



# "The River Cities Running Board"



**RIVER CITIES MODEL "A" FORD CLUB**

<http://www.rivercitiesrunningboard.com>

.....  
VOL 16 ISSUE 7 ESTABLISHED IN 2000 July 2016  
.....

**MAFCA AWARD WINNING NEWSLETTER, 2002-2009, 2011 and 2013  
OLD CARS WEEKLY GOLDEN QUILL AWARD 2004, 2010**



Visit our Web site at [www.rivercitiesrunningboard.com](http://www.rivercitiesrunningboard.com)

# RIVER CITIES MODEL "A" FORD CLUB

This newsletter is the official publication of the River Cities Model A Ford Club, a chapter of the Model A Ford Club of America. It is mailed monthly to all members in good standing. Dues are \$25.00 per year per family. Membership in the **MODEL A FORD CLUB OF AMERICA** is a requirement for membership in the River Cities Model A Ford Club.

## CLUB OFFICERS:

President  
Vice President  
Secretary & Benevolence  
Treasurer

Jim Langley  
Mark Gamble  
Pat Gamble  
Joe Carter

## OTHER POSITIONS:

Editor  
Tour Director  
Publicity Director  
Program Director  
Club Liaison  
Membership Director  
Awards Director  
Historian Director  
Scholarship Director  
MATT Team Leader

Bill Shirley  
Paul Singer  
Sharon Webb  
John Robertson  
Joe Spooner  
Al Lugo  
Dick Noxon  
Mickey Timbes  
Bill Shirley  
Bobby Penny

**The River Cities Model "A" Ford Club permanent address is:  
P.O. Box 342, Columbus, GA 31902**

**All mail should be sent to the River Cities Model A Ford Club address above. Matters concerning the newsletter should be sent to the editor to insure timely publication.**

## FOUNDING MEMBERS:

*Jim Timbes	Bob Smith	Bobby Penny
Mickey Timbes	Al Lugo	*Robert Jackson
*Dan Palmer	Lawrence Farrar	*Bettie Jackson
Dan Diener	Bill Buck	(*Deceased)

## PAST PRESIDENTS:

Jim Timbes NOV 2000- DEC 2001  
Mickey Timbes DEC 2003-2004  
Joe Spooner DEC 2006-2008  
Jim Timbes DEC 2009-2010  
Paul Singer Dec 2012-2014  
Jim Langley Dec2015-2016

Bob Smith DEC 2001- 2003  
Jim Langley DEC 2004 -2006  
Jim Langley DEC 2008- 2009  
Al Lugo DEC 2010-2012  
Joe Spooner DEC 2014-2015

# Presidents Rattles for July 2016

By Jim Langley

**WOW, How about this hot weather!!!**

**Please keep yourself hydrated, and the A's fluid levels well checked. Suggest you drive the A in the early part of the day, so you both can appreciate the drive...**

**Note the July tour to Breakfast at Café 431 on July 23<sup>rd</sup> to have breakfast, kick some tires and spend the rest of the day on your own. Late models welcome. See the newsletter for details, and final instruction/sign-up at the 21<sup>st</sup> Membership Meeting...**

**NO MATTS on July 1<sup>st</sup>. It is TOO HOT – See you there on August 5<sup>th</sup>... Enjoy vacation time and STAY COOL....**

**See you down The Back Roads,**

*Jim*

# JOIN US!

BY AL Lugo

NEXT MEETING: July 21, 2016- 6:00PM  
(EASTERN) Our

next Club meeting will be at Woodmen of  
the World Lodge, on Highway 80, in Phenix  
City.

## COMING EVENTS

July 15	Planning Meeting
July 21	Club Meeting
July 23	Fire Cracker Tour
August 5	MATTS
August 12	Planning Meeting
August 18	Club Meeting
August 20	Hot Times Tour

### *CRUISE EVENINGS*

Every 1 <sup>st</sup> Tuesday-	Cooks Hot Dog on Miller & Airport Thruway
Every 2 <sup>nd</sup> Tuesday	Jim Bob's (By Hobby Lobby)
Every 3 <sup>rd</sup> Tuesday	Jason Deli (Close to Sears)
Every 4 <sup>th</sup> Tuesday	Country's on Broadway
Every 5 <sup>th</sup> Tuesday	Fudruckers in the Landings
Every 2 <sup>nd</sup> Saturday	Opelika Home Depot
Every 4 <sup>th</sup> Saturday	Steak and Shake (Bradley Park Drive)
Every Sunday AM	IHOP Airport Thruway

### NATIONAL:

December 5-8 MAFCA National Awards Banquet, Reno, Nevada

**River Cities Model A Ford Club  
Meeting Minutes from June 16th, 2016  
Club Meeting**

The June meeting of the River Cities Model A Club was held Thursday, June 16, 2016 at the Woodman of the World facility.

President Jim Langley called the meeting to order with the following members present: Paul and Mary Nell Singer, Joe Carter, Mickey Timbes, Mark and Pat Gamble, Bob and Connie Penny, Bob Smith, Joe Watkins, Howard and Barbara Ruddick, John Robertson, Tommy Ellis, Joe and June Spooner, Louie and Gloria Willett, Al Lugo, Dick Noxon, and Jim Langley.

Grace was given by Jim Langley. Members proceeded to the buffet line.

Pledge of Allegiance

Guest, June and Joe Spooner's granddaughter's Mattie Hanks, was welcomed by President Jim Langley.

Sunshine Report: Howard Ruddick gave an update on Russell and Mary Ann Lester. Bobby Penny reported that Neal LaClaire is going a little better. Bob Smith said that Carolyn Shackelford had a stroke, and that Wayne Kennedy was back at home but on a feeding tube. Paul Singer asked that we remember his two sister who had fallen. Our thoughts and prayers go to our members and relatives.

Minutes from the May 19, 2016, meeting were approved by Bob Smith and seconded by John Robertson as reported in the newsletter.

Treasurer's report by Joe Carter was given and approved by Al Lugo and seconded by Paul Spooner.

A special program was arranged by John Robertson. John introduced member Tommy Ellis, a certified water treatment specialist for 21 years in Florida. It was very informative with many questions from club members.

**Forthcoming Tours and Activities by Paul Singer**

Saturday, June 18<sup>th</sup>, Tour to Coca Cola Space Museum in Columbus, meet at the museum at 10:30 a.m.

Saturday, July 23, 2016, "Drive Ur A" tour for breakfast at Café 431.

International Model A Day, Uptown Columbus, September 10<sup>th</sup> coordinator is Bill Shirley

Annual club Picnic, October 22<sup>nd</sup> at the Ruddick's Retreat, coordinators are Howard & Barbara Ruddick and Paul Singer

Discussion on a possible fall tour of historic Russell County cemeteries and a cactus farm will take place later in September. Coordinators will be Paul Singer and Larry Farrar.

New Business-No MATT meeting on July 1st. due to hot weather. Next one is August 5<sup>th</sup> unless notified otherwise.

With no further business the meeting was adjourned by President Jim Langley. Respectively submitted by Pat Gamble, secretary.

**July 21st meet will be a Chat Social and Show & Tell.  
Members please bring an item or two to discuss with the other members.**



## MODEL A TINKER TIME SHOP



Photos and information by Howard Ruddick

### Chief said I am not going any Farther

Chief had been sleeping in a barn for over 40 years. When Howard and Barbara found the car they discovered that under his black paint there was another color. Upon removing the paint from the hood we found one side had been

Painted red and there was an old Peace Officers decal on the wind shield. So we nicknamed him "Chief".

The following is a true story of how the former police officer's car decided he didn't want to go any farther down the road.



Chief was in the line of good looking Model A's (third from the left) and ready to leave for home after two super workshops at Al's Garage. When Chief left he ran about a quarter mile and then his engine stopped like he was "cold". He easily restarted and ran another quarter mile and stopped. No way would he restart!



Bobby and Paul determined the distributor drive shaft was not turning. The roadside diagnosis was: Either the timing gear or oil pump/distributor drive was

broken. As a road side fix was not possible Chief was loaded on Al's trailer to be taken home.



When Chief returned home he was disappointed not to be able to stay in his house on the hill that has over head handling. He had to stay on Mamma's car port! Both he and Mamma said Ugh!

**Diagnosis:**





The first test was to determine if the problem was the timing gear or oil pump/distributor drive. The timing pin was inserted and the engine was hand cranked. The timing gear could be felt using the timing pin.



The valve chamber cover was then removed and the oil pump/distributor drive gear removed and examined and no trouble found.



**Oil pump/ Distributor Drive Gear**

**No trouble found here.**



**As the timing gear must have some problem an engine hoist was brought in to take the weight off the front motor mounts.**



**The radiator, timing gear cover, and pan were removed.**



**Here is the problem! The outer fiber section of the timing gear had separated from the steel hub. (Note: The fiber toothed section has been removed from the photo for clarity leaving just the steel hub. See the next photo of the failed timing gear.)**



**Shown above is the failed fiber timing gear held in a bench vise. On the engine a cold chisel and hammer was required to remove the original style steel nut from the camshaft. Note this nut shows marks from previous installations and removals using a cold chisel instead of the proper wrench. A block of soft wood was wedged between the timing gear hub and the steel crankshaft gear to keep the timing gear on the engine camshaft from turning during removal of the nut.**



**Failed timing gear is shown above  
Further Disassembly and Repair:**



**A gear puller was required to remove timing gear hub from the camshaft.**



**See the timing mark on Crankshaft Gear and Oil Slinger left by a previous mechanic.**

**The surface rust on the gear teeth should be quickly polished off during running.**



**Installation of a new aluminum timing gear used a modern 1-1/4" six point hex nut socket.**

**The timing gear mates with the crankshaft gear at the matching timing marks. The 25 tooth crank shaft makes two turns for each turn of the 50 tooth timing gear. The timing pin is used to determine top dead center of number 1 piston when timing the engine ignition.**

**The teeth of the two gears were lubricated with grease for startup.**



### **Installation of Pan**

**Note the pan gaskets were applied to the block. The pan was mated to the block using 4 guide pins screwed into the block's four corners.**



**The pan was lifted to the block using long cable ties to pull the pan up. These ties and guide pins were removed to allow installation of all the pan bolts.**

### **Start Up:**

**All components were then mounted, the cooling system filled, electrical connections made, and timing adjusted and double checked. To insure immediate bearing and cylinder lubrication during start up one quart of oil was**

added through the distributor mounting hole to the valve chamber. Remaining oil was added through the filler pipe.

Engine start up was normal. Any noise due to the aluminum timing gear was not abnormal or objectionable. The aluminum timing gear should be long lasting.



BACK WHERE SHE IS SUPPOSE TO BE. And ready to hit the road again

# DID YOU KNOW?

By AL LUGO

The Ford Motor Company has one of the richest histories of any Automobile Company. This was possible because of the preservation of documents, photos, and short films. It is my purpose in the coming months to bring you significant facts of Ford history presented in short "bullets". Please join me in honoring our rich Ford Motor Company History.

.....

## HENRY FORD AND TRAINS

- Most folks are not aware that Henry Ford had a great interest in trains. He owned his own railroad and later collected engines and railroad equipment for his museum now known as The Henry Ford.  
A great book about Henry Ford and trains is: "When I ran the railroads" by Scott D. Trostel.
- There was an old railroad in operation near the Ford Rouge complex. The railroad was called DT&I which stood for Detroit, Toledo and Ironton Railroad. This railroad was in bad financial state and could not maintain its track system or repair the bridge over the Rouge River. The DT&I operated between Detroit, Michigan and Ironton, Ohio from 1905 to 1983.

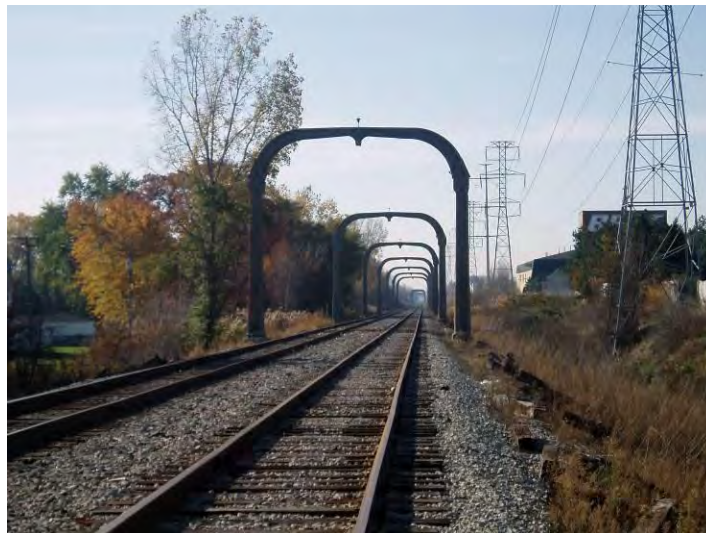
- Henry Ford recognized the strategic importance of the railroad to his automobile business and the DT&I left Dearborne, Michigan and connected with all of the major east-west rail lines in the Midwest. Almost all components parts, except iron ore and limestone arrived at the River Rouge by rail and most of the cars produced there were shipped by trains to points across the United States.
- Around 1920 Ford experienced problems with interruptions in the delivery of raw material for his car production. Most of the transport of raw materials was by railroad. Ford also did not appreciate the high rates charged by railroads.
- On July 9, 1920 Ford bought into the railroad for about \$5 million dollars and took controlling interest in DT&L and on March 4, 1921 he became president of the DT&I railroad systems. This gave Ford direct control over shipments of raw materials and finished goods to and from his factories in Dearborne.
- The DT&I consisted of 41 railroad stations, 75 steam locomotives, 2,800 freight cars and 27 old passenger cars. The many miles of tracks were in very poor condition.
- Ford immediately made repairs to the DT&I and railroad service began servicing two coal mines that he had purchased. One mine was in Kentucky and one in West Virginia.
- He also immediately cut the number of workers from 2,760 to 1,650 but he raised employee wages from \$3.75 to \$6 to \$8 dollars per day. By doing this he helped ease his dealings with the union contracts. Ford poured capital into the line for thorough modernization and upgrading to his personal high standards.
- By 1923 railroad safety was emphasized. Engines and cabooses were now kept spotless. Impact recorders were installed to see how hard the train cars were bumped along the routes. Rails were also replaced during these times. Ford also built a large locomotive repair facility at the Rouge complex that employed 475 workers. He also purchased new steam engines and 800 new freight cars. He also improved the communication between various stations and installed a synchronized electrically control clock system.
- Ford also electrified the railroad from Dearborn to Flat Rock, Michigan. He also built new bridges over the rivers. His main emphasize was freight and not passenger transportation. The line thrived and saw numerous improvements under Ford's management.
- \* The biggest obstacles Henry Ford faced during the ownership of the railroad was the interference and over regulation from the Interstate Commerce Commission. Unlike making cars during that era, the railroads were tightly regulated by the federal government. Also during this era tax protection favored railroads that operated inefficiently and penalized efficiency. As we can imagine inefficiency did not exist in Henry Ford's mind.



- On June 27, 1929 Henry Ford sold, the by then, modern and profitable DT&I railroad to the Pennsylvania Railroad for \$31 million. Even today the Ford Motor Company uses railroads to deliver parts and finished products.



Henry Ford with #7 standing in his favorite engine around 1925



These cantenaries are located across the former DT&I railroad rails



Railroad workers of the DT&I around 1921



Old workshop for the DT&I railroad in Jackson, Ohio

## HAPPY ANNIVERSARIES

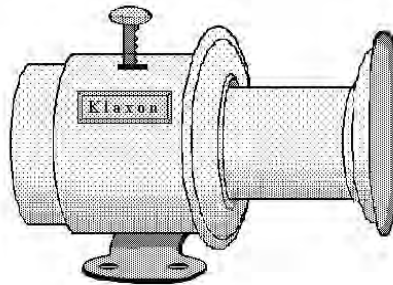


**JULY 3- Joe & Donna Carter**

**JULY 4- James & Melinda Durfy**

**JULY 23- Louie & Gloria Willett**

## HAPPY BIRTHDAYS



**JULY 3- John Robertson      JULY 4- Mary Nelle Singer**

**JULY 7- Don Carlisle      JULY 11- Dick Noxon**

**JULY 20- Pat Langley      JULY 22 – Lisa Farrar**

**JULY 30 – Max Hellms**

**MARK YOUR CALENDAR, INTERNATIONAL MODEL A DAY, UPTOWN COLUMBUS ON SEPTEMBER 10<sup>th</sup>.** Please let Bill Shirley know if you are going to bring your Model A so he can give the uptown people a car count. If you are not bringing your car, just come down town and share some good stories and laughs with us.

## *Low and Slow Cruisers*

**PRESENTS**

# *Cruise-In at the Tracks*

Downtown: Opelika, Alabama @ 5:00 P.M.

May 20

June 17

July 15

August 19

September 16

October 21

November 18

December 16

**Meet at Jefferson's**

**905 South Railroad Ave**

**Opelika, AL 36801**

**For more info call 334-319-6109**

# FOR SALE

The old girl has to go! I'll be listing this car in Hemmings and EBay in July for \$15,900.

If anyone in the Club is interested, I'll sell it for \$14,500 before the ads start. That's what I have in it inc new BF Goodrich WW. 3300 mi on rebuilt engine! Thanks

John Regan  
601 519 2449



**1931 Deluxe Roadster**

**John Lingo Engine**

**Heavy Duty Radiator**

**S10 Transmission, 12 volt system with Alternator, All new wiring, Electornic Turn Signals LED Rear Lights, Cast Iron Brake Drums, Flat Head TED Brake Floaters, Heater, New Side Curtains Car Cover, Powderd Coated Wheels with new W/W Tires (less than 300 miles) Painted in 1994**

**\$26,000.0/0**

**Contact Vic or Lori Tankersley**

**Londoln, KY.**

**H (606)330-0727**

**C (859)533-6285**

**Email:lquincy@roadrunner.com**



## **PARTS WANTED**

**WANTED: 30-31 Cowl with Gas tank**

**Contact: Ralph Marcum at 1-606-287-3855  
Member of the Central Kentucky Model A Club**

**Looking for a front fender cast iron bracket for a 1930-31 Model A Ford.**

**Contact Tony at [Hershey53@att.net](mailto:Hershey53@att.net) Paso Robles A's (California)**

**"I will build a motor car for the great multitude...constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise...so low in price that no man making a good salary will be unable to own one-and enjoy with his family the blessing of hours of pleasure in God's great open spaces."**

**Henry Ford  
6/6/1913**

## **Jack's Cruise-In**

**Jack's will be hosting a  
Car/Truck/Bike  
Cruise-In the last Saturday night of  
each month beginning at 5:00 P.M.  
(CST.)**

### **Dates will be:**

**June 25,  
July 30,  
August 27,  
September 24,  
October 29,  
November 26,  
December 31,**

**Jack's @**

**1903 Pepperell Parkway Opelika, AL**