

Scuttlebutt

WWW.SOONERMODELA.ORG



Note: The Sooner Model A Club has a new phone number. Call 1-405-440-3451 to leave a message for one of our Directors.

Volume 51, Issue 08
2018

Model A Friends,

We really had some hot weather in mid July with temperatures up to 114, but the temperatures have moderated at the end of July. This means that good Model A driving is at hand. Vicky and I have been keeping our cars busy the last few days.

We had a good turnout for our annual Ice Cream Social. If you were not there you missed some delicious ice cream, cake and other goodies.

Don't forget that we will have our annual watermelon feast during our general meeting August 21. Bring your appetite to help us devour the watermelons.

We had a great turn-out for breakfast at Sherri's Diner on S. W. 59th.

We had 19 folks and 9 cars there. Sherri's is a nice place with booths and tables reminiscent of diners in the 1950's. The walls are covered with nostalgic signs. Their prices are reasonable and the food was delicious.

So far we don't have a driving event for August, but our board meeting is Tuesday August 7 and I am confident that we will decide on an activity for August. **Watch you email and check your voice mail for notification of an August activity.**

I hope to see you on the road in your Model A!

August Meeting

Tuesday,
August 21, 2018

7:00 pm
Will Rogers Garden
Center

3400 NW 36th St
Oklahoma City

2018 Officers & Committees

President: Jim Yates
405-341-6539

VP: None
Secretary: Michael Downes
405-919-4552

Treasurer: Karen Dusenbery
405-613-5903

Editor: Chuck Dusenbery
405-260-0020

Directors

Will Langford 405-812-8131

Phil Wolfenbarger 405-210-5198

Committees

Refreshments: Jon Russell
Membership: Joe Astafan
Activities:
Sunshine: Kaye Sage
Demonstrations: Will Langford
Name Tags:
Merchandise: Don & Marilyn Mitchell

FALL TOUR

The Fall Tour is approaching quickly. If you haven't made your reservations, please do it soon. **October 5th is the last day you can get the special rate.** As of July 16, 2018, there are only 15 rooms available with two queen beds for \$89 + tax. However there are 10 King Suites available at \$119 + tax.

2018 ACTIVITIES AT A GLANCE

(Subject to Change)

*Maps available on soonermodela.org website. See "Calendar"

"Let the good times roll in your Model A"

August

4	7:00AM	Coffee and Cars - NorthPark Mall (122nd & May)
7	6:30PM	Board Meeting - 6718 NW 50th, Bethany, OK
12	12:00PM	Concert at the Round Barn
21	7:00PM	Club Meeting - 3400 NW 36th, OKC, OK

Refreshments: Club provides Watermelon.

September

1	7:00AM	Coffee and Cars - NorthPark Mall (122nd & May)
4	6:30PM	Board Meeting - 6718 NW 50th, Bethany, OK
15	7:30AM	Meet at I-35 Braums , depart at 8:00 for the Guthrie Air Park
18	7:00PM	Club Meeting - 3400 NW 36th, OKC, OK

Refreshments: Joan Bordwine, Carma Jenkins and Sheryl Hoyle.

October

2	6:30PM	Board Meeting - 6718 NW 50th, Bethany, OK
6	7:00AM	Coffee and Cars - NorthPark Mall (122nd & May)
16	7:00PM	Club Meeting - 3400 NW 36th, OKC, OK

Refreshments: Carla Newton, Helene Astafan, Jerry Phillips and David Holder

25		2018 Fall Tour to Davis, Sulphur, & Pauls Valley
26	10:30AM	Depart Hampton Inn, Pauls Valley for Davis. See the Itinerary for specific activities for the day.
27	9:00AM	Depart Hampton Inn, Pauls Valley for the Chickasaw Cultural Center tour in Sulphur. See Itinerary for specific activities for the day.
28	11:00AM	Checkout time. Return home.

August 2018 Birthdays

1	David Swain	7	MaryAnn Paulsen	25	Earl Millen
1	Virginia Havill	10	Ginger Pesmark	27	Terry Cavnar
2	Jerry Sloan	10	Carla Newton	28	Vicky Langford
2	Jim Yates	12	Karen Stokes		
2	Jerry Havill	13	Greg Hoyle		
3	George Sarinopoulos	14	Marilyn Mitchell		
3	Vicky Yates	21	Phil Wolfenbarger		
6	Vaughncille Weidner	23	Dewey Barber		



Jim's technical tip

by Jim Cannon, MAFCA Technical Director

Keep an Eye on Your Ammeter

Thrifty Henry Ford would only spend the money to put an ammeter in the Model A if he knew it would help you while driving, so get in the habit of keeping an eye on it.

Here's what to look for and what it can tell you:

Watch for the ammeter needle to "twitch" as you pop out the ignition switch or turn the ignition switch to the "on" position. This confirms that the coil is getting power. Now start the car.

After the engine starts and you have it on a fast idle to warm up, check that the ammeter is showing a Charge to the battery. If not, find out why.

Look at the ammeter needle when you step on the brakes. It should jump a bit toward discharge (unless you have LED brake lights installed, which draw very little power). It's always good, before you hit today's crazy, busy roads, to know that your brake lights are working.

If you have a voltage regulator in your generator, or if you have an alternator (which has a voltage regulator built in) then you should see the initial battery charge rate on the ammeter steadily drop until it is back to zero in 5 minutes or less. A stock Model A generator will not do this, it has a constant amps output above idle RPM, so you can watch for that while you drive.

Check the ammeter as you turn your headlights on. The charge rate to the battery should drop with a generator; the needle should jump around a bit but go back to where it was if you are driving with a good alternator.

As you see, the ammeter can help keep you out of trouble every Model A Day!



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It was Music!

By Thomas F. Davis

The Restorer, The Magazine For Model A Ford Enthusiasts, Volume 30, Issue 2, July-August 1985

When I purchased my 1928 Business Coupe three years ago, the engine and the chassis had been restored. The rest of the car needed total restoration.

For over two years the Coupe gathered dust in my garage, while I searched for someone to do the body and fender work. Finally, I persuaded a fellow Sagebrush Chapter member to take on the project. So for the past five months, my friend Everett has been straightening the warped and dented sheet metal, while I tackled the woodwork and general “nuts and bolts” of assembly.

Recently, we spent much of one weekend bolting on the steering column and radiator, and adding all the miscellaneous pieces under the hood. That Sunday afternoon, the engine compartment was complete.

There was only one thing left to do; start the engine. The idea of hearing the engine run, after three years of it setting untried in my garage, left me both excited and apprehensive. What if it wouldn't run? What if the builder had made a mistake? Would we soon be back to square #1?

Trying to ignore my inter conflict, I set about helping Everett pour gasoline into a funnel atop the gas tank. Next, while he coaxed five quarts of oil down the distributor shaft hole, I ferried jugs of water to the newly installed radiator.

That done we looked around for a suitable battery. Finding none the correct size, we grabbed and oversized 6 volt and set it on a piece of wood on the garage floor. Using jumper cables, we hooked the battery to the starter post and block.

I held my breath. Everett gave a tentative push on the starter rod. Nothing. Not even a click. Everett pushed off the distributor cover plate and groped around with his pocket screwdriver. I heard a cracking sound. “Got spark!” he said.

He re-positioned the jumper cables for a better bite and gave the starter rod another push. This time the engine grunted and I saw the fan belt advance a quarter inch. Obviously the newly rebuilt engine was too tight for the 6 volt battery to turn over.

We tried a battery charger, with no improvement. Everett disappeared for a moment and I heard his 1931 Coupe start up. The Coupe has a 12 volt system, so I wondered what he was up to. Pulling his “A” up to the front of the skeleton of my Business Coupe, he got out and left the engine running. He attached the jumper cables to the 1931, as I stood wondering if this wouldn't “fry” something in the electrical system. Happily, I noted that the 1928 seemed to suffer no ill effects.

Everett returned to the started rod. I couldn't help feeling that the 12 volts was not going to make a big difference, but anything was worth a try. Down went the started rod. “Grunt” went the engine, and the crankshaft rotated 1/2 inch.

The hand crank lay on the floor beneath the front axle. We had been using it to time the engine, and now Everett indicated I should inset it into the crank hole. I had a feeling I knew what was coming.

Everett said, “Give her a crank while I hit the starter.” This seemed like a sure recipe for a broken arm. I needed not have worried. Even with the starter helping, I could barely turn the handle.

Remembering 20 years ago when my brother first tried to start the engine his restored 1929 Coupe chassis, I recalled that no amount of persuasion would get the engine to turn over. He finally got my father to tow it behind a pickup truck, and started it by “popping the clutch” out on the highway (after no small amount of tire dragging). I didn't want to do that. First of all, my steering arm was unbolted, and none of the body bolts were tightened down. I decided to go on cranking.

Trying hard not to wrap my thumb around the handle, I huffed and puffed and heaved, and managed to advance the crank a half turn. Again and again, with tremendous effort, I dragged that infernal engine through a 180 degree arc. Furiously I attacked the crank, disregarding the possibility of kickback.

It worked! Once I started to get two or three revolutions, the engine showed unmistakable signs of coming to life. One cylinder would fire, and for a moment the handle would go slack.

Soon several cylinders fired in sequence, but quickly lapsed back into silence. My heart was pounding like a marathon runner, yet I felt sure that the engine felt more loose. *Continue on Page 5*

Continued from page 4

All that turning and turning had evidently gotten oil everywhere it needed to be. I knew we were close.

I grasped the handle with both hands. Planting my feet, I looked over at Everett, who was coolly manning the starter rod and choke. His expression left me no doubt that he thought it would run if I could just get that crankshaft, those pistons and valves, all those springs and rods and assorted vital organs *moving fast enough*.

I started pushing that hated cast iron dogleg through the top of the arc — down and around — faster and faster. Passing 360 degrees, down and around, and around again. I felt it catching. I didn't care. My hands were glued to that sweaty hunk of iron.

Suddenly there was smoke everywhere. I leaped back and the crank spat out on the floor like the car had eaten something distasteful. *The engine was alive!*

Everett dived for the throttle controls to calm the now roaring motor. As he frantically adjusted the choke and spark advance, I knew we had done it, I was elated! In one brief instant I understood the thrill and excitement those early auto pioneers must have felt when they wrenched their first gasoline engines to life nearly a century ago.

Of course after a few moments, the engine stopped, leaving Everett and I looking quizzically at each other through a haze of exhaust smoke. But not matter. It had lived!

We soon corrected a sticking float in the carburetor. The next time, the engine caught right away. For a quarter of an hour, we just stood and listened to the purring motor, it was almost like music. *It was music!*

The next time the car died, we didn't quit smiling. Everett just looked at me and said, "Well you've heard it run. Let's go and get some coffee."



SUNSHINE COMMITTEE

 Let Kaye Sage know if you are aware of a member who is ill. We would like to send a card and let them know we are missing them. Kaye can be reached at 405-684-1564 or email at sage_LK1@cox.net

August 2018 Anniversaries

- | | | |
|-----------------------------|--------------------------|----------------------------|
| 1 Terry & Carol Trego | 2 Joe & Helene Astafan | 10 David & Helen Holder |
| 19 Edward & MaryAnn Paulsen | 20 David & Julie Johnson | 21 Jim & Karen Stokes |
| 22 Chuck & Linda Angie | 26 Jack & Virjena Ogle | 27 Jerry & Virginia Havill |
| 28 Don & Marilyn Mitchell | 29 Phil & Judee Lyon | 31 Klee & Vonnie Meritt |

Quotations of Henry Ford

History is more or less bunk. It is tradition. We don't want tradition. We want to live in the present, and only history that is worth a tinker's damn is the history we make today.

4th of July Parades

This year we had club members in the Bethany and Edmond 4th of July Parades. It was a hot day and the streets were loaded with people to enjoy the parade. Below are a few pictures taken from both parades. Who was that man with the beard?



For Sale! 1929 Rumble seat coupe (tan). New engine (Herman Campbell), Signal lights, rebuilt carb, distributor, water pump, starter. New tires and tubes, new clutch, pressure plate and throw-out bearing. A1 condition, \$14,000. Jack Ogle 613-8030

For Sale! I am selling "Antique Automobile Parts" of all kinds, makes & models on ebay. My "Seller Name" is "TPIBoxman". I will have about sixty items for sale and new items will be listed weekly. Thank you, Gary Clonts at 405-620-2655

For Sale! 1929 Model A Tudor, Older Restoration. Contact Ginger's Tag Agency at 1-405-495-5882 for additional information.

2018 Fall Tour to Davis, Sulphur, & Pauls Valley

Dear Model A Ford friends:

It is time for the Sooner Model A Club to host the Fall Tour. We are going south this time, to Pauls Valley, Davis, and Sulphur. We have a plethora of activities planned, and we think that there will be something for everyone to enjoy. It's always fun to see our Model A friends again.

The dates for the Fall Tour are Friday, October 26th to Sunday, October 28th. We have added Thursday, October 25th, as an optional day for those who wish to arrive early and participate in the scheduled activities on Friday. We will depart Hampton Inn on Friday at 10:30AM for Davis. We hope the individuals arriving on Friday will arrive early enough to participate in the planned Friday activities explained in detail in the Itinerary.

We will be lodging at the Hampton Inn and Suites of Pauls Valley. They have breakfast available every morning, free wi-fi, and many other amenities. Please contact the hotel for reservations via phone number 405-238-7700. We have a rate of \$89.00 per night plus tax. This is a special discount rate with the code word of "SOO" and the code name is "Sooner Model A Club." **The special discount rate is available until October 5th, but please call soon as the rooms that have been reserved for us are expected to fill up quickly.** The room choices are either one King bed or two Queen beds.

In order for us to get an accurate count, please complete the Registration Form and return it no later than Tuesday, September 18th, 2018. You must return the Registration Form to be eligible for any of the spectacular door prizes!

Hotel Information:

Hampton Inn & Suites, 105 S Humphrey Blvd, Pauls Valley OK
405-238-7700
Thursday, October 25- Sunday, October 28, 2018
\$89.00 per night, discount rate SOO, Sooner Model A Club

Please send your registration form to:

Sooner Model A Club
PO Box 83192
Oklahoma City, OK 73148

Any questions, contacts:

Chuck Dusenbery OR
405-613-3901
cdusenbery50@yahoo.com

Don Mitchell
405-830-2932
donmitchell1396@cox.net

Registration 2018 Fall Tour to Davis, Sulphur, & Pauls Valley

Thursday, October 25 – Sunday, October 28, 2018

Name(s): _____

Model A or Modern Car? (Circle one) Cell Phone: _____

Have you made hotel reservation at Pauls Valley Hampton Inn? – (405)238-7700 - \$89 plus tax per night. To get discount rate; code word (SOO) for Sooner Model A Club. Rate available only to Oct. 5.

Friday, 26 Oct.

Do you plan to eat lunch with us at Smoking Joe's ; Yes ___ No ___ (Pay for your own meals)

Do you plan to do 1 hour open bus tour thru Arbuckle Wilderness? Yes ___ No ___

Est. costs per person \$15 with a cup of food for the animals.

Dinner on your own

Saturday, 27 Oct.

Do you plan to tour the Chickasaw Cultural Center. Yes ___ No ___ (Est cost per person is \$5)

Lunch at the Rusty Nail Winery. Yes ___ No ___ (Pay for your own meals)

Dinner at Punkin's Restaurant. Yes ___ No ___ (Pay for your own meals)

In order for us to get an accurate count, please complete and return the registration form no later than Tuesday, September 18th, 2018. You must return the registration form to be eligible for any of the wonderful door prizes. Special T-Shirts will be available for sale starting on Thursday.

Please return registration form to:

**Sooner Model A Club
PO Box 83192
Oklahoma City, OK 73148**

Any Questions, contact;

Chuck Dusenbery
(405) 613-3901
cdusenbery50@yahoo.com

OR

Don Mitchell
(405) 830-2932
donmitchell1396@cox.net

**2018 Fall Tour
Itinerary
Pauls Valley, Sulphur, Davis
Thursday, October 25 - Sunday, October 28**

Thursday, October 25

Drive to Pauls Valley. After lunch, check in at the Hampton Inn located at 105 S Humphrey Blvd. Phone number: 405-238-7700. Check in time is 3:00pm.

Friday, October 26

6:00 to 10:00am – Breakfast at the hotel.

10:30 am – Drive to Forgotten Wheels, 1775 US Hwy 77 South, Davis, 580-369-2764.

12:15 pm – Drive to Smokin Joe’s for lunch, 3165 Jollyville Rd, Davis, 580-369-2818.

1:30 pm – Drive to the Arbuckle Wilderness for the tour on their bus, 6132 Kay Starr Trail, Davis, 580-369-3383.

3:30 pm – Drive to the Turner Falls overview and 777 Zip Line, Davis.

4:15 pm – Drive to the Magnetic Hill, Hwy 53 west to Pioneer Rd, Springer.

Return to Pauls Valley after the Magnetic Hill experience. Dinner will be on your own in one of the local restaurants (list available).

Saturday, October 27

6:00 to 10:00 am – Breakfast at the hotel.

9:00 am – Depart Hampton Inn for the Chickasaw Cultural Center, 867 Cooper Memorial Drive, Sulphur, 580-622-7130. The tour starts at 10:00am.

Lunch after the tour - Rusty Nail Winery. 218 W Muskogee Ave, Sulphur, 580-622-VINO.

After Lunch – Shopping in the local antique shops.

6:00 pm – Dinner at Punkin’s Restaurant, 1911 W Grant Ave, Pauls Valley. A private room has been reserved for us.

8:00 pm – Hampton Inn Meeting Room for Door Prizes.

Sunday, October 28

6:00 to 10:00 am – Breakfast at the hotel.

Check out of Hampton Inn by 11:00am.

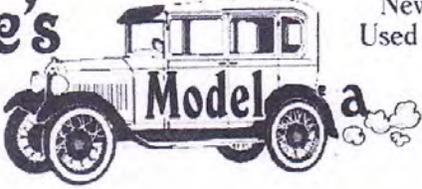
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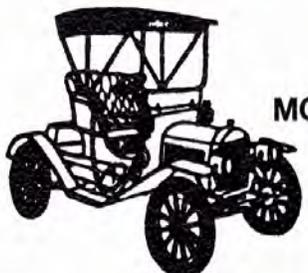
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APPLICATION FOR MEMBERSHIP



SOONER MODEL A CLUB

P.O. BOX 83192, OKLAHOMA CITY, OK 73148

NEW _____

RENEWAL _____

NAME _____ BIRTHDAY _____

SPOUSE _____ BIRTHDAY _____

ADDRESS _____ CITY _____ ZIP _____

TELEPHONE _____ CELL PHONE _____

ANNIVERSARY _____ EMAIL _____

DO YOU TEXT? YES NO MAFCA MEMBERSHIP NUMBER _____

MODEL A YEAR _____ BODY STYLE _____ RUNNING? _____

MODEL A YEAR _____ BODY STYLE _____ RUNNING? _____

DUES - \$20.00 PER YEAR/PER FAMILY

SOONER MODEL A CLUB
P.O. BOX 83192
OKLAHOMA CITY, OK 73148

The **SOONER MODEL A CLUB** is a non-profit organization affiliated with the Model A Ford Club of America. All correspondence for the club should be sent to the address above. General Meetings are held on the third Tuesday of the months of January thru November. Meetings commence at 7:00 p.m. and are held at Will Rogers Garden Center at 3400 N.W. 36th in Okla. City. All members are welcome to attend the club's Board Meetings, which are held on the first Tuesday of each month at a location designated by the President and advertised in the Scuttlebutt. Membership dues are \$20.00 per year. The primary requirement for membership shall be an interest in the objectives of the organization and a desire to participate in its activities. Actual possession of a Model A Ford is not a necessity. A member must be of good character as to be of benefit to the club, its functions and activities. An active member must be a member of the Model A Ford Club of America.