

COLUMBUS INDIANA



MODEL A CLUB

GOING Places



Model A's Brought out for June Meeting

Last Meeting before Summer Break

JULY 2025 Vol. LXI Issue #6

www.modelacolumbus.org





A Monthly Newsletter of the Columbus
Model A Club Columbus, IN **JULY 2025**



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

*From
the
Editor...*



John Emmering

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Fellow Members:

This month's *Going Places* Newsletter covers stories about more activities than I have ever placed in a newsletter. This sure gives credence to the fact that our Columbus Model A Club is a very active organization. There were many chances in late May and June to get out and tour with your Model A, an activity we all enjoy. Michael Brown submitted a complete log, including photos, covering the experiences of our members who attended the MARC National Meet, which I condensed on page 12. Many thanks to Mike for the report.

Please note our new Youth Report by our youngest member Deglan Cunningham. Deglan volunteered to write a monthly column on his involvement with Model A's from the perspective of a young person. Be sure to read his interesting introductory article on page 14.

John

UPCOMING EVENTS

July 12-- Bridges of Jennings Co. (Poker Run) (Sullivan)

July 25-27-- Evansville/Vincennes Tour (Pumphrey)

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

August 3 -- Power Club Tractor Show . (Morelock)

PRESIDENT'S MESSAGE

A Word From Tim Diehn



Hello Members,

What a fantastic start to the summer for our club! Six Model A's and eleven intrepid members embarked on an unforgettable 1,200-mile journey from Columbus, Indiana, to Gettysburg, Pennsylvania, for the **Model A Restorers Club National Meet** this past June. We were happy to be joined by the Pumphreys and Sullivans for a couple days, who were also touring the area with MAFCA as well as Jerry and Deanna Glunt who trailered their car.

As promised, the trip itself was a beautiful one, taking us along the pre-interstate highway system—the very roads our cars were built to travel! Our Model A's performed flawlessly, making the journey trouble-free, even as we transitioned from cool departure weather to a hot return.

The Gettysburg meet was everything you'd expect from a MARC National gathering: engaging seminars, meticulous judging, nostalgic fashion shows, productive meetings, spirited Hubley races, and fascinating local tours. While none of our members entered their cars for judging this year, our club was still well represented! Three of our members (Morlock, Prohaska, Diehn) served as lead area judges, and one member (Joe Candella) holds the prestigious position of Vice Chair for the Touring Class. It's clear our club consistently steps up to **support our hobby!**

Speaking of support, this event has only intensified my excitement for our region to host the **2026 National Meet**. We had discussions with attendees in Gettysburg, generating buzz and encouraging them to save the date. In fact, we already have **53 rooms reserved at French Lick!** What a phenomenal head start! I'll continue to provide updates on our preparations for this event, now just a short 12 months away, and I'll be actively soliciting your involvement to ensure it's the best National Meet ever.

July promises to be a month filled with enjoyable tours! The Sullivans are graciously hosting a **poker run in Jennings County**, and the Pumphreys are once again leading a fantastic **two-night tour to the Evansville and Vincennes area**. Be sure to reach out to them directly to let them know if you plan to attend.

Oh, almost forgot to mention. At the MARC awards banquet, John Prohaska won the Burtz block raffle! And Adina Cloud, representing the French Lick resort, won the 50/50 totaling \$1000 and promptly donated it back to the MAYRA (youth) organization. Class act!

See you Going Places!

Tim



Meeting Minutes



By Rob Kirkpatrick

Membership Meeting Minutes El Nopal Mexican Restaurant, Thursday June 12, 2025

Meeting was called to order at 6:30 PM by President Tim Diehn

39 members were present: Wayne Arnholt, Ed and Mary Dathe, Roger and Nora Dean, Tim and Suzanne Diehn, Christian and Susan Easton, John Emmering, Dave Engle, Blake and Michelle Hudman, Maurice Ketchum, Scott and Frances King, Bob Kinser, Rob and Debbie Kirkpatrick, Ronnie and Katy Lawson, Bryan and Alice Mattison, Don and McGlothlin, Larry Morlock, Albert Ogden, John Prohaska, Larry and Carol Pumphrey, Jack and Linda Sullivan, Phil Sutton, Randy and Angia Watts, Don Wessler, Deglan Cunningham, Dan and Connie Young plus Five of Henry's Ladies in waiting outside. **Minutes from the May meeting were approved**

Phil Sutton the Treasurer also reported that he does not stand by the curb on garbage day.

His joke: *Lock your dog and your spouse in the basement for a day, then open the door and see which one is glad to see you!*

Starting Balance	\$6,639.93
Income	
Shirt Sales	70.00
50/50	81.00
	+ \$ 151.00
Expenses	
Newsletter	24.09
Indiana Sec. of State	21.00
Sec of State Convenience Fee	1.00
Google One	19.99
MAFFI in memory of Jim Gillen	50.00
	- \$ 116.08
Ending Balance	\$6,674.85

Committee Reports

Cares & concerns

- Jerry Curbox is having an experimental procedure done on his foot
- Ron Huddleston's radiation treatment is working!
- Tom Bruce will have a bypass operation

Touring Notes

- June 28 – Larry and Carol Pumphrey shared details of the exciting plans:
- Tour of the Hulsbosch Family Dairy (6,500 cows milked a day!)
- Then to Pumphreys for home made ice cream!
- Roger and Cheryl Goodman are hosting this year's "Grand Indiana Tour" in August, in Horse Cave, KY – VMCA, Veteran Motorcar Club of America.
- John Prohaska motioned, and Linda Sullivan seconded, to do a private show for the residents of Aspen Trace Assisted Living in the fall. Motion carried. Details TBD.
- Brian Mattison won the 50/50 - \$53

Speaker:

- Prez Tim shared a consolidated video of production at the Rouge Plant in 1930, played at double speed, showing the process of building a Model A from start to "start". Thanks, Tim!
- The meeting adjourned at 8:00 PM. Respectfully submitted,

Rob Kirkpatrick



July 12 Bridges of Jennings County, IN (Poker Run) (Sullivan)

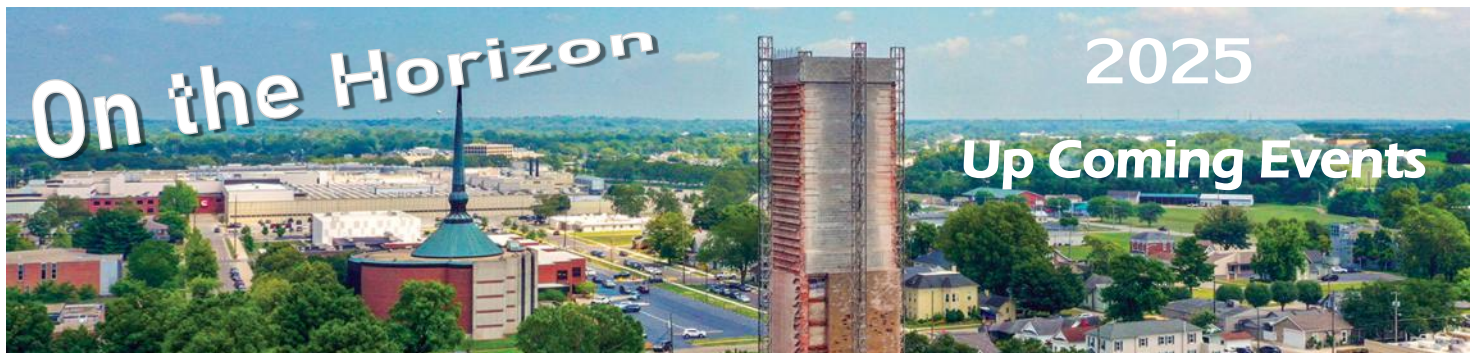
We hope you will join us as we make our way through Jennings County, visiting historic bridges. The bridges are sure to evoke a sense of wonder and appreciation for the craftsmanship of days gone by. We will meet at Eastbrook Plaza at 9:15, and leave at 9:30. Our lunch stop will be at Stream Cliff Farm near Cominsky, followed by dessert at our house. It is also a poker run if this isn't enough to get you excited about the tour. We will draw cards for the best poker hand at stops along the way. The car with the best hand will receive a cash prize

July 25-27 Evansville / Vincennes two night Tour. (Pumphrey)

On Friday July 25 : We will meet at the Jay C Grocery Store, 4290 W. Jonathan Moore Pike, Columbus parking lot-8:00 am. The group will depart at 8:15 Driving 46W to Bloomington and then heading down I-69 to Evansville. Our destination will be the Holiday Inn Express Hotel at 20 Walnut Street Evansville. To reserve accommodations call 888-721-6152 for reservations 2 nights Friday, July 25 and Saturday, July 26, departing Sunday morning July 27. RSVP Carol 812-593-3215 by Saturday July 18. We will see: Reitz Mansion, USS LST, Wartime Museum, George Rogers Clark Memorial, Indiana Military Museum and eat in some good local restaurants-no fast food. Evansville played a large part in production, during Word War II and their local museums proudly reflect that heritage.

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.



July 12 Bridges of Jennings County, IN (Poker Run) (Sullivan)

July 25-27 Evansville / Vincennes two night Tour. (Pumphrey)

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 (Sutton)

Aug. 16-17 Delphi Canal Museum Monticello Freeman Boat ride (Sutton)

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

**September 11 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30
Meeting.**

September 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 Tour 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 (Diehm)

**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)

The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

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

July 2025

MARC's Gettysburg National Meet this year is now behind us. We had more than 300 registrations, many informative seminars, Special Interest Group meetings, tours, car judging and great food at the welcome party, grand tour and awards banquet. More details and plenty of pictures in the next *Model A News*. Thanks to Tom and Janora Hovetter and the Gettysburg Region for hosting this great event.

Also, don't forget that we have a special Finger Lakes tour in the pipeline for next May and another great National Meet scheduled for next July in French Lick Indiana. We expect both to be jam packed with fun filled activities so plan to attend. We still need Regions to step up and volunteer to host future events! Your Board of Directors will gladly help you plan a tour, meeting or a national event. Contact any MARC Director please

Remember that the online version of the *Model A News* is always available for viewing by the first day of every even month (February, April, June, August, October and December). Going forward, we will communicate availability on Facebook only.

Can you imagine that Adina Cloud, representing the French Lick Resort and a MARC member, won the 50/50 drawing at the closing awards banquet and then contributed the winnings to the Model A Youth Restoration Awards? Then, Tom Hovetter and the Gettysburg Region donated the other half: \$2,000 to MAYRA!

Remember that MARC has a special membership offer for youth, 18 -25, not living at home. FREE membership with a sponsor, digital MAN only, but all the other benefits of full membership. Contact the office for details. Let's get those young people signed up!



"Old Dobbin never kicked like this critter"



"Do you have to drive to town today, Ma? I was planning on using the car for plowing the north twenty"

Interesting Photo Contributions from our Membership



Ronnie Lawson's 1930 Ford Model A Pickup was chosen as "Best in Category" at the Elizabethtown Fire Department Fish Fry held on June 7th. Pictured are Susan Lawson Goins, Ronnie Lawson and Katy Matthews.



Deglan Cunningham's 1930 Model A Ford Phaeton received the "Oldest Car in Show" Award at the Aviation Day Car Show at the Columbus airport on June 7th.



Jim and Cathy Dininger had a thrilling drive on the Indianapolis 500 Track as part of an event of the Sports Car Vintage Racing Ass.



The Diningers' spied this unusual Model A with extra front seats at the Hot Rod Power Tour in Indianapolis.



Hulsbosch Dairy Tour: A Journey Through Modern Farming

by John Emmering

The gathering point was the Zwanzig Pizza Restaurant as a group of over 30 Columbus Model A Club Members assembled for lunch anticipating an interesting tour out to Greensburg for a visit to the Hulsbosch Dairy Farm. After everyone had partaken in some delicious Zwanzig Pizza, drivers fired up their Model A Fords for the ride out to Greensburg on that warm Saturday June 28th.

Taking a scenic 20 mile ride the Model A's and modern cars of the caravan entered the vast grounds of the Hulsbosch Dairy farm. After parking in a neat row, tour participants headed to an airconditioned conference room where they were instructed to put on foot coverings and blue reflective vests for health and safety concerns. Dominique Hulsbosch, family patriarch was on hand and explained how his family's dairy operation had been severely limited by government regulations in his home country of Belgium leading to the decision to relocate to the United States to expand his operation.

Choosing Decatur County outside Greensburg, Indiana, his family opened the dairy in 2008, and it has grown to the point where it contains 6,500 milking cows and employs 80 people. Splitting into two groups our members were taken on an interesting, guided tour of the facilities and learned much about how the modern state-of-the-art dairy works. The birthing area and housing for the newborn calves was especially interesting.

After touring the Dairy, tour sponsors Larry and Carol Pumphrey invited all participants to their lovely nearby home for an ice cream social, featuring home made ice cream. Larry treated his guests to a tour of his shop and garage containing his collection of beautiful 1937 Packard Automobiles. It was a wonderful tour, and the group was appreciative of the Pumphrey's planning and hospitality.





On the Water with the Club: Belle of Louisville Cruise

With the sun climbing in the sky, Model A Fords departed Columbus, Indiana at 9:00 am, May 31st, embarking on a delightful journey to Louisville, Kentucky. Our members Jack & Linda Sullivan, Ron & Katie Lawson, Sid & Denise Pendygraft, Larry Morlock, Phil Sutton and John Prohaska anticipated an afternoon of leisure and history aboard the famous Belle of Louisville riverboat. The trip highlighted the joys of vintage travel and a taste of Louisville's iconic

riverfront. Parking their Model A Fords and modern cars, they boarded the Louisville Belle for an enjoyable tour.

Participants experienced a relaxing cruise along the Ohio River viewing the scenery from the deck. Fortunately the weather was warm and clear that day and added to the enjoyment of the experience. Afterward the group partook of a meal at the Chicken House in Sellersburg before hitting the road for home.





Sid & Denise Pendygraft sponsored the event

Model A Club's Scenic Washington & Clark County Tour Included visits to Huber's Winery and Restaurant by Sid Pendygraft

Eight Model A's from our Columbus Model A Club toured the scenic roads of Washington and Clark Counties Saturday June 7th to Huber's Restaurant, where club members enjoyed a shared family-style meal. After lunch, our group of Model A Fords expanded when the Central Kentucky Model A Club parked eight more vintage Model A Fords alongside us, creating an impressive line of cars outside the restaurant.

We then headed to Huber's Winery, experiencing a lively atmosphere with an open farmers market where some members bought fresh strawberries. The ice cream shop and winery were also popular stops. Despite the cloudy skies, we stayed dry during the tour. We departed at 2:30 PM and traveled back north on State Road 60. From Salem, everyone headed home. Thanks to all participants!



THE 2025 MARC NATIONAL MEET GETTYSBURG, PA JUNE 16-20, 2025



From Michael Brown's Trip Log

Photos by Michael Brown

It all began at 8:00 am Friday, June 13 as four Model A Fords gathered at the Circle K at US-31 And Route 7. Soon John Prohaska, Tim Diehn, Larry Morlock, Dennis Meyer, Mike Brown and Tim & Frieda Howell would be on their way to the Model A Restorers Club Meet in Gettysburg, Pennsylvania. Joining the group shortly down the road were Phil Sutton and Wayne Arnhold joined in Versailles by Neil Wessler and his son Donovan. The group continued on through Cincinnati stopping for the night at the Ohio University Inn in Athens, Ohio.



Another long day on the road began at 8:20 am Saturday as the group left the hotel and soon crossed the bridge into West Virginia. The welcome sight of the historic Dairy Queen in Grafton encouraged the group to stop for soft serve ice cream. The days journey ended by 4:14 pm when the Model A's pulled into the Hampton Inn in Bedford Pennsylvania. The travelers then ate their evening meal at the nearby Bedford Tavern before retiring to their comfortable hotel rooms.



The final and shortest leg of the journey lay ahead on Sunday June 15, as our members pulled away from the hotel at 8:35 am. There were a couple of stops on the way, with a quick pause in the journey to fill up on gasoline in McConnellsburg, Pennsylvania. Later the group stopped to browse at antiques at a shop in Fayetteville. It was with joy that the group reached Gettysburg a little past noon. The group stopped off at the Dobbin House Restaurant & Tavern for an enjoyable lunch. By 2:40 pm the travelers arrived for check-in at the Gettysburg Wyndham Hotel. After settling into their rooms the group headed over to the Appalachian Brewing Company for dinner.

The MARC Gettysburg National Meet began in earnest on Monday, June 16. Our members completed their registration procedure and picked up items of apparel they had ordered. A table was set up to promote next year's MARC National Meet in French Lick, Indiana which our Columbus Region will sponsor. There were plenty of activities to take in on this first day. The swap meet opened for business with plenty of interesting Model A items offered for sale.

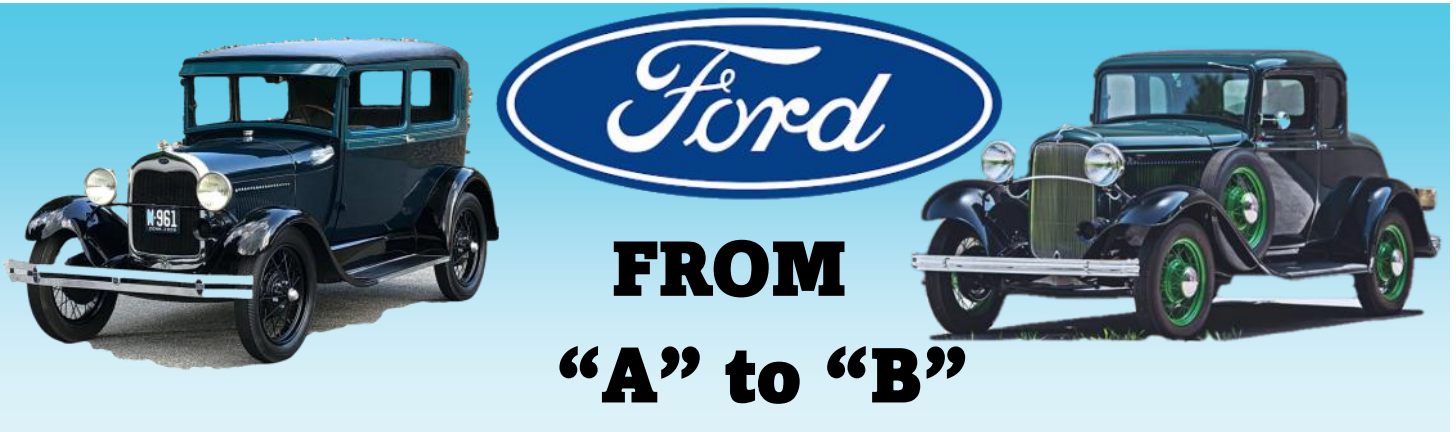
After lunch a group of our members met in the hotel lobby to begin a self guided tour of interesting bridges. Participants drove their Model A's over Sach's Covered Bridge, Bullfrog Road Truss Bridge, Roddy Road Covered Bridge, Loy's Station Covered Bridge and the Utica Covered Bridge. Then our members attended the opening reception at the Gettysburg Visitor's Center which included a cash bar, appetizers and entry to museums.



Another exciting day lay ahead Tuesday with a bus tour to the Smithgall Cannon Museum in Lancaster, Pennsylvania. A highlight of that tour was a cannon demonstration with three of our members getting to pull the firing cord. The events continued Wednesday with a Model A tour of Gettysburg and surrounds with 20 Model A's participating. A bus tour to the U.S. Army Heritage and Education Center in Carlisle also took place. Every MARC National Meet features a Grand Tour and this one took place Thursday June 19 with dozens of Model A Fords participating. Later that day many visited the World War Two American Experience Museum. Things wrapped up on Friday June 20. That morning several members gathered for a tour to the Eisenhower Farm Historic site. That afternoon there was a visit to the Gettysburg National Cemetery and Battlefield. The culmination of the meet was the Awards Banquet. In an amazing turn of events two of our Columbus party had significant raffle wins. John Prohaska won a Burtz Model A Engine and Adina Cloud, our French Lick Resort representative won \$1,000 in the 50/50 drawing, which she in turn donated to the MARC Youth Fund. And thus ended another very successful MARC National Meet enjoyed by all.



Our Columbus group got up early on Saturday morning preparing to depart for home on another two and one half day journey. After a day's journey the group stayed overnight at the Hampton Inn in Washington, Pennsylvania. Departing the hotel on Sunday morning the group soon crossed into Ohio over the Wellsburg Bridge traveling to the day's destination, Washington Court House, Ohio where they stayed the night. After a 7:35 am departure Monday the group crossed over into Indiana at 10:00 am and lunched at Connersville before splitting up for home. Car troubles were few. Tim Howell's Model A needed to replacement starter switch. Dennis Meyer had to fix a flat tire. Dennis's odometer showed 1,404 miles traveled on a fun tour.



The Many Upgrades in Ford's 1932 Model "B"

by John Emmering

Henry made a Lady out of Lizzie when he introduced the new Ford Model "A" for 1928 and certainly the public was infatuated by the new car. With its 40-horsepower engine, sliding gear transmission "Baby Lincoln" styling and four-wheel brakes it was a marked improvement from the venerable Model "T", which had become dated. Often an infatuation can be fleeting and easily replaced. Even after a major style change in 1930, other cars began to turn the heads of the car buying public, especially the 1929-31 Chevrolets sporting their new overhead valve 46 and later 60-horsepower six-cylinder engines. Chevrolet dealers bragged on the fact a customer could "have six cylinders for the price of four".

With sales pretty much cut in half for 1931 due to competition and the depression, Henry Ford was quick to respond. Not dragging his feet as he had when it came time to replace the Model "T" he put his engineering team to work to produce a distinctly improved successor to the Ford Model "A".

Ford engineers refined the new prototype model which came to be known as the Model "B" and took away many of the rough edges of the Model "A". There was no more crunching gears. Model "B" would have a new synchronized three-speed transmission. Fumbling with the spark advance on the steering column was eliminated with the centrifugal spark advance distributor on the new Ford.

The engine was housed in a chassis that was itself upgraded. A 2.5-inch-longer wheelbase now measured 106 inches and new 18-inch wheels, which were reduced one-inch from the 19-inch wire wheels used on the 1930-31 Model "A". Also mounting wider 5.25-inch tires meant a smoother ride and improved handling. In another first, the wire wheels featured hubcaps that covered the lug nuts.

The transverse, double-cantilever multi-leaf rear spring, mounted behind the differential housing, had a somewhat lower-profile, allowing the frame to sit closer to the ground. Twelve-inch mechanical drum brakes on all four wheels offered 10 percent more surface area to help with stopping. The steering ratio was enhanced (to 13.0:1, up from 11.5:1) and took some of the effort out of turning.

With a gravity flow gas tank in the cowl of the Model "A" some safety concerns had been raised and this setup was eliminated. The gas tank was placed to the rear of the car with a mechanical type fuel pump to move fuel along the line and up into the new larger Zenith carburetor with a power jet tube which offered improved breathing. More technical improvements included larger bearing surfaces. The tougher 2" pressurized main bearings (increased from 1 5/8") could handle higher speeds. The newer 4.60:1 compression engine, up from 4.22:1 was rated at 50 horsepower, as compared to the 40-horsepower Model "A" powerplant. The enhancements to the oiling system led to one of the more visible outward variations between the A and B engines, which was the absence

Discussing the design of the car E.T. “Bob” Gregorie, at that time a designer for the Lincoln Division said “It was really a miniature Lincoln...The placement of the headlamps, the fender shapes, the radiator contour, it was a scaled down Lincoln. “

Briggs Manufacturing Company was contracted to produce Ford Fordor Sedans, cabriolets, roadsters, phaetons, sport coupes and truck bodies. The Murray Body Corporation produced closed coupes, Victorias and the rare B-400 convertible sedans. The Model “B” Standard and Deluxe Phaetons were both four door cars in contrast to the 1931 two door Deluxe Phaeton. Prices for the Model “B” started at \$410 for a Deluxe Roadster with a trunk. The addition of a rumble seat cost \$40 more. It seems that roadsters were all in the Deluxe line.

According to the Standard Catalog of Ford, 4th Edition, the best selling Model “B” was the standard Tudor sedan with 36,553 units sold with a base price of \$450. The Deluxe version cost \$50 more (\$1,000 in our current money) and featured a pair of cowl lights and upgraded upholstery. The standard Coupe came with a trunk and cost \$440 with 20,342 of those sold. Deluxe coupes and Sport Coupes came equipped with a rumble seat. The rarest of the Model “B” Fords has to be the B-400 Convertible Sedan with only 41 produced. A total of 75,945 four cylinder 1932 Model “B” Fords were sold .

The Ford Model “B” for 1932 certainly represented great progress. One of Henry Ford’s lieutenants was quoted as saying, “We have come up with the perfect four”. Surely those responsible for it’s development felt they had created a great product which was keeping pace with other automobile manufactures involved in the rapidly advancing industry.

However it seems Henry Ford was not satisfied that he had done enough to make the 1932 Ford truly distinctive. On the morning of December 7, 1931, just when Model “B” should have gone into full production, Henry Ford, after an hour long meeting with his son Edsel, stopped all work on the floor and announced that the 1932 Ford would also be offered with a V-8 engine. The four cylinder Model “B” would now be in second place. Henry Ford thought that perhaps the introduction of the V-8 engine would create a huge demand that might lift the country out of the economic depression.

After working out many problems, the L-head 65 horsepower V-8 engines, the first available in a low priced car, began to roll off the line and were fitted into 1932 Ford chassis. Henry Ford’s final mechanical triumph, the Ford V-8, was unveiled to the public on March 31, 1932 amid much fanfare. While the car’s introduction didn’t have the economic impact Henry Ford had envisioned, it did begin a new automotive era. This low priced car could travel from 0 to 60 mph in 14 seconds and was capable of attaining a speed of 85

mph. The option of the new V-8 engine cost buyers \$50 but proved the most popular choice. With 178,749 1932 Ford Model 18 V-8s sold, the V-8s outnumbered the four cylinder Model “B” cars by more than double.

The Model “B” designation carried over into the 1933 and 1934 model years with a small number of Ford cars fitted with the four cylinder engines. These cars were never designated as Model “C” as some believe. The 1932 Model “B” Ford should be acknowledged for the advancements it made and certainly would have been more appreciated had it not been outshined by the V-8. As it stands the Model “B” is a unique and interesting part of the Early Ford V-8 family of cars.



Model “B” 4 cylinder engine

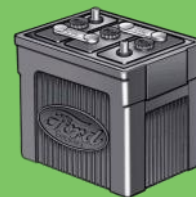


*From Hoosier Views Ford V-8 Club
Indiana Region Newsletter.*



FORD MODEL A MECHANICAL TIPS

*Adapted from an article by Mark Barnett
Santa Clara MAFCA Chapter
Model A Ford 6 Volt Battery Maintenance*



Batteries we use in our Ford Model A's are the wet flooded, lead acid type. This type battery was designed and came into use in the late 19th century. Although technology has been advanced in material technology, the design of these batteries remains largely unvaried. They are made up chiefly of plates of lead and lead oxide, contained in a plastic case filled with a sulfuric acid and water solution known as electrolyte. The electrolyte promotes a chemical reaction that produces electrons.

It is essential to understand that lead acid batteries do not inherently produce electricity. Their role is to store electrical charge received from an external source. The continuous cycle of charging and discharging requires precise conditions to ensure optimal efficiency. Key factors influencing their effectiveness include the size of the battery plates and the volume of electrolyte, which together dictate the maximum charge the battery can store.

There are several factors that can drain your battery and affect its lifespan. Batteries left uncharged for extended periods and those stored without an energy input often lead to decreased battery life. This is related to the duration of driving time, which equates to charging time, that cars experience.

A typical lead acid battery loses approximately 4% of its charge each week when idle. Without a full charge, this deficit gradually reduces the battery's maximum capacity. Additionally, "deep cycling" a battery without an immediate recharge shortens its lifespan. For example, attempting to start a car repeatedly or allowing a parasitic drain to discharge the battery without fully recharging it impacts the battery negatively.

An incomplete charge does not fully reactivate the entire electrolyte, resulting in sulfation, a deposit on the lead plates that insulates instead of conducting inside the battery. Excessive heat and cold, low electrolyte levels, and parasitic drains also affect batteries. Proper maintenance can mitigate many of these issues.

Proper maintenance is crucial for extending the battery's longevity. Ensuring clean and tight battery connections provides optimal electrical flow and prevents corrosion that could impede electricity flow. Light dirt and corrosion can be cleaned using a baking soda and water solution. For heavy corrosion, removing cables and wire brushing the mating surfaces of cable ends and battery posts might be necessary.

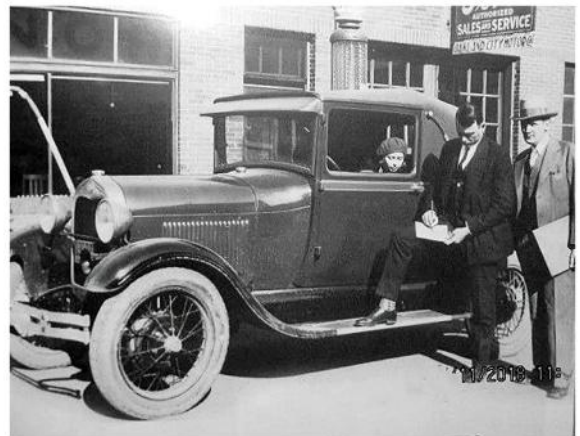
The electrolyte level should be above the plates within the battery. Care should be taken not to overfill or splash when checking or filling. Ensuring the generator output is correct guarantees the battery receives its proper charge. During daytime driving, 8 amps (7.2 volts) are typically sufficient; night driving with headlights requires 12 amps (7.5 volts). Combining daytime and nighttime driving may require 10 amps for optimal charging.

Lead acid batteries, with their century-old design, continue to play a vital role in energy storage for Model A's. By appreciating their limitations and adopting prudent maintenance practices, users can maximize their functionality and contribute to the enduring legacy of this technology.



*Model A
Snapshots
from long
past ...*

DRIVE DOWN Memory Lane





YOUTH Department

By Deglan Cunningham, Youth Columnist



Hello everyone, my name is Deglan Cunningham. As of March, I have been a member of the club. I joined at the ripe age of nineteen, and I am now twenty. I live in town on the North side of Route 31. I work as a brake press operator at Noblitt Fabrication and have for the past two years. I also am a swim coach for Donner Swim Club after having competed for 15 years.

I spend the small amount of free time I have working on my VW Beetle and now my few Model A's. I got my cars from my late grandfather. My grandfather played a large part in my love for cars and its growth. From answering any and all questions I had about cars or walking me through the process of rebuilding the part I had asked about. By the age of 15 I had driven my first Model A and loved every minute of it. The same sounds we all have fallen in love with had sucked me in and all I wanted to do was work on and drive these old relics.

My Grandfather, Ken Krasin was an active member of the Salt Creek MAFCA Chapter in suburban Chicago, Illinois. He had two complete cars when he passed away and one pretty large project that he left to me. The first car that I received is a 1930 Phaeton. From the knowledge I have gathered from my Grandmother, the car is all original, it was bought from the original owner's son after it was stored and ran around a small island off the coast of Maine. On the island it was toured in parades and then parked back in its garage and stored till next year's parade. In my ownership I have put almost 200 miles on it, and I cannot get enough of it. Along these few hundred miles I have decided to name him Phinny.

His second car, a 1930 Tudor, has been converted to a modern twelve-volt system. I'm not positive about any other modifications made to it at the current time because of the poor running condition (help is always appreciated). My grandfather got this car when I was about 5 years old and this is the car I learned most of my knowledge of Model A's from. His name is Steve and needs some TLC before he can join the tours again. Finally his third "car" is a 1930 pick up he started building for my grandmother so that she could go on tours with him in comfort. In the state I inherited it in, it was a frame on jackstands with the engine mounted. As of my ownership things have changed a small bit, but that's for later.

I hope my introduction to myself is enough to break the ice if you see me at our next meetings and I am so very excited to learn any and all knowledge you have to share!

Thanks for reading *Deglan*

Fashions of 1920s & 1930s

From Debbie Sessions Vintage Dancer Website

A hat is an important accessory to wear for a man emulating the style of the Model A era of 1928-1931. Men of the 1920s and 30s always wore a hat. Casual or sporty hats like the 8 panel newsboy cap were worn by all classes but were especially popular with the young, the working poor, and the rich while playing a sport. .

In summer, the straw boater or skimmer hat, gambler hat, and Fedora were popular with men like *The Great Gatsby*. Straw Panama hats were another rich man's summer hat. The fedora hat and Homburg hat were coming into popularity as a businessman's hat or as a rich gangster's hat, and the top hat was worn for formal occasions.

One of the most popular hats for men in the 1930s was the fur felt hat known as a Trilby or Fedora. The fedora is nearly identical, with the Trilby having a slightly shorter crown. These hats are worn in Hollywood movies by both the smart and handsome detectives and the rough and dangerous gangsters. Indiana Jones wears one too. Good or bad, a few details make 1930s Fedora and Trilby hats different from their successors in the 1940s, 1950s, and 1960s:

- Popular colors: dark brown, tan, grey, black, olive green, medium blue. White or ivory in summer.
- Tall crown. 5 3/4 inches with a 2 1/4 inch brim.
- Made of soft fur felt.
- Featured a deep crease down the center top of the hat that angled toward the back of the head. Or diamond shape crown.
- Front pinch or crown sides were indented on most styles.
- The narrow brim was turned up all the way around, snap at the back and down in the front, or all down in summer models.

Sometimes they were worn tilted to one side.



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JULY PHOTO OF THE MONTH



Jack and Linda Sullivan achieved a remarkable milestone when they received recognition from MARC for driving 200,000 miles in their 1929 Model A Ford Roadster.