

Columbia Crier

A Publication of the Columbia Basin
Model A Club
Tri-Cities, Washington



<www.cbmac.org>

Volume 48 Issue 2 February 2018

Inside Features:

- 2nd Harvest
- Wine & Chocolate
- MAFCA News
- Fashion Feature
- True or False?
- Restoration Projects

Meeting Location:

Reata Springs Baptist Church
2830 Leopold Lane, Richland, WA
February 8th, 7:00 p.m.



Pete and Grace Jackson are at home at Canyon Lakes with their 1930 Town Sedan.



Leadership

President:	Larry Campbell	783-5864
Vice President:	Marshall Hauck	783-1444
Secretary:	Janet Budzeck	943-2522
Treasurer:	Garry Bryan	627-1845
Historian:	Tom Eldhardt	967-3081
Correspondence:	Mara Jackson	967-2801
Sunshine:	Bev McGillicuddy	627-1254
Editor:	Jan Jackson	967-2801
Web Master:	William Sperry	572-2459
Restorer:	Robin Eldhardt	967-3081

Larry's Lessons

Here is hoping that this month is healthier for the majority of club members. Last month there were too many people with colds, flu, more serious health problems and traveling to hold a meeting. The kick off for the year will be this month with any luck at all.



Meeting Schedule

January:	Canceled
February:	Larry & Sue Campbell
March:	Tom & Robin Eldhardt/ Mary Fraser
April:	Open
May:	Rick & Janet Budzeck
June:	John & Thora Trumbo/ Pete & Grace Jackson
July:	Club Members - Potluck
August:	Open
September:	Calvin & Vernita Coffey
October:	Jan & Mara Jackson
November:	Blaine & Bev McGillicuddy
December:	Christmas Brunch

I was browsing on Facebook and ran across a posting of a 1920's snowmobile which turned out to be a converted Model A with tracks around dual rear wheels and skis on the front. A little research on the Model T snowmobile club website showed that the word "snowmobile" came from a fellow named Virgil D. White who patented, in 1917, a kit to convert a Ford Model T to a snow machine. He copyrighted the name snowmobile. The conversion kits were sold by Ford dealers and continued into the Model A years.

For those of you with mountain cabins, a company called NH SNOCAR still makes Model T and A conversion kits and has complete "snowmobiles" for sale. Makers of the original attachment claimed they could travel over two and half feet of unbroken snow. With skis replaced by wheels the snowmobile became a mud and sand mobile reminiscent of the WWII half-track. Back in the day, sandmobile kits were sold to Africa and Egypt and the USA. It seems like there is no end to the innovative uses of those old Fords.

Larry Campbell

Ladies Lunch

The ladies lunch will be held on February 7th, 12:30 PM, at The Village Bistro. The restaurant address is 5215 W. Clearwater Avenue, located in the Marineland Village. If you're planning to attend, call Vernita so she can add you to her RSVP list.

Birthdays

Calvin Coffey

18th

Grace Jackson

19th

Anniversaries

None

Calendar of Events

Ladies Lunch	February 7th
Wine & Chocolate	February 16th
Dinner & Play	March ? (TBD)
National Convention in Reno	June 24-29th
States Day Parade	September 3rd
International Model A Day	September 22nd
Veterans Day Parade	November 10th

Helping the Community at 2nd Harvest

A small group of Model A club members consisting of Rick and Janet Budzeck and Vernita Coffey met at 2nd Harvest on Wednesday, January 17, to sort food. We joined a larger group of regular and non-regular individuals to sort red onions. Fortunately, there weren't very many spoiled onions and the fragrance wasn't noticeable, but holding on to the onions with the thin paper skin did prove to be a challenge at times. On more than one occasion, they slipped out of your hands and went sailing across the floor. We worked for just under three hours and found out when we were done that we sorted 15,170 pounds of onions, which provides 12,642 meals. I don't know how onions can be a meal, but that is what we were told. We enjoyed helping out 2nd Harvest and will try this again around the April timeframe and see if more club members are interested and/or available. Waiting that long should give my back enough time to heal if I don't have to shovel any snow.

Submitted by Rick Budzeck

Wine & Chocolate Extravaganza

The annual Valentine's Day Wine & Chocolate Extravaganza will be held on February 16th at 7:00 PM at Rick and Janet Budzeck's home in north Richland.

All club members are asked to bring a plate of something chocolaty to contribute to the party. If you would like to have some wine with your chocolate, please bring your favorite flavor.

When: February 16th

Time: 7:00 P.M.

Where: Budzeck's

What: Bring chocolate and wine of your choice

Why: Fellowship and tasty treats

Happy Valentine's Day



Fashion Feature

Fashions of the Model A Ford Era

Fashion 101

Fashion tip for this month is pockets. McCall Printed Pattern #5464 is designed for women who wanted a dress that had both style and usefulness. These dresses were designed for either long or short sleeves. The tie-back bow allowed the dress to fit snugly around the hips. The pockets were an added bonus for storing those personal items.

Submitted by Robin Eldhardt



True or False?

T/F - The Emergency Brake handle/lever in all vehicles only actuates the Emergency brake shoes located inside the rear brake drums.

T/F - The 6 volt Battery has the Positive (+) terminal frame ground.

T/F - A single 20 Amp Fuse & holder were factory installed to protect the wiring harness wires.

T/F - The Driveshaft key is a special tool used to remove the Pinion Gear.

T/F - The Distributor rotor rotates in a Counter-Clockwise direction when the engine is turned over (as viewed from above with the Distributor cap removed).

T/F - Radiator shells and Headlight shells on pickups and AA Trucks were all painted black.

ANSWERS

False – On the Early 1928 vehicles the pedal operated Service brakes and the Emergency brakes were the same shoes and were all operated by the same brake cross shaft.

True – The 6 volt battery on all vehicles had the positive post (+) grounded to the frame.

False – Ford did not supply any fuses or fuse holders to protect any wiring.

False – The Driveshaft key (square key stock material about 3" long) is located at the Pinion Gear end of the Driveshaft to lock together the shaft and Pinion Gear rotation.

True – The rotor rotates Counter-Clockwise.

True – All pickups and commercial vehicles had the Radiator and Headlight shells painted Black.

Submitted by Tom Eldhardt

Restoration Projects

Model A Ford Repair & Restoration – Headlight & Taillight Wiring

Having problems with the Headlights being a little dim or not working at all even with good light bulbs? Having problems with the Headlights going Off and On while driving on a bumpy road? The problem could be at the bulb to bulb socket connection, at the Headlight shell to the Main Wiring Harness connection or at the wiring connections at the bottom of the Steering Wheel column. A simple cleaning of the connection points may be all that is needed. All of these points rely on spring tension to make good contact. Also, Ford wiring did not have a separate ground wire and therefore relied on metal touching metal and bolting points to provide a good ground.

Tools Needed: Multi-meter or Test lamp setup, a flat blade screwdriver, a small wire brush, pliers, and a 6"-12" long jumper wire with small alligator clips/clamps on each end.

Parts Needed: Replacement light bulbs, wiring parts/harness (as needed), and contact cleaner.

Overall Work: During the following steps the contacts on the bulb and at the ends of the wires (bullets or lugs) may need to be brushed/cleaned to remove oxidation.

Headlight Shell or Bucket parts Removal/Replacement:

UNLATCH and remove the Left side Headlight rim/door and lens assembly.

REMOVE the bulbs from their sockets.

TEST for voltage at the socket wiring points. Rotate light switch as needed.

VERIFY that the light bulbs fit snugly in the socket. Clean and replace socket as needed.

VERIFY that the light bulbs are good. Replace bulb as needed.

DISCONNECT the Left side headlight at the wiring harness/flex tubing connection point.

NOTE: The flex tubing is held onto the Headlight shell with a quarter turn connector.

TEST for voltage at the wiring points from the Main wiring Harness. Clean points as needed.

REASSEMBLE Left side Headlight shell parts.

REPEAT the previous steps for the Right side Headlight assembly.

Taillight parts Removal/Replacement:

REMOVE the two Taillight rim/door screws and remove the lens.

REMOVE the bulb from its socket.

TEST for Running light voltage at the socket wiring points. Rotate light switch as needed.

TEST for Stop light voltage at the socket wiring points. Press Brake Pedal down as needed.

VERIFY that the light bulbs fit snugly in the socket. Clean and replace socket as needed.

VERIFY that the light bulbs are good. Replace bulb as needed.

REASSEMBLE Taillight parts.

Light Switch parts (3-position Early 1928 models) Removal/Replacement:

UNLATCH the Light Switch unit bail from the bottom of the Steering Wheel column.

TEST for voltage at the Light Switch wiring points. **Two of the points are HOT at 6 volts.**

JUMPER from the Common two point set of contacts to each of the other contact points.

VERIFY that the High beam lights come ON.

VERIFY that the Parking lights come ON.

VERIFY that the Taillight (running light) comes ON.

VERIFY that the Taillight (brake light) comes ON when Brake Pedal is pushed.

CLEAN all contact points as needed.

REASSEMBLE the Light Switch assembly.

Light Switch parts (4-position Late 1928-31 models) Removal/Replacement:

UNLATCH the Light Switch unit bail from the Steering Wheel column bottom.

TEST for voltage at the Light Switch wiring points. Three of the points are HOT at 6 volts.

Continued on Page 6

Meeting Minutes

Unfortunately, we had several members that were sick and the January meeting was cancelled. No use spreading the flu to all of our members. See you all on February 8th.

MAFCA News

(Articles obtained from the MAFCA website)

Restorer: Editor Jim Spawn has stepped down after 17 years at the helm. This situation triggered an intensive search for a new editor by Doug Clayton, Publications/PR Director, and a specially formed search committee. We were very pleased this led to a number of people applying for the position.

Through a series of interviews, the final candidate was presented to the Board of Directors, who was unanimously approved. It is my pleasure to introduce Andy Scheer as the new editor of *The Restorer* magazine. Andy has many years of experience in the editorial field and is excited about getting started in this position.

In the next issue of *The Restorer*, Andy will introduce himself to the members, which I'm sure you will find interesting. Please direct any of your communications to Andy as in the past - *The Restorer* editor's email address is restorer@mafca.com. Andy's telephone is 719-231-5330 and his mailing address is 5074 Plumstead Drive, Colorado Springs, CO 80920.

100K in a Model A Report: Despite the efforts of close to 400 MAFCA members, we unfortunately did not meet our goal of driving 100,000 miles in one day. Many chapters and individual members from coast to coast took part with an average Model A being driven 138.4 miles each totaling 53,715 miles with the official accounting being completed on January 20. While not reaching our goal, I think Steven Murphy from Laguna Nigel, CA said it best, "What a fun Day!" Thank you all for your efforts and the real victory was driving your Model A Fords and as Steven said it, having a fun day. Garth Shreading, MAFCA Chapter Coordinator
(The list of participating clubs can be read on the MAFCA website.)



Continued from Page 5

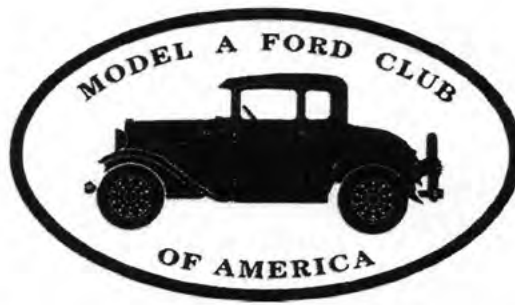
JUMPER from the Common three point set of contacts to each of the other contact points
VERIFY that the High beam lights come ON.
VERIFY that the Low beam lights come ON.
VERIFY that the Parking or Cowl lights come ON.
VERIFY that the Taillight (running light) comes ON.
VERIFY that the Taillight (brake light) comes ON when Brake Pedal is pushed.
CLEAN all contact points as needed.
REASSEMBLE the Light Switch assembly.

Final Job wrap up:

Make sure that all wiring connections are tight and Headlights and Taillights are working okay.

Submitted by Tom Eldhardt

The purpose of the club shall be to serve as a medium of exchange of ideas, information and parts for admirers of the Model A Ford, and to aid them in their efforts to restore and preserve the car in its original likeness. Membership in the Model A Ford Club of America is a requirement to joining the Columbia Basin Chapter. To join MAFCA, see the web site at <www.mafca.com> and click on the "Join MAFCA" tab. Requirements for membership in the chapter shall not insist upon the actual possession of a Model A Ford, merely an interest in the objectives of the club and a desire to take an active part in club activities shall be the primary requirement for membership. (Excerpt from Columbia Basin Model A Club Bylaws dated February 2015.)



Free USA Membership Application 2018

Please Print

Name: _____

Spouse: _____

Address: _____

Country: _____

City, State/Province: _____

Telephone: _____

Zip Code: _____

Email: _____

I give MAFCFA permission to publish my phone number in future membership rosters.

Circle One
Yes No

Optional Initiation Package \$11.00
Plus Shipping Charge

One Back Issue of *The Restorer*
One Lapel Pin
One MAFCFA Window Decal
One Name Badge

Additional Items Of Interest
Plus Shipping Charge

Denim Baseball Cap...\$15.00
Spill Proof Travel Mug...\$10.00
MAFCFA Afghan...\$39.00
Model A Bank...\$25.00

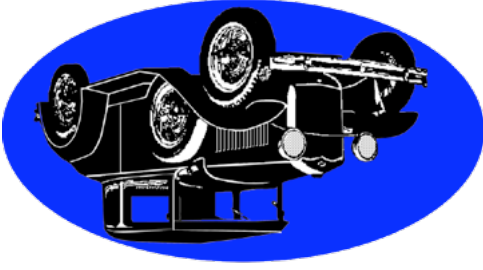
Item Description	Quantity	Unit Price	Total
2018 USA MAFCFA Membership Online Edition	1	\$0.00	0.00
Mechanics Handbook Vol. 1 by Les Andrews		38.00	
Coupe Book		24.95	
Coupe Book + Polo Shirt Circle Size S M L XL		45.00	
Shipping Charges...Up to \$10.00=\$5.75 / \$10.01-\$23=\$9.85 / \$23.01-\$50.00=\$11.95 / 50.01-\$100=\$14.25			
Total Purchase			

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Requirements For Free Membership

- Only families never having held membership in MAFCFA may apply for free membership
- Free membership includes *The Restorer* magazine from the time the application is received by the office. Past issues may be purchased at the regular price depending on availability.

**Return Free Membership Form To MAFCFA 250 So. Cypress, La Habra, CA 90631-5515
Questions: 562-697-2712**



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