



GOING PLACES



Columbus MARC Region Since 1964, MAFCA Chapter since 2009

www.modelacolumbus.org

April 2021 Edition

Upcoming Events

April 25—57th Annual Swap Meet, Bartholomew County 4-H Fairgrounds

Note: The Board has decided to cancel membership meetings until September due to lack of a suitable venue. Once restaurants open up to larger capacities, we will resume.



"When the leaves from the strongest tree fall, spring is here."

-Henry Ford

Ford Ideals: A selection from "Mr. Ford's Page" in "The Dearborn Independent" 1922

President's Report

By Ron Lawson



Hello Membership!

By the time that you get this newsletter, it will be spring. It is time to get your A's out and put them on the road. Remember our swap meet on April 25, be getting ready for it also.

The board has been meeting via Zoom on the computers. We have been working on a tours and events for the year. We would like some input from you on what you would like to do this year. Contact any of the board or officers with your suggestions.

As of now, we don't have a meeting room for Membership Meetings. As soon as we get one, it will be listed in the newsletter. We are open for some suggestions for a location.

We are also looking for news for the newsletter. Have your say. What's on your mind? Share your thoughts and ideals with other club member. Contact Tim Diehn with any articles you wish to publish.

Mr. Phil Sutton is wanting to know who is going to Oshkosh. He wants to start booking reservations on the way up. They may be hard to get with the restrictions lifting up.

To the right is a good reference tool on Doors Interchanges for the Model A's. You might want to save this for future reference.

Drive slow, stop often! There is a lot to see and do when we do this!

See ya on the Road— **Ron**

DOORS

- 1928-29 Front Door Open interchanges with 35A, 40A & 76A.
- 1928-29 Rear Door Open interchanges with 35A.
- 1928-29 Front Door Closed interchanges with 45A, 55A, 49A, 50A, 54A, 130A & 135A.
- 1928-29 Fordor Front Door interchanges with 60A & 60B.
- 1928-29 Fordor Rear Door interchanges with 60A & 60B.
- 1928-29 Cabriolet Front Door interchanges with 68A.
- 1928-29 Pickup Front Door interchanges with 82A.
- 1930-31 Front Door Open interchanges with 35B, 40B (Standard and Deluxe) & 76B.
- 1930-31 Rear Door Open interchanges with 35B.
- 1930-31 Front Door Closed interchanges with 45B (Standard & Deluxe) & 50B.
- 1930-31 Front Door Closed interchanges with 55B (Standard & Deluxe), 82B & 130B.
- 1930-31 Cabriolet Front Door interchanges with 68B.
- 1930-31 Cabriolet Front Door interchanges with 68B (with remote control lock mechanism).
- 1931 Cabriolet Front Door interchanges with 68C (slant windshield).
- 1928-31 Front Door interchanges with 155A, 155C, 165A & 165C.
- 1928-31 Rear Door interchanges with 155A, 155C, 165A & 165C.
- 1928-31 Front Door interchanges with 60C, 155B, 155D, 165B, 165D, 170A & 170B.
- 1931 Front Door interchanges with 160A, 160B & 160C slant windshield.
- 1931 Rear Door interchanges with 160A, 160B & 160C slant windshield.
- 1930-31 Front Door interchanges with 180A.
- 1930-31 Front Door interchanges with 190A.
- 1931 Front Door interchanges with 400A.

A Membership Minute

The Board met on March 9th via Zoom. Here are the highlights:

Membership Meetings: These will be postponed until September. Most restaurants/ places have occupancy restrictions for the near future or are still closed. Hopefully by September (recall, we normally do not have membership meetings in the Summer anyway), more restaurants will be open with less restrictions. We do need ideas for a post pandemic location, so, if you have one, please contact someone from the Board. In the meantime, we will continue to use this newsletter as communication to the membership. The Board still wants to hear from you, so please reach out to any Board member if you have a topic to discuss.

Tours: We do have a draft 2021 tour schedule, but still needs a bit more time to tweak before publishing. The first tour would not be until May, so there is time to communicate details. We are always open to tour ideas, so if you have one, please let the Board or Phil know.

Swap Meet: We are planning on holding the 57th annual swap meet! Current guidance from the county and state as well as continuing improvements are giving us confidence we can have a safe swap meet. Larry has been in contact with the Fair Board as well as some vendors to ensure the best meet ever and the board is really excited to hold it. Not just to acquire some needed parts, but catchup with old friends. Masks will be required, so wear your favorite one. To make this event as successful as possible, we rely on help from the membership. Please reach out to Larry if you are able to volunteer to help setup, manage the door/admissions, clean-up, help in the kitchen, or donate pies.

MARC National Meet: Please let Phil Sutton know if you are planning on attending the MARC National Meet in June. He is planning a trip around the event and would like to know how many people will be going.

Treasurer's Report as of March 23rd:

Starting Balance = \$1,647.31

Income:

Dues = \$110

Total Income = \$110

Expenses:

Newsletter = \$19.41

MARC Dues = \$10

Deposit Error Correction = \$40

Secretary of State for 501(c)(3) registration renewal = \$22

Total Expenses = \$91.41

Ending Balance = \$1,665.90

Next Board Meeting: April 13th, 8pm via Zoom



57th ANNUAL MODEL A FORD SWAP MEET

COLUMBUS REGION – MARC AND MAFCA

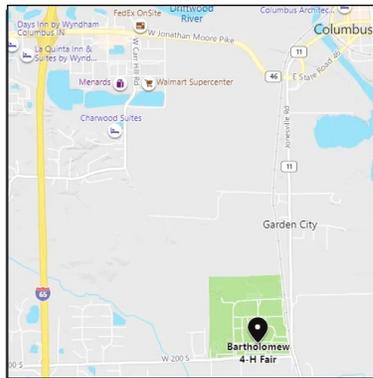
SUNDAY, APRIL 25, 2021

**4-H FAIRGROUNDS, COLUMBUS, INDIANA
(ST. RD. 11 & 200 S.)
7:00 A.M. TO 1:00 P.M.**

(OPEN FOR UNLOADING AND SET-UP AT 6:00 A.M.)

**CAR PARTS, COLLECTIBLES, NEW PARTS VENDORS,
MODEL "A" CAR DISPLAY**

**ADMISSION - \$3
MASKS WILL BE REQUIRED**



**SPACES STILL AVAILABLE
INSIDE - 10X10 SPACE - \$10
- TABLE RENTAL - \$2 EACH
"FOR SALE" CARS - \$6 PER SPACE
INSIDE HEATED BUILDING**

**FOOD AND BEVERAGES AVAILABLE
FOR PURCHASE**

**FOR FURTHER
INFORMATION
CONTACT:**

**Larry Morlock
3407 Woodland Place
Columbus, IN 47203
(812) 371-6628
l.morlock@att.net**

Order Your Parts for Local Pick-Up!!

Gaslight Auto Parts will be at our Club Swap meet to serve your Model A or Model T parts needs. If you are planning on buying new parts at our swap meet, please call Gaslight Auto Parts today, place your order and tell them to bring the parts to the meet. This is a great way to save on the high cost of shipping. Gaslight Auto Parts can be reached at: 1-800-242-6491, gaslight@ctcn.net, www.gaslightauto.com.



Monday - Friday 8:30 AM - 5:00 PM EST To Order 937.652.2145 gaslight@ctcn.net



Kitchen Volunteers Needed

We need help in the kitchen at the Swap Meet to sell coffee, doughnuts and pie. Please contact Larry Morlock. Also, homemade pies are great sellers. Please donate if you can!

“A” Pietenpol Saga

By Larry Morlock

Last month we told you about taking my Model A powered Pietenpol airplane to the museum in Auburn IN. I thought some of you might be interested in how I built it.

Like most of my projects, this one stretched over a long period of time - 25 years. I first heard of a Pietenpol in about 1982 when Ron Huddleston gave a program on it at one of our Columbus Model A meetings. At the time I was thinking, “Wow, an airplane powered by a Model A Ford engine that actually flies.” I decided I would like to try to build one, so I started by building up an engine from parts I had acquired. I still have the receipts from this build and it cost \$650 total – times have changed.



The next year 1983, I started bargaining with a guy in Texas who had a partially completed Pietenpol project for sale. During a trip to the MARC National Meet in Winston-Salem, NC, I kept going to a pay phone each stop to make my Texas call (no cell phones then). When Ron Huddleston found out what I was doing, he asked if I would like a partner. It didn't take long to say yes to that. I learned a lot from Ron about airplane and Model A restoration, and made a lifetime friend as well.

Since both Ron and I had full time day jobs, we left for Texas on a Friday evening after work and drove all night in a Hertz rental truck, loaded up the airplane and were back in Indiana Sunday afternoon. The project basically consisted of all the wooden construction of the fuselage, tail and wings, plus a newly overhauled Model A engine. During subsequent work on the airplane, it had wear signs that indicated it might have been flown at some earlier time. The seller told us it came from Cole Field in Oklahoma, but we could never trace its roots.



Ron and I worked together in his hangar near Scipio, IN, to start the building/restoration of the airplane. We made good progress in the first couple of years. We cleaned up the fuselage, mounted the engine, fabricated wire wheels, made a radiator, etc. Then other airplane and Model A projects started getting in the way for both of us, and in 1996, I purchased Ron's half of the airplane and became sole owner.

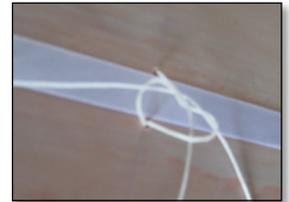
I moved it to my shop near Azalia and over the next 22 years, I worked on the plane in fits and starts. I would get enthused and work on it for several months, then it would languish in the back of the shop for several years. Finally, when I retired for good in 2009, I worked on it more steadily and finally finished it in 2018. The FAA inspected it and issued the Airworthiness Certificate on July 11, 2018.

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I did most of the work myself, including the fabric covering, stitching all the wing and tail ribs, fabricating the spoked wheels, fabricating the brakes that include Model A emergency brake linings, fabricating various metal fittings, engine installation, instrumentation, assembling and rigging the airplane, etc. I did not do the painting. I learned how to do much of this work by taking a part-time job with Mike Williams, who is a premier airplane builder and restorer in Columbus.

Fabric covering was one of the most enjoyable parts. The fabric is glued to the wooden wing's leading and trailing edges, then stitched to each rib with a 10-inch long needle with a very complicated knot, a modified seine knot. There are 28 ribs each 5 ft long, so it takes about 500 individual stitches for a complete wing. The wing is about six inches thick, so my helper Miranda would stay under the wing and push the needle back up as I would make the knot and push the needle back down. It was fun.



When it came time to paint, I built a paint booth inside my shop that was large enough for the wing, using plastic sheets hung from the rafters. It worked really well.



It

Some of you gearheads might be interested in what it takes to adapt a Model A engine for an airplane application. Most of the work is involved in getting the oil to flow from the back of the engine to the front, just the opposite of what happens in a car where the oil is delivered to the front of the valve chamber and it moves to the rear by gravity. In the Pietenpol, the engine is turned around, the flywheel removed, and the propeller bolted to the crankshaft flange which makes the engine tilted opposite of what it normally is, so additional oil lines need to be added to take the oil to the flywheel end of the engine so gravity can take it back to the front. Also, oil dams need to be welded onto the splash pan to provide oil for the con rod dippers, otherwise the slanted design of the splash pan will allow the oil to run out when the engine is reversed. Finally, a relief pipe needs to go from the rear of the cylinder head to the radiator to vent a steam pocket that develops when the engine is reversed. That's about it, except to make some way to drive a magneto.

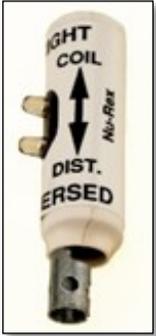


This is just a taste of all the things involved in building an airplane, but you get the picture. As they say, most of the fun is in the journey, not the destination, and this has been a very enjoyable trip.



‘What Is It?’ Challenge

Answer to last Month’s Challenge



SPARKLITE IGNITION SPARK COIL POLARITY TESTER

The ignition system is designed to “fire” the spark plug with a specific polarity. The polarity depends upon the coil’s primary winding battery connections and their relation to the secondary (high voltage) winding. Improper spark polarity can produce hard starting, uneven idle speed, low engine power, or missing at high speed.

To use the Spark and Polarity Tester:

1. Install it between the Ignition Coil High Voltage Output Wire and the Distributor Cap. Position the Indicator Light so it can be easily viewed.
2. Start engine and idle at low speed.
3. Flashing UPPER light -Spark and Polarity = OK.
4. Flashing LOWER light -Coil Polarity = REVERSED. If reversed, switch the coil primary lead connections. Repeat Steps 2 and 3 above.
5. NO flashing light, then no ignition spark. Review all ignition components. The tester can be purchased at your favorite parts supplier.

This Month’s Challenge

What is it and what is it used for?

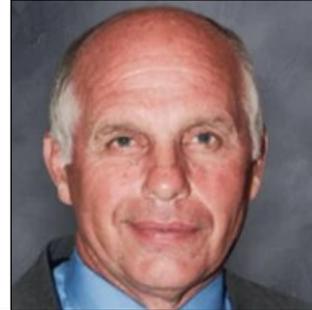


Mileage Program

The 2020 year-end odometer readings for our club were submitted to the national chairman of the MARC Mileage Award program at the end of February. The mileage awards should be available in April in time to hand out at the Swap Meet.

As a reminder, you need to fill out a form to register your car in this program if you have not already done so. If anyone wants to register, see Larry Morlock

| 2020 Top 10 Driving Families Mileage (some multiple cars) | |
|--|-------|
| Dennis & Kathy Meyer | 8,885 |
| Jack & Linda Sullivan | 8,020 |
| Roger & Cheryl Goodman | 3,840 |
| Ron Lawson & Katie | 3,173 |
| John Prohaska | 2,350 |
| Larry Morlock | 2,082 |
| Phil & Marge Sutton | 2,015 |
| Randy Hughey | 1,775 |
| Ed & Mary Dathe | 1,605 |
| Tim Ellis | 596 |



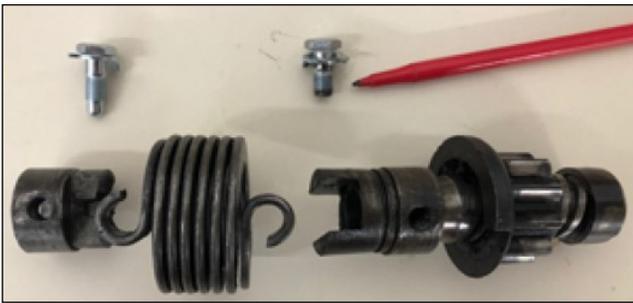
CONDOLENCES

We are saddened to learn that Billy Acton passed away on March 23rd at his home. The funeral will be conducted at 1:00 p.m. Sunday, March 28th at Barks, Weaver & Glick Funeral Home on Washington Street with John Hundley officiating. Family and friends may call from 11:00 a.m. to time of service Sunday at the Funeral Home. Larry is survived by his wife, Ruth, and they were very active members of the club about 10 years ago. Billy was also an avid fisherman, fishing so much that he held fish fries to benefit the club. We wish the best for Ruth and their family.

Installing the Starter “Bendix” Drive

By Jim Cannon, MAFCA

The small Bendix Drive gear that’s bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft.



The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this. The other bolt is “special” only because it is only 11/16” long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft.

Don’t be tempted to use a 3/4” long bolt instead of the correct shorter one. See the comparison photo of a 3/4” bolt and the correct bolt. When this longer bolt is used, it presses against the starter shaft when tight and it messes up the Bendix operation.

Don’t forget to install the half-moon shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down tight by bending the ear of the special lock washer up against the bolt head. If you don’t, these bolts will work loose and fly out of the starter drive.



I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock washers with me in my parts kit on tours. If I don’t need them, someone traveling with us might. This will help quickly get them back on the road to Have a Model A Day! Jim

2021 Club Officers & Committees

President

Ron Lawson
812-343-2434
ronlaw69@yahoo.com

Vice President

Dennis Meyer
317-736-4066
dmeyer4066@sbcglobal.net

Secretary/Webmaster/Membership

John Prohaska
812-350-8780
modelacolumbus@gmail.com

Treasurer/Tour Master

Phil Sutton
812-336-8672
pgsutton@indiana.edu

Board of Directors

Wayne Arnholt
812-522-1007
aatruckway@aol.com
Tim Diehn
812-374-2882
timdiehn@yahoo.com
Ron Huddleston
812-392-2110
ronswift@frontier.com

Newsletter/Historian

Tim Diehn
812-374-2882
modelacolumbus@gmail.com

Swap Meet Chairman

Larry Morlock
812-371-6628
l.morlock@att.net

Care and Concern Committee

Linda Sullivan
812-523-3674
roadsterman1929@yahoo.com

For more classifieds, check
out our [website](#)

Going Places is the official publication of the Columbus Model A Restorers Club Region and the Columbus Model A Ford Club of America Chapter. The general purpose shall be to encourage the members to acquire, preserve, restore, exhibit and make use of the Model "A" Ford vehicle, model years 1928 through 1931 and all things pertaining to the Model "A" Ford, including literature, technical and historical information and to promote the introduction of ideas and fellowship for the enjoyment of its members.

This publication is mailed or emailed to members and editors of similar publications monthly. Meetings are the second Thursday of the month. We invite members to submit articles containing technical Model A information and other interesting tidbits for publication in this newsletter.

Classifieds



Parts for Sale

Bill McDowell, who owned Packard Farms and sold Packard and Studebaker parts for several decades, has some Model A Ford items for sale . He has been told they are all 1929 items: Engine, Transmission, Starter, Generator, Distributor, Manifold, Front Axle, Splash Pans, 2 Rear Doors (no rust), other stuff

Call Bill McDowell
(317) 373-0245