

COLUMBUS INDIANA



MODEL A CLUB

GOING *Places*



Bridges of Jennings County
Jack & Linda Sullivan's Poker Run Tour

AUGUST 2025 Vol. LXI Issue #7

www.modelacolumbus.org



Cover Photo by Tom Cherry



**Columbus MARC Region Since 1964,
MAFCA Chapter since 2009**

*From
the
Editor...*



John Emmering

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Fellow Members:

What a busy month August will be with four different activities planned. I trust many of you will be participating in some of these.

In this issue we recap the "Bridges of Jennings County" Tour, which was a great time for all involved. You can see photos from that event and the story on page 6-7. At the conclusion of the tour the Sullivans's 16 year-old neighbor Kennady Kendall took some nice photos of our Model A Fords which can be seen on page 12.

It was good to get a new technical article from Tim Diehn. Hope others will share their insights. I threw in a few features I hope you enjoy reading also. Be sure to look over the *Touring Up Dates* and plan to participate in as many as you are able. Hope to see many of you at our August activities.

John

UPCOMING EVENTS

August 1-- Rushville Steam Engine Show (Morlock)

August 2-- Picnic Brown Co. Park (Sutton, Diehn)

August 16- Trip to Ford Garage Noblesville (Sutton)

August 23- Washington Co. Tour & Car Show (Pendencygraft)

PRESIDENT'S MESSAGE

A Word From Tim Diehn



Hello Members,

The **Dog Days of Summer** are definitely here! This interesting phrase actually refers to the rising of **Sirius**, also known as the "Dog Star," which occurs from early July to mid-August. Ancient civilizations believed this bright star amplified the sun's heat, making these weeks especially sweltering. Regardless of its celestial origins, we've certainly felt the heat!

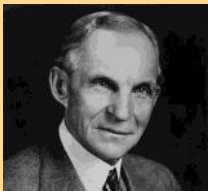
Our summer touring season is in full swing with upcoming **tractor shows, boat rides, car shows, and our annual club picnic in August**. You'll find detailed descriptions of all these events elsewhere in this newsletter. We've had fantastic turnout for tours so far, with a great mix of members at each event. It's wonderful to see such strong participation, reflecting the diverse interests within our club.

If you have any questions about an event, please **contact the tour leader directly**. It's also a good idea to **RSVP** so we can get an accurate headcount and ensure no one gets left behind. For better communication during our drives, consider investing in a **CB radio system** for your car. Decent CBs and antenna systems can be purchased for under \$100, and power converters are available for 6-volt cars. For optimal performance, I highly recommend having a **CB shop properly tune the system** to your vehicle – it truly makes a difference in clarity and range.

I'll keep this message brief this month. I look forward to seeing everyone at the picnic and "Going Places"!

Tim

This Month in Ford Model "A" History



In the month of **August 1927** Ford Motor Company's River Rouge Plant was in the process of being totally re-vamped in preparation for the production of the new Ford Model "A" automobile. A viable design for the car was



submitted in July and now production methods were planned. Henry Ford insisted all parts of the running chassis be made of forged rather than stamped steel, partly accounting for Model A's durability. \$80 million was spent on machinery to produce the new Ford, replacing almost every existing Rouge machine. Some of the old machinery was moved to the Highland Park Plant for use in producing replacement parts for the Model "T". For the first time finished automobiles would be produced at the Rouge which had formally been used for producing parts and tractors. Many laid off employees were called back to work for this process.



August 1 Rushville Steam Engine Show (Morlock)

Columbus participants meet at Eastbrook Plaza for an 8:00am departure. The one and a half hour drive should get us there at 9:30. Our cars will be on display until early afternoon at the Steam Engine Show. Following our lunch at the event we will head back home, making a stop for ice cream! Contact Larry Morlock at 812-371-6628 or email him at l.morlock@att.net

August 2 Picnic at Brown County State Park, Stahl Lake Shelter (Sutton, Diehn)

Join us at our annual Brown County picnic at the Stahl Lake Shelter. Recall this location has paved parking and sidewalks. Take the route to the fire tower and proceed another mile or so and you will see a sign on the left for Stahl lake. The shelter is another 2 or 3 miles on your right. Bring a covered dish; either a side dish or dessert. The club will provide fried chicken and drinks. This is also a Club Meeting, so we will conduct a short meeting before we eat at 12:30. Bring a folding chair for your comfort.

August 16 Trip to the Ford Garage Restaurant, Noblesville. (Sutton)

We will meet at Eastbrook Plaza at 8:45 and leave at 9:00 picking up those who join us on the way. Upon arrival we will have lunch. The food is good and the surroundings are interesting. It will be led by Morlock and Sutton.

August 23 Washington Co. Tour & Car Show, Stevens Museum in Salem, IN. (Pendencygraft)

Meet at Eastbrook Plaza at 9:00 am - 9:15 departure. On to Seymour at Hucks Hwy 50 and Airport Rd. at 10:00. Then on to Brownstown and over to Salem. Car show from 11:00 to 1:00 at Stevens Museum where the traveling Auto Indiana Exhibit will be set up in the building. Restaurants on the town square one block from museum. We'll depart from the museum at 1:00 and have a scenic drive through northwest Washington County back to Hwy 50 east of Bedford where the tour ends. Please contact Sid Pendencygraft to R.S.V.P. By Email at sidpendy@msn.com or call or text him at 812-844-0092.

The Model A Restorers Club, Inc.



THE *running* BOARD REPORT



From Tom Hovetter, President and Jim Zimmer, Director of Regions

August 2025

Maybe you haven't visited the MARC website recently, but if you have, you are aware that our website is rather outdated and while our Facebook page has thousands of members, very few take the next step to join MARC. Your Board of Directors has just approved a preliminary budget and formed a committee, led by Chris DuVall, to review and make changes to our complete social media strategy and website. The committee will begin meeting on a frequent basis and we will keep you updated on our progress.

Also, speaking of Chris, he recently posted a brief video on our Facebook page on the basics of starting a Model A. We need more videos like this to teach new Model A owners the basics of diagnosing and fixing mechanical issues. If you are interested in producing a video, please contact Joe Fox or any other Board member.

Regions, we still need volunteers to step up to host future MARC meets; a National Meet, Tour, or Membership Meet. As you know, we will be combining our 2026 Membership Meet with our Finger Lakes Tour in May. All of your Board members have experienced hosting a Meet and we will help any Region interested in hosting a future event. Contact Jim Zimmer or Joe Valentine for any information.

Continuing our focus on Region recognition, the Board recently approved a motion to recognize Regions who have achieved 50+ years MARC membership. A brick will be donated in your Regions name to be placed at the Gilmore Museum! As we donate annually to MAFFI, they provide us bricks that we will use for this purpose. We currently have 40 bricks available and will begin recognizing the 40 longest member Regions first. Twenty more will be recognized in 2026 and the remainder in 2027. We will notify you as your bricks are placed.



Carl Johnson

November 13, 1937 - July 15, 2025

We regret to announce the passing of one of our long standing members, Carl Johnson. We offer our sympathy to his wife Penny and family. Carl established a successful Body & Paint Business among other enterprises and was a real Model A enthusiast. Services were held on July 22nd in Martinsville.



Columbus Model A's Cruise the Bridges of Jennings County on the July 12th Poker Run

by John Emmering

Eastbrook Plaza's parking lot was filled with ten Model A Fords by 9:15 on the morning of Saturday July 12th as our Columbus Model A Club prepared for an interesting and enjoyable event. Jack and Linda Sullivan had prepared a Model A Tour that would take the group south to Jennings County Indiana to view some of the historic bridges in that region. The event was also a Poker Run with cards drawn at stops.

The convoy of old Fords headed south toward the first destination which was the Scipio covered bridge 18 miles down Route 7. The bridge, which had served residents of the area since 1887 is no longer in service for motor vehicles. A group of our members got out and walked the bridge, checking out it's interior and admired the workmanship. Continuing on the group viewed some other interesting bridges and drove under the 1837 Madison stone arch Railroad Bridge on Pike Street in the town of Vernon. Later we crossed the James Covered Bridge built in 1887.

From Vernon the group traveled 11 miles down to the Stream Cliff Farm near Cominsky, Indiana for a welcome stop. Arriving a bit early members relaxed and visited until the tables were ready and enjoyed lunch at the Stream Cliff Farm Restaurant. There was a hint of some coming rain so before leaving those driving open cars hustled to raise their canvas tops. Fortunately no heavy rains developed.



Cars lined up at Eastbrook



Tim Diehn's Tudor ready to go



Checking out a coil issue on Randy Hughey's Cabriolet.



Model A Fords prepare for the Tour.



Members explore Scipio Bridge



Parking at Stream Cliff Farm



Final stop - The Sullivan's in Seymour

Leaving Stream Cliff Farm the Model A's needed to ford shallow Graham Creek as you can see from our cover photo, but with 19" and 21" wheels fording the creek was no problem. Still under the threat of rain the group headed back north 20 miles to Jack & Linda's home in Seymour where Linda had prepared desert to serve the group. In an unfortunate event Jim Dininger was unable to start his Model A at Stream Cliff Farm as his alternator malfunctioned and required a flatbed truck to be called.

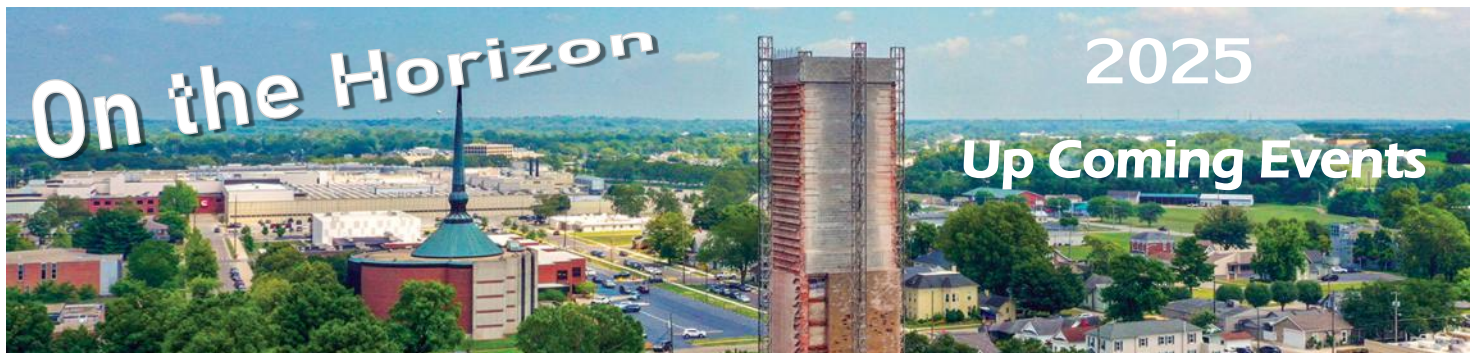
Parking the Model A Fords, the group headed into the Sullivan's air conditioned home which was welcome on that warm day. Members enjoyed various deserts. Those who still needed playing cards drew them. As far as the poker run the Diningers' luck improved as they had the winning hand, winning \$40. The Pendencygrafts' won the \$20 prize for having the low hand. Participants were grateful Jack & Linda for their hospitality and for sponsoring the enjoyable tour.



The Diningers's winning hand



Denise Pendencygraft displays her low hand



- August 1 Rushville Steam Engine Show, Rushville, IN (Morlock)
- August 2 **Picnic at Brown County Park, Strahl Lake Shelter, Nashville (Sutton, Diehn)**
- August 3 Power Club Tractor & Engine Show Goshorn Park, Clay City, IN
Opens 9:00 am at the Clay City Park (***Tour on Your Own***)
- August 16 Trip to *the Ford Garage* in Hamilton Center north of Noblesville (Sutton)
- August 23 Washington Co. Tour & Car Show—Stevens Museum, Salem IN
(Pendygraft)
- Sept. 11 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting.**
- Sept.13 Overlook Restaurant Leavenworth, Indiana (Morlock)
- Sept. 18-21 Model A Days at the Gilmore Hickory Corners Michigan (Howell)
- Sept. 27 Show our Model A's at Aspen Trace Assisted Living in Greenwood.
- Oct. 6-9 Hersey Swap Meet PA.
- October 9 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting.**
- October 11 1917 Automobile Blue Book Day Tour. (Meyer)
- Oct 19-24 Fall Tour Ohio—Dayton, Holms Co. Amish Country (Sutton)
- October 25 Fall Foliage Tour (Sullivan)
- November 8 Speedway Museum Tour, Indianapolis, IN (Diehn)
- November 13 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting.**
- December 7 Christmas Party, The Seasons Lodge, 3pm, Nashville, IN (Diehn)***

Accident, Model A Ford vs. Buick Olympic Boulevard & South La Brea Avenue, Los Angeles, California, 1931



11:52 AM: We were assigned to investigate an accident at Olympic & South La Brea.



The collision involved a Buick and a Ford Model "A" Sports Coupe.



We observed the Ford's right rear fender was damaged along with the running board.



12:02 PM: We interviewed witnesses
"Just the facts ma'am".



After investigation the driver of the Buick was cited for 22-100VC, improper turn.



12:35 PM: A wrecker responded, towing the Ford from the scene. No further action taken..

FORD MODEL A MECHANICAL TIPS

By Tim Diehn

Tim's Top Tip: Reaming King Pins



King pin bushings often get the blame for a host of front-end issues like "death shimmy," loose steering, and uneven tire wear. However, many other factors can cause these problems, so it's always best to investigate those first. But once you've ruled out other culprits and are confident that new bushings are the solution to your steering woes, here's what I've learned about reaming them correctly.

Simply replacing old, worn bushings with new ones isn't enough. New bushings must be reamed (precision bored, not drilled) to match the king pins themselves. In fact, the king pin will not even fit! In the past, specialized reamers were available just for this task (I own three of them!), however, after 50+ years, these tools are likely dull and won't provide the precision you need. A standard 13/16" reamer might seem like an option, but it lacks a pilot to ensure proper alignment with the mating bushing.

Fortunately, this challenge has been addressed with modern king pin reamers. These tools feature a pilot for accurate alignment and are often adjustable, allowing you to remove just the right amount of material to achieve a perfect fit for your king pin. Sometimes, a final fit can be achieved using a brake cylinder hone or even a bit of valve lapping compound to hone the bushings precisely to the king pin.

This isn't a quick job—plan on dedicating about an hour or so. However, taking your time and gradually working towards the precise diameter will result in a tight, accurate fit that can eliminate those "death shimmy" scares! Below are some pictures and links to the tools that I use.

Long Pilot HSS Blade Adjustable Expanding Hand Reamer <https://a.co/d/65i0Z1n>

Lisle Brake Cylinder Hone <https://a.co/d/jizfLF1>

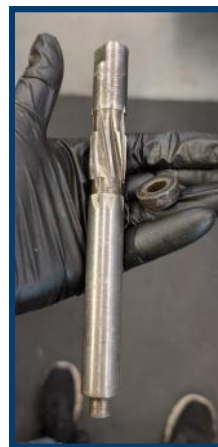
Valve grinding compound <https://a.co/d/4zbrfjl>



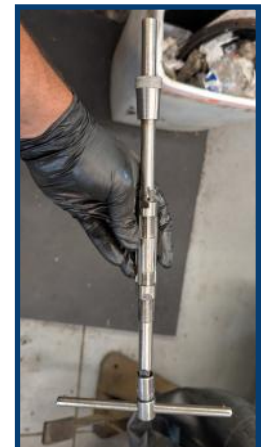
Adjustable Pilot
Reamer
installed.



Caliper adjusting reamer



Specialized reamer



Adjustable reamer

Model "A" Car Specifications

Engine—Four cylinder "L" head, cast en bloc. Piston displacement, 200.5 cubic inches; bore, 3 $\frac{3}{4}$ inches; stroke, 4 $\frac{1}{4}$ inches; horsepower rating, S.A.E., 24.03; brake horsepower, 40 at 2200 R.P.M.

Transmission—Standard selective sliding gear type, three speeds forward and one reverse. Gears and shafts of chrome alloy steel, heat-treated for hardness.

Clutch—Single dry plate. Moulded asbestos composition facing. Completely enclosed and protected. Smooth and easy in action.

Brakes—Six-brake system, fully enclosed. Four-wheel mechanical, internal expanding shoe type operated by service pedal. Separate emergency brake on rear wheels, operated by hand-lever; mechanical, internal expanding band, full energizing. Total braking surface of six-brake system, 225 $\frac{1}{2}$ square inches.

Camshaft Bearings—Three, all 1 $\frac{1}{16}$ inches in diameter. Length—Front, 1 $\frac{3}{4}$ inches; center, 2 inches; rear, 1 inch.

Valves—Chrome silicon alloy.

Crankshaft Bearings—Carbon manganese steel. Three main bearings, all 1 $\frac{1}{8}$ inches in diameter. Length—Front and center, 2 inches; rear, 3 $\frac{1}{2}$ inches.

Connecting Rod—Steel forging. Lower bearing babbitt, 1 $\frac{1}{2}$ inches in diameter by 1 $\frac{1}{8}$ inches long. Piston pin machined seamless steel tubing; full floating type.

Carburetor—1-inch vertical. Choke and needle adjustment rod on dash. Hotspot intake manifold.

Steering Gear — Three-quarters irreversible, worm and sector type with roller thrust bearings on worm shaft. Ratio, 11 $\frac{1}{4}$ to 1.

Oiling System—Gear pump delivers oil to reservoir in valve chamber, providing constant gravity flow on crankshaft and front camshaft bearings. Other engine lubrication by splash system. Oil pump driven from spiral gear on camshaft. Oil level indicator rod, oil filler on left side of engine. Capacity, 5 quarts.

Ignition—Battery, coil and distributor; new Ford mechanical design. Theft-proof ignition lock.

Cooling—Centrifugal water pump in cylinder head on shaft which also operates fan. Tubular radiator, two-blade airplane propeller type fan 16 inches in diameter, driven by adjustable "V" belt. Capacity, 3 gallons.

Fuel—Gravity feed from welded steel tank built integral with cowl. Capacity of tank, 10 gallons.

Springs—New transverse, both front and rear, chrome steel.

Instrument Panel—Satin-finish nickel, mounting speedometer, gasoline gage, ammeter, ignition lock and lamp. Choke and carburetor adjustment rod at right.

Control — Steering wheel, 17 $\frac{1}{2}$ inches in diameter. Gear shift lever in center. Emergency brake in center. Spark and throttle control under steering wheel; horn button and light switch in center of wheel. Foot accelerator.

Rear Axle—Three-quarters floating type. Axle shafts special Ford carbon manganese steel, differential gears integral with shaft. Spiral bevel gear and pinion. Roller bearings throughout. Gear ratio, 3.77 to 1.

Front Axle—Chrome alloy steel forging, "I" beam construction; adjustable taper roller bearings for wheels.

Drive—Torque tube. Exceptionally heavy radius rods.

Lights—Twolite, deflecting beam headlights, combination tail and stop light. Dash light on instrument panel.

Equipment—Houdaille hydraulic shock absorbers, Triplex shatterproof glass in windshield, speedometer, gasoline gage, ammeter, ignition lock, dash lamp, electric windshield wiper,

rear view mirror, combination tail and stop light, alemite pressure lubrication of chassis, tool equipment, tire pump, jack, oil level indicator rod on engine, horn, spare steel-spoke wheel.

Tires—Balloons, 21 x 4.50 standard on all passenger cars.

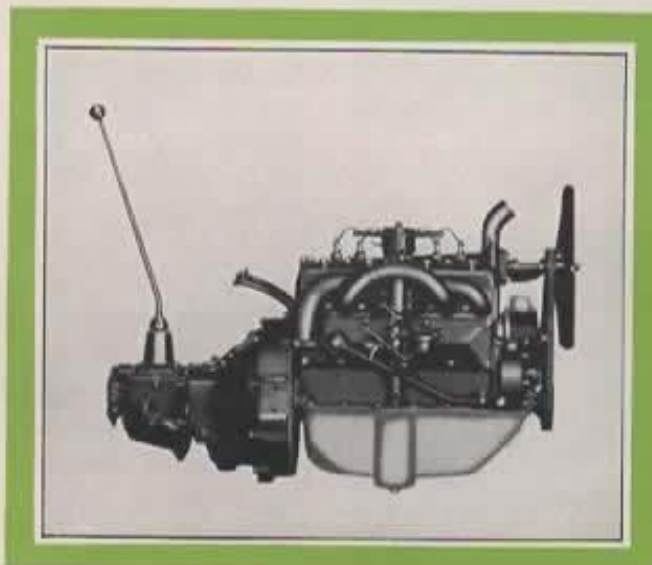
Wheelbase — 103 $\frac{1}{2}$ inches.

Wheels — Ford steel-spoke wheels standard on all passenger cars.

Turning Radius — 17 feet; circle, 34 feet.

Tread—56 inches.

Road Clearance—9 $\frac{1}{2}$ inches.



The powerful new four-cylinder Ford engine



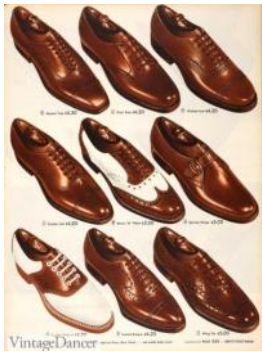
YOUTH Department

*Photo contributions by Kennady Kendall,
age 16 of Seymour, Indiana*

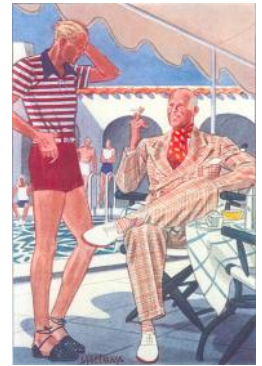


As our club members enjoyed deserts at Jack & Linda's Sullivan's home in Seymour, on Saturday July 12, the Sullivan's 16 year old neighbor boy, Kennady Kendall took an interest in our Model A Fords parked along the street. He took some great photos of them. I asked him to text me the photos and I was very impressed. You can view them below. By getting our cars out there in public we can nurture appreciation of our Model A Hobby to young people. - your Editor





Fashions of 1920s & 1930s



During the period from 1928 to 1931, men's shoe styles were quite distinctive & stylish. Here are some of the key trends:

Spectator Shoes: These shoes were known for their unique two-tone design, typically featuring contrasting colors in the upper and lower parts of the shoe. The classic combination consisted of white leather or canvas in the vamp and quarters, complemented by a darker color in the saddle, heel, and toe cap .

Oxfords: The Oxford shoe was a staple for men during this time. They were available in both solid colors (brown and black) as well as two-tone combinations like brown/cream and black/cream. These shoes were worn with business suits and casual attire alike .

Broguing: Small perforated holes called broguing appeared on shoes, initially just on the toe or around the edging, but by the early 1930s, broguing was all over the body of the shoe. This design allowed air to flow through, keeping feet cool in the summer .

Square and Almond Toes: The shape of the toe changed over the years. In the early 1930s, the square toe Oxford was popular, but around 1933, the almond toe replaced the square toe .

Casual Shoes: Two-tone brown/white saddle shoes were popular for casual wear and sports. These shoes had a center patch of a dark color over a white shoe body .

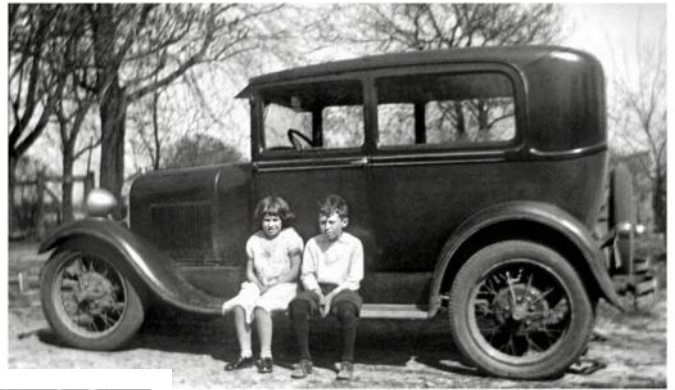
White Shoes: All-white shoes were also more popular in the 1930s than in any other decade. They were often paired with white or grey linen summer suits and required daily cleaning and polishing to keep them spotless .

These styles reflect the elegance and practicality of men's footwear during the late 1920s and early 1930s, showcasing a blend of formality and casual flair



*Model A
Snapshots
from long
past ...*

DRIVE DOWN
Memory Lane



2025 Model A Days
2-Day Swap Meet
Fashion, Seminars, Car Corral,
Friday Night Dinner*
September 19 & 20, 2025 9-5pm
The Gilmore Car Museum
6865 W. Hickory Road
Hickory Corners, MI 49060

Technical Seminars, Fashion, Hall of Fame Induction, Ride the Classics
Thursday Night Sept. 18, Special Ribbon Cutting
of the Expansion*

Host Hotel: Delta Hotels by Marriott, 2747 S. 11th St.
 Kalamazoo, MI 49009 269.375.6000

CLASSIFIEDS



FOR SALE: 1929 Model "A" Ford Phaeton: Authentically restored Phaeton in nice condition. This is a very desirable body style. The car is currently at the Early Ford V-8 Museum in Auburn, Indiana. It is available for inspection and a test drive for potential buyers. *Asking \$25,000. Call 260-570-0146 or 260-402-6080 for more information.*

"95th Anniversary of the 1930 Ford "



GOING PLACES

3965 Fenwick Lane
Columbus, IN 47201



[Columbus, IN - MARC / MAFCA - Model A Ford](#)



AUGUST PHOTO OF THE MONTH



Cooling off after driving on the "Bridges of Jennings County Tour" (L to R)Randy Hughey, Larry Morlock, Robin Emmering, Jerry Glunt and Larry Pumphrey enjoy desert at the home of tour sponsors Jack & Linda Sullivan.