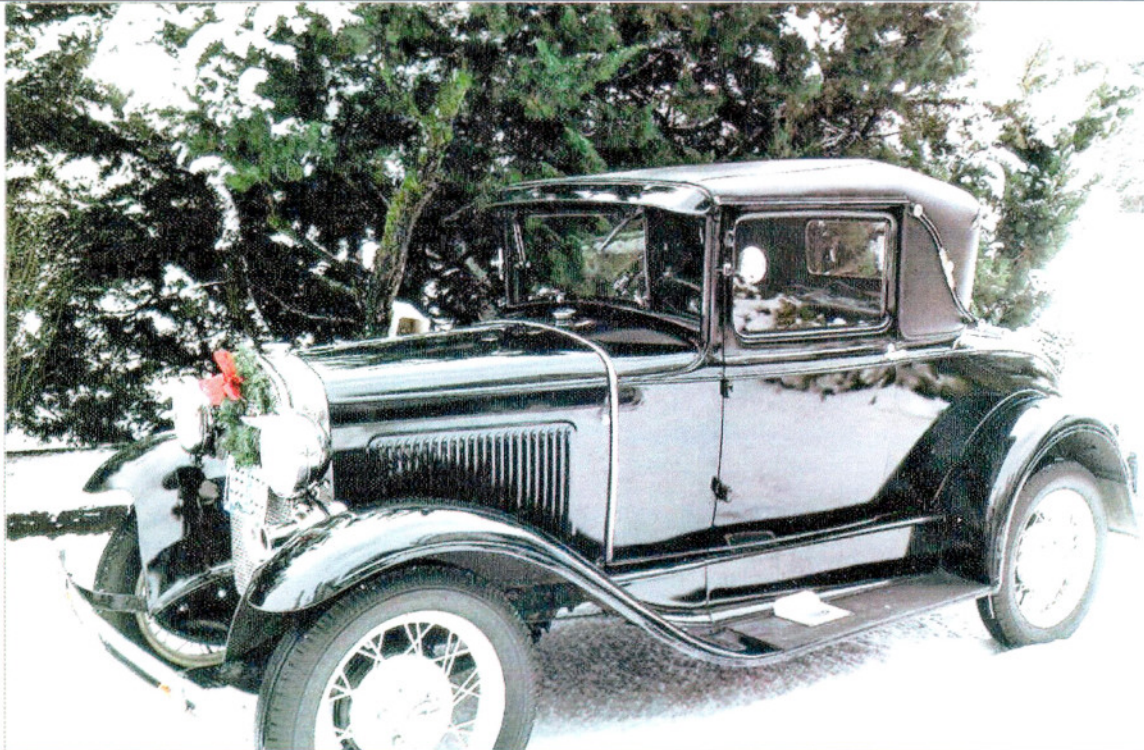
- 1. Properly adjusted on all four wheels Yes No
- 2. Emergency brake properly adjusted (locks at third notch) Yes No
- 3. Brake pedal travel properly adjusted. Yes No
- 4. Brake rods and clevis pins correct with cotter pins. Yes No

Miscellaneous

- 1. Seat belts installed. Yes No
- 2. Tool kit and flashlight in vehicle. Yes No
- 3. Registration and insurance papers in vehicle. Yes No
- 4 Horn and windshield wiper operational. Yes No



Johanna Bullock got this 1928 Fordor in 2006. It had been fully restored from the ground up by Jerry Melland, including the paint job. She traded her 1931 coupe with a rumble seat for the Fordor.



Gene and Gloria Suing purchased this car on October 7, 2008, from Rolland Anderson who lived in Camas, Washington. Rolland was a member of the Volcano A's in Vancouver. The car originally came from Coos Bay according to the Oregon DMV. We were told that the motor was probably a Montgomery Ward rebuild. This is not a show car, as Gene wants to keep it as close to original as possible. He purchased this car to drive at will—his or the car's. In fact, he calls it his work car as he can and does work on it daily. **Photo provided by the Suings.**

2009 Board Members

President Byron Cook

926-4047

Vice President Larry Brokaw

926-5142

Past President Johanna Bullock

456-4911 bullock@peak.org

Treasurer Jeff Hansen

753-7776 meltedmetal@hotmail.com

Secretary Yvonne Fixel

926-1030 fyfixel@AOL.com

Board Members

Martin Harding 926-3972

linharding47@AOL.com

Jerry Melland 929-2707

jbmelland@comcast.net

Glen Osborn 928-1218

topogo8@msn.com

Enduring A's

Model A Ford Club

P.O. Box 1428

Albany, OR 97321

Save These Dates

Wed. May 6 General Meeting
Carburetors – Joe Fazzio
7:30 p.m. – new Albany Library

Sat. May 16 No Host Club Breakfast
9 a.m. Albany Yaquina Bay
Restaurant

Sat. May 16 Workshop on carburetors
Joe Fazzio's 1710 Independence Rd.

Wed. May 20 Board Meeting
7:30 p.m. Hardings

Sat. May 23 Waterloo Park Tour and picnic

Sat. May 30 Seat Belt Installation workshop
9 a.m. Hector's barn
near Byron Cook's place

July 19-24 2009 Regional Meet
Cottage Grove, Oregon

Model A Rattles is published once a month by the Enduring A's Chapter of the Model A Ford Club of America, P.O. Box 1428 Albany, Oregon 97321.

Deadline for the newsletter is the 15th of each month. Send articles, want ads or for sale items to newsletter co-editors Ron Harper and Sandy Thixton, 25258 Airport Road, Philomath, OR 97370 or call 929-2593 or e-mail sandythixton@peak.org.

Please notify newsletter editors or treasurer of any change in address or phone number or e-mail address.