

CHATTER

Official Publication of the Calumet Region Model A Restorers Club



2025 in the Rear View Mirror....



JANUARY 2026



CHATTER



Volume 67 Issue 1

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Mike's Message



Happy New Year,

We are about to start another year. We are hoping all of you had a wonderful Christmas.

Carol and I would like to thank all of you that were able to come to the social. Once again great food and fellowship. Thank you for coming.

Just a reminder that this meeting will be a planning meeting. If you have

extra snacks from your holidays you want to get rid of bring them along. Most importantly please bring your ideas for getting together this year. No matter how small you may think they are, they are welcome.

See you all at the meeting Monday January 5th at 7pm.

Mike



Treasurer's Report By Carol Healy



Beginning Balance December 1, 2025

\$2,933.41

Income

Total Income **\$0.00**

Expenses

\$227.53

Barraco Pizza

\$40.00

Christmas gift for Clyde (janitor)

\$267.53

Total Expenses **\$267.53**

Ending Balance January 5, 2026

\$2,665.88

"The general purpose of the **Calumet Region Model "A" Restorer's Club** shall be to encourage its members to acquire, preserve, restore, exhibit and make use of the Ford Model "A" automobile, model years 1928 through 1931, and all things pertaining to the Ford Model "A", and to promote the introduction of ideas and fellowship among M.A.R.C. members." You need not own a Model "A" Ford!"

No December Minutes

MAFFI Minute January 2025



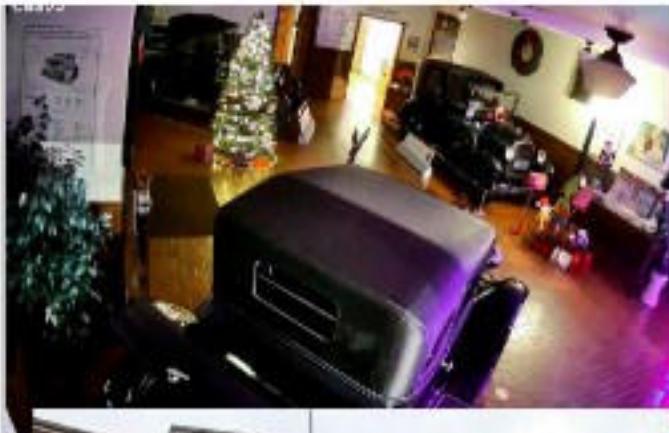
Happy Holiday Season, Model A'ers! Hope everyone is staying warm and that your cars are either tucked away for the winter or still enjoying the cooler air. I know I've been enjoying taking my A out in the snow. Earlier this month, John Marshall, our Executive Director, sent out the Holiday donation Letter, which is a great opportunity to stay involved by giving back to the museum. Don't forget that we also have a store where you can purchase MAFFI merchandise, located under the "Store" tab at maffi.org.

One of the coolest things about the museum is that it's constantly in motion. Dan Cargo and Jerry Denney are always tinkering or moving cars around, with the help of the amazing volunteers from the Grape Country A's. If you visit the "Cameras" tab on maffi.org, you can see all the holiday decorations and even catch a glimpse of some of our newest additions. The trustees also met in November to start shaping some exciting ideas for the museum. While it's a bit early to share details just yet, there are some great things in the works, and we're looking forward to unveiling more as plans come together in the months ahead.

Keep on motoring, and have a Happy New Year!

John Grossheim Trustee and Secretary, MAFFI

CHRISTMAS AT THE MODEL A MUSEUM



Club Events 2026

January

4th- Business / Planning Meeting

11th - VCCA Swap Meet

24th- Breakfast Run

February

2nd - Business Meeting

6th-7th - Kalamazoo Swap Meet

14th - Breakfast Run

March

1st - Illinois Region Swap Meet

2nd - Business Meeting

14th - Breakfast Run

April

6th - Business Meeting

18th - Breakfast Run

51st ANNUAL GLR-VCCA SWAP MEET

January 11, 2026 7am to 1pm

First Swap Meet of the year with Car Parts for all Makes and Models on the second Sunday in January at Will County Fairgrounds 710 S West Street, Peotone, IL Cost: \$7.00

62ND ANNUAL KAARC WINTER AUTO SWAP MEET

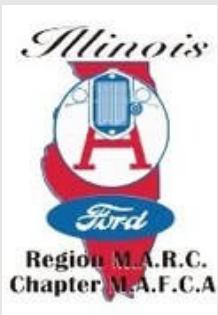


WEST MICHIGAN'S LARGEST & OLDEST SWAP MEET

Illinois Region Friendly Ford Parts Swap Meet

Sunday March 1st, 2026

Friendly Ford
333 E. Irving Park Rd.
Roselle, Illinois



Dates: Friday February 6th

2:00pm - 6:00pm

Saturday February 7th

8:00am - 2:00pm

Kalamazoo County Expo Center
2900 Lake St. Kalamazoo

January 2026

Sun Mon Tue Wed Thu Fri Sat

					2	3
4	5 Business Meeting	6	7	8	9	10 Happy Birthday Ann Steinberg
11 Swap Meet Will County Fairgrounds	12	13	14	15	16	17
18	19	20	21	22	23 Happy Birthday Pam Diaz	24 Breakfast Run
25	26	27	28	29	30	31



Breakfast Run
Saturday, January 24th
@ 9:00 am
Kingsberry Waffle House
3345 Vollmer Road
Flossmoor, Illinois

2026 Annual Dues

Dues are \$30
 Please mail your dues to:
 Carol Healy
 6455 W. Eagle Lake Road
 Peotone, Illinois 60468

M.A.R.C. National Events



WELL, THAT'S TOO LONG

You've been in the garage too long when every tool you own is out of your toolbox and on the bench or the floor.

You've been in the garage too long when you do the same job twice, or maybe three times and do it wrong each time.

You've been in the garage too long when you cut your finger and it doesn't even bleed through the grease.

You've been in the garage too long when your wife tells you that the kids are gone for the afternoon and you keep working on the Model A.

James Shaw

"Quail Call" San Diego Model A Ford Club



The Model A Restorers Club, Inc.

THE running BOARD REPORT

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

January 2026

MARC's Board of Directors is pleased to announce that our completely restored website is alive at ModelARestorersClub.org (modelarestorersclub.org). (If you have the link to the old website on your phone or computer, the old website will automatically connect to our new website). This upgrade marks an exciting step forward for MARC. Our new site uses modern technology to make it easier for members to:

- Browse national and regional events
- Renew memberships online
- Connect with other Model A enthusiasts
- Access club news and resources anytime — even on your phone

As our club continues to evolve, this new digital foundation helps us reach the next generation of Model A owners while staying true to our heritage.

Please take a moment to visit the new site and explore what's new. We welcome your feedback and ideas as we continue improving the online experience for everyone.

As some of you may have noticed on the MARC Facebook group, we advertised a special promotion to attract new members. If you have not been a member of MARC previously, you qualify for this promotion! Sign up for a MARC membership at the regular price of \$50 (12 months membership) and receive FREE editions of *Technically Speaking*, volumes one through thirteen, including shipping (while supplies last). AND if you want to purchase volumes fourteen and fifteen for an additional \$25 they will be shipped with the other volumes! Sign up on our new website by clicking join now. If you want to purchase the additional volumes you must call the office at 734-427-9050 within 48 hours of joining to qualify for free shipping.

Regions, please note that 2026 dues in the amount of only \$25 are now due. They can be paid by accessing our new website at modelarestorersclub.org, select Regions and the Region toolbar to take you to renew. Also, a reminder that most membership fees are due at this time of the year. Don't let your membership expire and miss an issue of the *Model A News*!

Circle your calendars now for July 12-16 and make your hotel reservations for the 2026 MARC National Meet in French Lick, Indiana. 894-241-8391. Driver Class judging standards have been updated and are available to download at modelarestorersclub.org. Plan to enter your Model "A" in the judging!



THE NEW YEAR SHOULD START OUT WITH SOME LAUGHS.



Cold Storage for the "A"

For those who live in the northern part of our country, another touring season has ended and it is time to put the Model "A" in storage for the winter. Here are a few tips to consider in order to have a trouble-free car for next seasons.

The interior of the car should first be cleaned, preferably with a vacuum cleaner, and then sprayed with a moth repellent. A few moth balls on the floor would help. Leave one of the windows open about $\frac{1}{4}$ inch so condensation will be minimized on damp days.

Some prefer to drain the water from the engine and radiator. However, on winter days when there are extreme temperature changes, condensation will form inside the block and head. This can result in rust and scale formation within the cooling system, which could cause problems next year. It is best to change the water and add sufficient antifreeze to make the cooling system safe for the lowest temperature expected in your area (instructions are usually on the can). Run the engine until it is warm to insure a thorough mixture of water and antifreeze. The rust inhibitor in the antifreeze will keep the radiator and engine block free of rust while the car is in storage.

It is also advisable to coat the cylinder walls and valves with a fine film of oil and rust inhibitor. This is known as fogging the engine. This can be done by starting the engine and setting the hand throttle at a fast idle. With an oil can, squirt about half a pint of good grade 10W detergent oil (which contains a rust inhibitor) in the carburetor opening. Slowly at first, so as not to choke the engine, and gradually increased the amount until the engine is finally choked. This coats all the inner parts with a fine film of oil. This operation will cause a lot of smoke, so be sure to keep the garage door open.

Gasoline companies tell us that when gasoline remains in storage for a long period, gum may form in the fuel and may deposit a var-

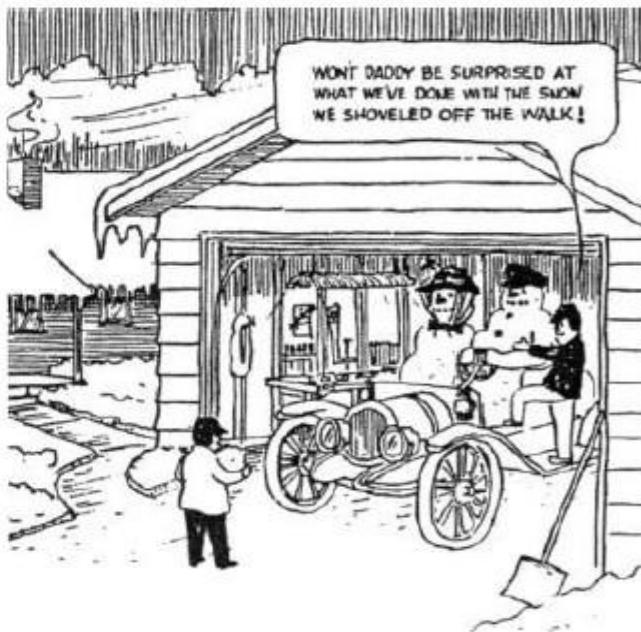
nish-like material that tends to coat and clog the intake manifold, carburetor, fuel tank and fuel lines. This condition may cause a power loss or may prevent the engine from starting after a storage period. The gum formation results from the oxidation of certain hydrocarbons in the fuel, influenced by warm temperature and the amount of gasoline that is exposed to oxygen. That is why it is best to keep the fuel tank full whenever the car is not used for any length of time. Gum formation is lowest in a good grade of gasoline, stored in as cool place.

For winter storage, some members prefer to fill their tank with a good grade of aviation gasoline.

To combat gum formation during long periods of storage, it is best to remove all gasoline from the tank and carburetor.

If gum deposit does occur in the fuel system, it can usually be removed when soft, by washing the parts thoroughly with alcohol or acetone. However, if the gum is permitted to remain and it hardens, it may be necessary to scrap out the deposit.

Use extreme care when handling gasoline. Remember, its vapors are heavier than air and will travel along the floor for long distances.



From the Script A's; Mark Kendall, Editor

2025 Christmas Social

Mike & Carol hosted another great Holiday party!



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"In draining my Model A crankcase, is it advisable to run the engine so that all the oil may be drained?"

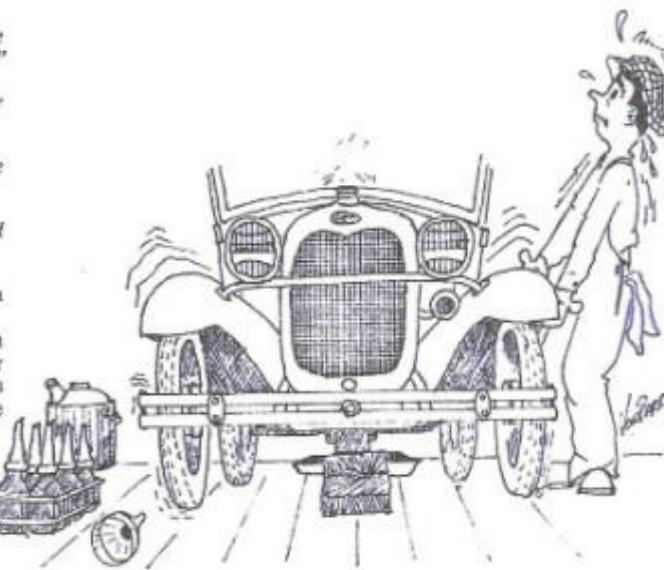
"Is it harmful to run the motor for about 30 seconds or so with no oil in the crankcase?"

"Is it a good policy to flush the crankcase with gasoline or kerosene before putting in new oil?"

"What is the recommended practice in draining and refilling a crankcase?"

How often have you asked those questions and gotten a vague or evasive reply from the lube man?

Forty years ago those questions would have elicited a straight-forward reply from a man steeped in experience. For in those days, draining and refilling the crankcase oil was taken quite seriously while these changing times and the



The Old Art Of Flushing The Crankcase

wide use of oil filters has practically eliminated the word "flushing" from the grease-jockey's vocabulary. As for contemporary car owners, the vast majority of them have never seen their car's crankcase plug! And if they won't take time to flush the engine, as in days of yore, it follows that the lube man won't bother.

Regardless of the use of a filter, crankcase oil is going to get dirty and discolored. In our Model A engines this will come about for all the normal reasons plus the common denominator of engine miles and too many miles between changes.

Flushing the Model A crankcase at each change adds to the life of the engine and is as proper to the maintenance of your car as waxing the body. A regular policy of this not only keeps the inside of the engine clean and free of wearing dirt, sludge, and varnish but will impress that hawk-eyed concours judge who checks your dip-stick after dipping a finger into the radiator spout and finding no rust.

Draining, Flushing, Filling

Clean, good, oil put into a dirty engine with gummied-up bearings simply has no chance of functioning with best results under what, otherwise, would be favorable circumstances. This is due to the fact that the new lubricating oil first has to get rid of the gummy deposits around the bearings before the lubricating qualities of the fresh oil will be manifested.

After the dirty oil has been drained off, the plug should be replaced and about one gallon of kerosene poured into the oil pan through the filler tube. With the ignition switch "off," so the engine will not start under its own power, press-in on the starter button and allow the starter to crank the engine for about one minute. This will allow the crank to splash the kerosene around inside the engine much like a washing machine agitator. Another neat trick, often used by the old-timers, is to block up the front axle at its mid-point and with the front wheels a few inches off the ground, rock the front-end back and forth, which procedure will allow the thin kerosene to wash the interior of the engine thoroughly. Of course, the normal precautions should be taken during this operation to see that the car does not fall off the blocks.

Now remove the drain plug again and drain off all the kerosene. Allow ample time to drain to be sure that all of the kerosene leaves the crankcase.

After flushing, it sometimes happens that there is some smoking and even "missing" of the engine, due to the presence of small amounts of kerosene. However, after running for a short time this will stop and there is no danger to the engine.

For best results it is generally advisable not to start the engine under its own power even after new oil has been put in, until first turning the engine over several times with the starter. This is done in order to eliminate all kerosene from the internal engine orifices and bearings.

It is not advisable to run the motor after draining out all the oil and when there is no lubricant or flushing medium in the crankcase. While it may not be harmful to run the motor now and then for a half minute or so with no oil contained in the crankcase, continuing to do so over a period of time will result in the obvious consequences.

A common question: What effect does modern detergent oil have on babbitt bearing Model A engines? Members having experience or details on this are encouraged to contact the editor.

TINY TIPS . . . FROM READERS

•To stop the oil leak or drip at the front Model A Ford main bearing. Take the crankshaft pulley that is on the front of the motor and drives the fan and chuck it into a lathe to be sure the outside is concentric with the crankshaft hole. At the same time, turn a left-hand thread about .010 deep (1/16" wide about 8 to the inch) flat bottom.

When the motor is running the threads will tend to return oil to the crankcase. John L. Kergel, Oakland, California.

•Removing those dust pans on either side of your engine can be a pain in the neck. Especially when it comes to removing the six bolts that hold the pans to the frame (3 on each side). It is usually a job requiring the help of another person one to hold the nut from above with a wrench while the other with screw driver works from underneath the car. I have solved this problem by merely tapping these six holes 5/16" and using short cap screws with lock washers to secure pan to frame. These screws can be removed with the same wrench used in the removal of the oil pan bolts and the entire job can be completed from the underside of the car. James R. Miller, Ojai, California

From the "Accelerator", Newsletter of the Model A Ford Club of New Jersey

Members Moments

Keeping in touch

Happy Birthday

Ann Steinberg January 10th

Pam Diaz January 23rd

Thinking about.....

Please remember our friends who are struggling with health problems.

Happy
New Year!

New Year's is a harmless annual institution, of no particular use to anybody save as a scapegoat for promiscuous drunks, and friendly calls and humbug resolutions.

- Mark Twain -

I was driving when I saw the flash of a traffic camera. I figured that my picture had been taken for exceeding the speed limit, even though I knew that I was not speeding.

Just to be sure, I went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now I began to think this was quite funny, so I drove even slower as I passed the area once more, but the traffic camera again flashed.

I tried a fourth and fifth time with the same results and now laughing as the camera flashed while I rolled by at a snail's pace.

Two weeks later I got five tickets in the mail for driving without a seatbelt. You know, you just can't fix stupid.



2025 has ended with a rush of winter weather. Cold and snow have hit the area since the weekend after Thanksgiving. Thinking about weather, this year saw so many of our planned events cancelled because of the it was too hot or it rained. Let's hope we have better luck this year. Remember, the January Business Meeting is also the Planning Meeting. Bring your ideas next Monday night.

On my own Model A Ford front, I had a strange glitch as I was going to move my woodie into storage. The starter locked up. I tried turning it over with the hand crank, but

it wouldn't budge. After a few more attempts, rocking the car while in gear, removing the spark plugs and using my 12v jump starter I knew I would have pull the starter. The reason it locked up so suddenly, the radius ball felt was jammed between the flywheel and the starter Bendix.



I guess this falls into the category of what can go wrong, will go wrong. Somehow the felt retaining pin fell out. At least this happened in my garage. Small blessing it wasn't on a tour.



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Model A Restorer's Club Registration

6721 Merriman, Garden City, Michigan 48135



<https://model-a-ford.org/>

Membership Dues: Regular Mail U.S. \$50

Canada \$60, International \$70 for the calendar year

Includes 6 issues of *Model A News* over a calendar year, U.S. funds only

Name (Print) _____ Spouse's Name _____

Address _____ City _____ State _____ Zip _____

Phone Number _____ email _____

OK to list phone number in club roster? (yes or no)

Ok to list email in club roster? (yes or no)

Circle one: Check / Visa / MasterCard / Discover / card number _____

EXP date _____ 3 digit code on back of credit card _____

Signature _____

MARC Membership is required for Region membership

The Chatter

CALUMET REGION, MODEL 'A' RESTORER'S CLUB



A Happy New Year



*A very Happy New Year's Day, twelve months of gladness too,
and a heart of cheer, a sunlit way, with the best of luck for you*



The Calumet Region of the Model "A" Restorer's Club is a non-profit organization dedicated to the restoration and preservation of the Model "A" Ford automobile. Yearly dues for National membership are \$50.00 and Region membership is \$30.00 to publish "The Chatter" and to cover operating expenses. Want-ads are published free to members only in "The Chatter". Normally, business meetings are held on the first Monday of every month at the **Chicago High School for Agriculture Sciences, Library, 3857 W. 111th Street, Chicago, IL.** at 7:00 PM sharp. Business meeting date may be subject to change.