

MAPLE "A" NEWS

Newsletter of the Green Mountain Chapter/Region of M.A.F.C.A. and M.A.R.C. Inc.



1968 Our Thirty-Ninth Year 2007

Volume 35, Issue #4 July/August, 2007

2007, The 80th Anniversary of the Introduction of the Model "A" Ford



SPINNING MY WHEELS

By Paul Boozan, President

What a wonderful start to the Model A season! The day was beautiful, Button Bay State Park was awesome, the group was large and the picnic was fun. What more could you ask for?? Everyone arrived around 11:30 a.m. on a beautiful sunny and warm day. This was the first business meeting of the year for Green Mt. Model "A" Club. For those of you who were unable to be with us please see Bonnie's minutes of the meeting in the body of this newsletter to see the agenda. After considerable visiting, car talk, a picnic lunch, desert provided by the club and the business meeting several members took a hike to the Nature Center and the Point along the lake. It was such a pleasant walk and a good exercise after lunch.

Once again I would like to congratulate Peter Crosby on his recognition from MAFCA for his considerable contribution to our Newsletter. Peter you have always strived to make the Newsletter something we all look forward to receiving.. Thank you for your efforts. For those of you who haven't taken the opportunity to see and read the Newsletter on the web site please do. You will find it very enjoyable. I for one love to have it on my computer because I can never seem to keep track of the written copy.

I had an e-mail from Hank Ransford shortly after the meeting saying that he and Betty missed the meet because Hank had a hip replacement that week. He was up in two days and walking on his new hip! We wish you a speedy recovery and look forward to seeing you both very soon.

Thank you all for your attendance and your input at the business meeting. This is your club and your hobby. With all of your participation and help it can be as interesting and fun as you want it to be. The following is the schedule of meets for the rest of the Model "A" season for the Green Mt. Model "A" Ford Club:

July 22, John Davis, Stockbridge
August 18, Gail and Dick Phinney, So. Hero, Club Picnic (Please note change to Saturday)
Sept. 16, Bob and Char Davis, Ferrisburgh
Oct. 7, Bruce and Kathy Boozan, So. Burlington
Nov. , Charlie and Deanna Shapiro, Ferrisburgh

Please watch the newsletters for directions to these locations.

Happy "A" ing
Paul

See Us On The Web
www.vtmodelaford.org



Dues are due now for 2007. If your address label has 2006 your dues were due as of January 1, 2007.

A View Down The Road-

Doug Leithead Activities Chairman

What	July Meet
When	Sunday July 22, 2007 11:30 AM
Where	Junction of Route 100 and 107 Stockbridge, VT
Dinner	Bring a picnic lunch
Questions	Jon Davis 802-763-7636
Activity	Attend the Gas engine Show and a Jon Davis special competition for the ladies and the men.



On July 22, 2007

Get out your Model A Ford maps!

We will meet at the junctions of Route 100 and 107 In
Stockbridge, Vermont!

Bring your own Running Board Luncheon And a chair or
chairs!

Don't forget your camera!!

And do bring some good weather! This will be a joint meet
between The Vermont Green Mountain and The North
Country, Region chapters. There will be a special competi-
tion Between the ladies of the two clubs

To set up a table that we will furnish-and Later, the men
will compete to take it down, again!

As an extra bonus: We will Attend the gas engine show In
Stockbridge, Vermont!

Look forward to meeting you all About 11 :30 a.m. on Sun-
day, July 22 in Stockbridge, Vermont!

Jon Davis

is important to have the spark lever nearly fully retard or at the top. If the engine does not idle at this setting the timing and or carburetor needs to be looked at. Now, for you Modelaers that have a high compression head like a Brumfield or Snyder's. Ignore most of what I said above, it is important that the spark lever setting be only about two notches down for average to fast driving. This will prevent the spark knock while climbing hills. If you are using higher octane gasoline you may advance the spark by moving the lever further down.

2007 Activities

Doug Leithead

Check out our website for further information and
links for these events.

July 22, 2007	July Meet Stockbridge, VT	Jon Davis
August 5, 2007	Newport Car Show	North Country High School Newport , VT
August 10-12, 2007	Stowe Car Show	Stowe , VT
August 18, 2007 Saturday	August Meet and Picnic	Dick & Gail Phin- ney South Hero, VT
September 14— 16, 2007	Bennington Car Show	Bennington Area Chamber of Com- merce
September 16, 2007	September Meet	Bob & Char Davis, Ferris- burgh, VT
October 7, 2007	October Meet	Bruce & Kathy Boozan, South Burlington, VT
November	Shapiro	Annual Meeting
June 22-27, 2008	MAFCA & MARC Joint National Con- vention	Dallas, Texas

Spark Adjustment Driving Tip

by Peter Crosby

What is the first thing you do when you start your Model A? I am sure everybody knows the answer. Retard the spark. Correct. What happens after the engine starts is where people run into trouble. After the engine starts what is the next thing you should do? Move the spark all the way down the quadrant. NO! I see this all the time! That is improper spark lever adjustment. Improper adjustment will cause premature ignition (PING) which will thus cause Spark Knock which will cause damage to the valves and pistons. Refer now to your Model "A" Owners Manual. The owners manual says to move the spark lever about half way down for average driving. You may advance the spark all the way down only for high speeds such as 50 mph plus. A good rule of thumb is for every 6 miles per hour advance the lever one notch. This means for 30 miles an hour have the spark lever at notch 5 or in the middle. These settings are only a guess-a-ment because of variables in all cars like timing settings, internal engine characteristics and the type of fuel used. When you are idling your engine it

The Grapevine

The grapevine is news about our fellow members, Please let us know when your birthdays' and anniversaries are so they can be included. Contact Peter Crosby at 802-878-6376.

Birthdays

July Birthdays

Bruce Boozan July 13

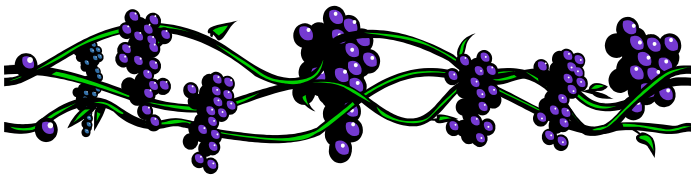
Frank Mazur July 22

Bob Davis July 25

August Birthdays

Helen Horvath August 8

Doug Leithead August 26



Welcome New Members

**David & Marsha Chase
Panton, VT**

**Carl Johnson
Saint Albans, VT**

Chapter Flea Market

If you have something for sale, trade or what ever let me know.

Peter Crosby

Wanted to buy: I am looking for a old, beat up, original LEFT REAR fender for my narrow box, 1930 A pickup. I need to replace the portion where the running board meets the fender so I really only need the first foot or so to be usable. Spin Richardson; 802-425-2391; spindoc207@aol.com

Ford parts for sale: 5 (Five) 17inch Wire Wheels from a 1934 Ford Will fit 1928 thru 1934 Ford \$50.00. 1930-31 Complete Ford Front End- Includes spring, wishbone, wheels and tires, Tie Rod & Drag Link \$200.00. 1930-31 complete Rear End- Includes spring, drive shaft, wheels & Tires and 2 Rear Spring U-Bolts \$200.00 1930-31 Ford Frame Sandblasted and painted \$100.00. 1930-31 Transmissions two are cleaned, painted and checked over, \$50.00 each; one additional transmission is exactly as it came off the old car for \$35.00. 1928 Ford Oil Pan - Primed \$ 35.00. Rod Dolliver; Charlotte, VT; 802-425-2745

You should know...

That the club has a number of video tapes for members use. Contact: Charlie Shapiro; 802-877-8332 or email atshellmt@together.net

Video Tapes: Carbs and Carbos; Dial D for Distributor; Gennin' Along with Lloyd & Floyd; Henry Ford Biography; How to Avoid Fahrenheit Fright; How to Stop on a Dime; Model A Horns.

Books: *Model A Ford Mechanics Handbook* (we have 2 copies of this)

Water Pump Servicing Tip By Peter Crosby

The original Model "A" water pump needs occasional servicing such as greasing and pump packing adjustment. If you are like me, you have grown tired of packing nut adjustments and the occasionally leak which messes the engine and firewall with water spots. You can install a "leak less" water pump kit. These kits vary slightly in construction but they all have one thing in common, they have a modern type grease seal that prevents the water pump from dripping coolant. With a "leak less" water pump you do not need top adjust a packing nut. **This is important** Never grease a "leak less" water pump rear bushing and packing. Forcing grease into this bushing will blow out the seals turning your pump into a "leaking" type.

Secretary's Report

Bonnie Chase

Secretary's Report

The 6/10/07 club meet was held at Button Bay State Park, Vergennes VT. President Paul Boozan called the meeting to order and asked for the reading of the secretary's report. The secretary report from the November 5, 2006 meeting was read by club secretary Bonnie Chase and was accepted by the club members present at the meeting.

Treasurer's report: Dick Phinney reports
Checking Account \$743.31
Savings Account \$1,659.78
67 Families are Club Members as of June 2007

Old Business:
John Aldous talked about Nova Scotia trip in 2008 and 2009, more information will be available at a later date.

A reminder was mentioned that the club agreed to sent to Mr. & Mrs. Ralph Farnsworth a \$40.00 gift certificate to Fire & Ice restaurant for hosted the car club at his home in New Haven, VT. Club secretary, Bonnie Chase said she would make the arrangements to send out the gift certificate.

New Business:
Peter Crosby, club newsletter editor had received the "Award of Excellence" from MAFCA for the club's newsletter.

Larry Johnson asked the club to purchase

the car teeter totter he made last year that was used at the November 5, 2006 annual meet as a car game. The club agreed to purchase the teeter totter for \$200.00. Club treasurer, Dick Phinney was to issue a check to Larry for that amount. Larry agreed to store the teeter totter at his home in Charlotte, VT.

There was no charity selected to make a donation to this year 2007, so any money collected for the 50/50 raffle will go back into the clubs general funds to support the club.

With no other business to discuss the meeting was adjoined by President Paul Boozan.

Respectfully submitted,

Bonnie Chase
Secretary

Treasurer's Report	
	Dick Phinney
<hr/>	
Ending Balance-checking	\$743.31
Ending Balance-savings	\$1659.78
Charity Fund	\$0.00
04/09/07	
<hr/>	
Some dues are still overdue now for 2007. If your address label has 2006 your dues were due as of January 1, 2007. From now on please send them to the Treasurer Richard Phinney, 66 Featherbed Lane; South Hero, VT 05486. Dues for 2007, are \$15.00.	

Spring Business Meeting Button Bay

Photos by Peter Crosby



President Paul Boozan presides over the Spring Meeting.
Left: Treasurer Dick Phinney, Center: President Paul Boozan,
Right: Secretary Bonnie Chase



Some of the members present listen and participate in the meeting business.



Nine Model "A" Ford cars and pick-ups were driven to the Spring Meeting. Beautiful Weather!

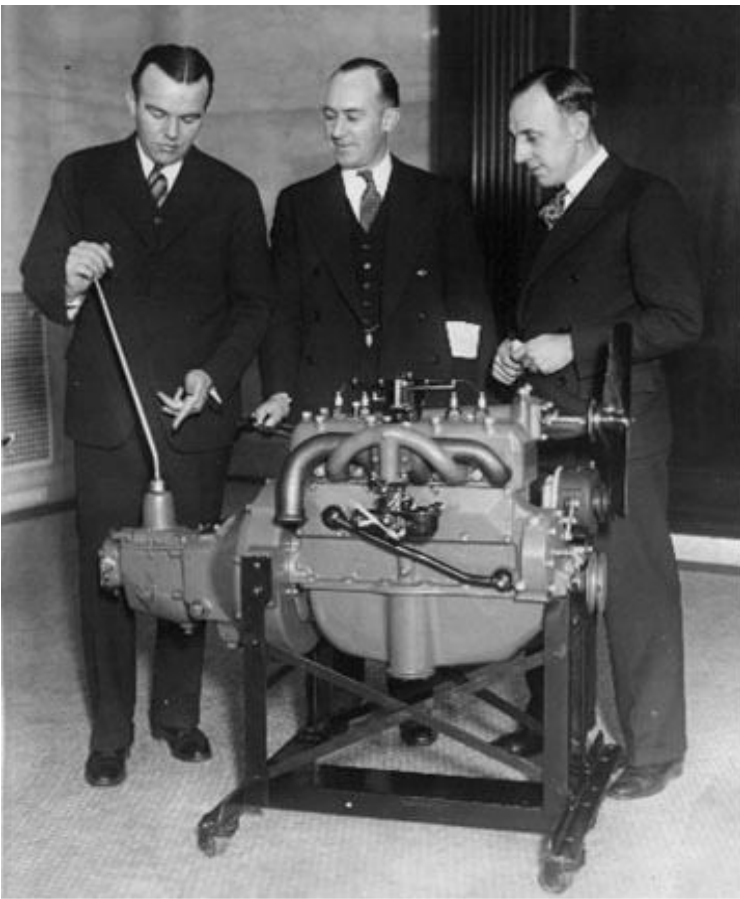


Members enjoy a picnic lunch and conversation. Foreground. Charlie and Deanna Shpiro and Larry & Louise Johnson



Above: one of the gorgeous views. Right: Members searching for the elusive Button Bay Buttons.





The Model "A" Ford Eighty Years Old

Above: Ford executives pose next to a prototype engine. Upper Right: Henry Ford stamps production number A 1 in December, 1927. Right: Henry and his son Edsel with one of the prototype cars. Below: Just one example, this one from The Toronto Daily Star December 2, 1927 of the many newspapers around the world announcing the release of the "New Ford".

10

THE TORONTO DAILY STAR, FRIDAY, DECEMBER 2, 1927

Henry Ford Permits All the World to See His "Model A," Successor to the "Model T"

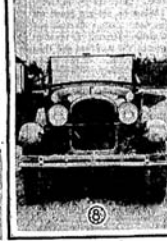
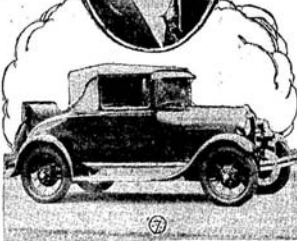


NEW FORD CONFIRMS STAR'S WORLD-SCOOP

Appearance of Car Marks Conclusion of Long-Drawn-Out Season of Curiosity on the Part of Mr. General Public
—Star's Account Envid

"NERVY" PAPER OFFERED ARTICLE BACK

At last the new Ford makes its debut. The article which disclosed the information, for the benefit of Toronto Star readers throughout Canada and in the United States, was the cause of much curious and covetous examination on the part of other publishers over North America. Numerous offers were received for permission to reproduce all or part of the information. One enterprising paper in New York actually bid the STAR to offer The Star part of its own article. "The Star had 'scooped' the world."



HERE ARE THE MODELS OF HENRY FORD'S NEW CAR. The public to-day saw for the first time the new Ford models which are shown in ABOVE photos. From LEFT to RIGHT at the TOP are: The new standard open roadster; Henry himself in the new coupe; the "V8" sedan. BELOW, LEFT TO RIGHT: The instrument panel with speedometer, ignition lock, gasoline gauge and ammeter with dashboard in the centre, selective gear-shift transmission and foot accelerator; the four-passenger sport coupe; a front view of the open roadster, showing the new radiator. Diagrams of these models appeared in The Star nearly two weeks ago.

REPAIRS FOR OLDEST BRIDGE IN ENGLAND

Structure in Somerset Made of Slabs—Legend Says the Devil Built It

London—Over on Torr Steps, an ancient bridge crossing the River Tardus near Dulverton, Somerset, is in need of repair. Archaeologists attribute the erection of the bridge to a pre-historic period. A local legend, however, says that it was made in a night by the devil. He condemned to destruction the first creature that should cross the bridge and kill to see who it was. The local inhabitants cunningly sent a cat, which was torn to pieces when it reached the further bank. The spell was broken, and the parson was the next to cross. He indulged in wordy warfare with the devil, who called him a black crow. The parson replied that he was no blacker than the devil, upon which the devil disappeared. Since then the bridge has been open. Some of the slabs which projected the stone piers have now fallen into the river, and various repairs are necessary.

at this point. Wheeled traffic was unknown in those days. Later, the farmers in the neighborhood periodically gathered at the bridge to carry out any repairs needed. The legend runs that the bridge was made by the devil entirely for his own use. He determined that it should not be used by mortals. He built it in one night, but when he was bringing the finishing load of stones his apron string broke and they were scattered. He condemned to destruction the first creature that should cross the bridge and kill to see who it was. The local inhabitants cunningly sent a cat, which was torn to pieces when it reached the further bank. The spell was broken, and the parson was the next to cross. He indulged in wordy warfare with the devil, who called him a black crow. The parson replied that he was no blacker than the devil, upon which the devil disappeared. Since then the bridge has been open. Some of the slabs which projected the stone piers have now fallen into the river, and various repairs are necessary.



Attention Charter Members

Due to the higher cost of postage and printing this will be your last complementary copy of the Maple "A" News Newsletter unless we hear from you. In some cases it has been many years since we have seen you! Are you still interested? If not we can not afford to keep sending out Newsletters to those that are no longer interested. Fortunately we do still have some Charter members that are very active. If you have not attended a meeting in the last two years or have voiced interest to me recently this will be your last issue. Your name will be maintained on the club roster until the secretary is notified otherwise. Please contact Peter Crosby , Newsletter Editor/ Webmaster.

Above: a Model "T" period cartoon. Photo obtained from the internet.

Right: Not one of the Show cars but definitely in a class of its own, this Model "AT" was at MARC's National in Williamsburg, Virginia in June. It has a 1926-7 Model "T" pickup body and a 1930-31 Model "A" chassis. Photo by Dick Phinney

Below: Waiting for the show to begin is Gail Phinney and some of the other ladies that participated in costume judging and the Fashion Show held at the MARC convention . Photo by Bruce Adams and obtained from the internet.



Hard Luck Report

John Aldous had some double bad luck during his trip to Williamsburg, VA to the MARC Convention. John had trailer his 1931 Slant Windshield to the meet and did have a few problems with his new engine spending some extra time in the repair tent. Some adjustments were needed along with a new head gasket and starter bendix. On the trip home his Pickup truck tow vehicle blew it's transmission. Fortunately, John had de-bugged the Slant Windshield, he and Pat drove home the remainder 300 plus miles with the Model "A" then had the truck and trailer towed home later on.



Club Officers

President-Paul Boozan 1364 Stebbins Rd.; Jeffersonville, VT 05464; Phone 802-644-5688; peaches01@verizon.net

Vice President-Douglas Leithead; 1856 Darling Hill Road; Newport, VT 05855 Phone 802-334-2584

Treasurer-Dick Phinney; 66 Featherbed Lane; South Hero, VT 05486; Phone 802-372-5230; gphinney@comcast.com

Secretary- Bonnie Chase; 7 Sycamore Lane; Essex Junction, VT 05452 Phone 802-878-6376; bonniec@neci.edu

Region Director-Rod Dolliver; 430 Dolliver Rd.; Charlotte, VT 05445 Phone 802-425-2745; rcdbjd46@aol.com

Newsletter, Webmaster-Peter Crosby; 7 Sycamore Lane; Essex Junction, VT 05452 Phone 802-878-6376; peter.crosby@verizon.net

Chapter Flea Market

- ◆ Send description of items for the Flea Market to Peter Crosby via mail or Email to peter.crosby@verizon.net.
- ◆ Items should be described For Sale, trade, wanted, or take it away.
- ◆ For Sale items must be listed with asking price.
- ◆ Flea market is open to all members free of charge for auto and fashion related items only.

The Green Mountain Chapter / Region M.A.F.C.A. & M.A.R.C. Inc. is a tax exempt organization under the 501 (c) (7) of the Internal Revenue Code. Federal Employer Identification Number: 30-0357749



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Peter Crosby, Editor
7 Sycamore Lane
Essex Junction, VT 05452