

The Milepost

Model-A Touring Club

Going Places in Model A Fords

The Milepost

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Winter 2011

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Grensetreff* Reprise

by Bob Moore

Wife Judi and I attended our first *Grensetreff* in 2006 when the Model A Touring Club was invited by the Norwegian Model A Club. During the planning for that event, I made the acquaintance of the movers and shakers of the Model A Clubs of Denmark, Norway and Sweden. The Touring Club added 24 cars to the 150 car count in 2006. The Scandinavian car clubs welcomed the Touring Club with open arms and friendships developed which resulted in our being invited to attend this year's meeting and to stay at the homes of our friends during the two-week trip.

The genesis of the *Grensetreff*, or "Border Meet", was in Torsby, Sweden. In June, 1972, fourteen Model A's from Sweden, 15 from Norway and one from Denmark gathered for what was to be the first *Grensetreff*. What began as a gathering of 30 Model A owners to share fun and games has grown to 175 Model A's from Norway, Denmark, Sweden, France, Estonia, UK, Germany, Netherlands and the USA at the 2010 meeting in Bastad, Sweden. Since Judi and I had entered our borrowed Danish car, the US was counted as one of the nine. This year's *Grensetreff* was hosted by

* Spelling depends on the country we're in!

(Continued on page 2)

(Continued from page 1) **Grensetreff**

the Svenska A-Fordarna, the Swedish Model A Club. The other two clubs sharing the hosting of this biennial event are the Dansk Ford A Klub of Denmark and the Norsk A Model Klub of Norway.

Judi and I departed on Saturday morning, June 12, for Miami, then London and then Copenhagen. (Sometimes you can't go directly when using frequent flyer miles.) After arriving in Copenhagen on Sunday, we walked to the lower level of the airport and boarded one of the fine Danish trains for a four-hour trip to Herning in northern Denmark. **Knud and Karen Gaarn-Larsen**, our good friends, along with their daughter and granddaughter, met us at the station. Knud, a member of the Vandrup Model A Club, had made all the arrangements for home stays for the 54 Model A Touring Club members when we visited in 2006. Knud is the editor of the local newspaper. He spent the first day showing Judi and me interesting places in the area including the market, the bakery, an automated dairy, a farm school for developmentally disabled adults, a wholesaler of whiskey throughout Denmark, the printing plant where his newspaper is printed and a company that is involved with programming cell phone SIM cards for various telephone companies in Europe. They were nice enough to give us a cell phone to use on the trip. On the second day, we visited the west coast and the beautiful beaches on the North Sea. Knud drives his Model A on a regular basis eight months out of the year and everyone in town has great admiration for him.

Last year, Knud purchased a second Model A for his wife, a 1930 Roadster, and that was our car for the *Grensetreff*. On Wednesday morning we headed off for Grenaa, Denmark, where we took a four hour ferry trip across the Kattegat Sea to Varberg, Sweden. We then headed south to Grieve and the home of **Olle and Gro Bergstrom**. Almost two years ago, I found a local Model A for Olle and his friend **Chris Christensen** from Norway. They used it for a nine-day tour around California. Olle was the chairman of this year's *Grensetreff* and he had a large number of committee people staying at his house. I think there were 14 people sitting around the dinner and breakfast table at each meal. There was much work to be done on Thursday getting the signs and other information sheets prepared. I was drafted as another member of the committee!

The event was held at the first class Skansen Hotel in Bastad, Sweden, a sea side resort. The Skansen Hotel is famed for hosting professional ten-



Our "Loaner"

nis tour events held on their stadium court. The entire hotel was booked with *Grensetreff* participants. The 175 cars were arranged on the grassy area between the hotel and the Kattegat Sea, a beautiful sight. On Friday morning, we were busy installing personalized oil recovery paper sheets at each of the 175 parking spaces assigned us on the lawn

The first event was a Friday evening barbeque dinner served by the hotel. Following the traditional Swedish buffet breakfast on Saturday morning, the drivers gathered for a kick-off meeting. We were shown the 10" letter A's that had been cut out of aluminum and affixed to poles that would be placed at key intersections. The direction the "A" was pointing would indicate which road to follow. They were later called the "invisible" A's, as they proved difficult to see for some of the drivers, including myself. A 25-piece brass orchestra entertained the drivers and their passengers as we exited the parking area. We toured on back roads through beautiful farmland. In this part of Sweden, the majority of the roads are small roads through farm country. Some of the roads were almost one lane and had marked places to wait for an on-coming car to pass. Along the way, the local residents who somehow knew our route were along the road waving.

As the morning progressed, the skies be-

(Continued on page 11)

From the Driver's Seat

by Bob Travis

I expect many of you might ask "Why is **Bob Travis** writing the President's message? Didn't his term of office expire 31 December?"

Well it was suppose to, but "A funny thing happened on the way to the forum!" At the last Board meeting a number of decisions were made: 1) to change the Club calendar year from the original period January through December, to July through June; 2) to hold the old board over until the end of our new administrative year to initiate the new plan; 3) to keep the fiscal year from January through December. This change will allow the Club to hold its Board and membership meetings concurrently with the national meets. We will meet with MARC in the odd years and MAFCA in the even years. We anticipate that this change will result in a closer relationship with MARC, and improved member attendance at our meetings, since many of our members enjoy the attractions at the national meets. We hope that this arrangement will more strongly influence our membership to join both national organizations as they will tend to join us in our annual meetings. Therefore, our next meet-



ing will be held in late June during the MARC meet in San Diego. At that time, the Board will elect the new officers and they will be installed at the Membership Meeting. Since our fiscal year will remain the same, membership dues will not change and will still become due in October and delinquent in February.

I want to take this opportunity to wish those going to New Zealand good luck, have a happy and safe trip. As for future trips, the Board welcomes suggestions from the membership at any time. They do not have to be overseas and just because you recommended a trip does not mean you have to be the coordinator. If it's a good idea, we will approach others who are skilled in tour planning to participate, but you can be certain that your inputs will be sought during the tour planning.

I urge all of you to get into the swing of our new schedule and plan to join us in San Diego at the MARC Meet. With so many of us here in Southern California, we hope to have a good turn out. If you plan to drive, come by way of LA and join us in a real "assault" on San Diego! You can make your hotel reservations now. The registration form will be out shortly.

I'll close by wishing all a Happy New Year! Keep those A's on the road!

Bob

Nevada Grand Tour III

Our newly elected Director, **Bill Laughlin** wishes you to be aware of this opportunity to tour his great state of Nevada. The tour spans from September 11 to the 16th of 2011 and promises to be the Sagebrush Chapter's (MAFCA) best tour yet!

This will be a spectacular driving tour of Nevada and the Sierra Mountain vistas. The tour will be based at the Carson Valley Inn in Minden and will explore such places as Lake Tahoe, the Nevada State Rail Road Museum and the National Auto Museum in Reno. There will be a tour over the Sweetwater Pass to historic Bridgeport, California where you will enjoy a great rib steak in the park. Plus, there will be a day in fabulous Virginia City. Don't forget all the great times you can

have at the tables where games of chance entice you to win a fortune! And then there are shows for your entertainment pleasure.

You should not miss this great opportunity to see the grandeur of the Nevada Sierras through the windshield of your own Model A!

The tour package includes a "Meet & Greet" party, dinner at a Basque restaurant, two additional sit-down dinners, rib steak luncheon, farewell breakfast, bus transportation and admission to the various attractions planned, all for \$345 per person. Hotel rooms are not included, but tour rates are set at \$49-\$59 per night.

To answer questions and get a registration form, contact **Bill Laughlin**: 775-588-6793 or at jandbtahoe@hotmail.com



Keith Smith



Keith Smith



Beware—Antifreeze!

Most of us here in Southern California don't use antifreeze, since plain water with a good rust inhibitor is preferable to getting antifreeze on the paint. However; antifreeze can be a subject of interest to some of our members from a colder clime. **Ken Kenewell** sent me an interesting article in the *Auburn Cord Duesenberg Newsletter* on the subject. I'll summarize it here for those who might have an interest.

As motoring technology changes, so do the products associated therewith. We have seen the demise of leaded gasoline, but the addition of ethanol, oil with detergents, but without zinc, and now comes "advanced" and "long-life" antifreeze. Our older technology was geared to older products and as our cars age and new products appear on the market, we must ever be aware that these newer products may not be good for our machines — unintended consequences!

These new antifreeze products use an Organic Acid Technology (OAT) corrosion-inhibitor pack, while the old antifreeze used Inorganic Additive Technology (IAT). These earlier technologies were normally good for two years or 30,000 miles. The newer products (OAT) are supposed to reduce maintenance costs and environmental impacts since they are designed to last longer. However, they have been found to be harmful to machines built with older technology, i.e., Model A Fords!

OAT-inhibited coolants are known to cause leaks in older machines. They attack silicone compounds, the most commonly used base compounds for gasket sealants. It also attacks lead-based products (solder, babbitt), some yellow metals (cam bearings, radiators) and conventional gaskets and packing materials. Bottom Line: Don't use any antifreeze with "OAT" in the specification or description. You can't tell by color or by basic ingredients, as ethylene glycol products can contain OATs! Just don't feed your Model A OATS! There is no warning label telling you not to use it in older cars — so BEWARE!

The winter rains are hitting us hard as I write this just before Christmas of 2010. Looking into the year 2011, it is hard to realize that it was ten years ago that we had past our first year mark as a club and were entering the fateful year of our first tour — Europe 2001! The saying is certainly true, time does fly when you are having fun!

Our second decade as a club will see some changes, for the good, we all presume. Our Annual Meeting schedule will be changed so that we will meet at the MARC and MAFCA National Conventions. This will bring about a more equitable split between our two great national organizations and those of us that have been more aligned with one or the other will be exposed to a greater variety of Model A'ing!

When we were an offspring of just MAFCA, it made sense that we tie closely to that organization and since MAFCA only met annually in December at their banquet and meeting, that was the time and place that we selected to join them. This had the distinct disadvantage that some times the meeting would be in the northern climes, which made travel more difficult and precluded taking our A's with us. To some, this caused some concern that it crowded close to the Christmas and New Year season, which was already very busy. Thus, club participation was somewhat diminished. But no more!

Alternating between the national clubs' conventions eliminates these problems and we should expect that members will attempt to make as many of our annual meetings as practical. All meetings will be during the good driving season, no matter which one is the host. In the past our club's participation was stellar; we had more members there than any but the hosting clubs! I hope that we can continue to do so. I look forward to meeting many of the MARC members that I read about in their outstanding publication, *Model A News!* I'll look for all of you in San Diego in June!

THE TOUR MAESTRO



by Lee Chase & Keith Smith

The New Zealand Tour is progressing favorably, but we wish that we had more participation. Only nine cars have formally signed on and a tenth one in the wings. Unless we can find two more cars to fill the container, we will probably only have nine going. This is too bad, as discounts don't kick in until you exceed these numbers. If anyone has been hanging back, you can still make it by getting in touch with Lee, but DO IT NOW!

Ken Kenewell sent in an article taken from the Classic Car Club of America's newsletter, which translates British "English" into "American." He thought that this would be helpful for those going to New Zealand. We have re-titled it.

Kiwi Speak

We share a language. Or do we? Diane Brandon provides this handy-dandy British-to-American decoder for the Classic Car enthusiast who finds himself betwixt a gathering of Proper Motor Cars.

<u>BRITISH</u>	<u>AMERICAN</u>
Shock damper	Shock absorber
Sparking plug	Spark plug
Spanner	Wrench
Dynamo	Generator
Jubilee clip	Hose clamp
Tick-over	Idle
Coke	Carbon
Gearbox	Transmission
Propeller Shaft	Drive shaft
Early/Late	Advance/Retard
Contact breakers	Ignition points
Earth	Ground
Accumulator	Battery
Core plug	Freeze plug
Crocodile clip	Alligator clip
Crosshead screw	Phillips screw
Crown wheel	Ring gear
Gudgeon pin	Wrist pin
Ring gear	Flywheel gear
Split pin	Cotter pin
Cotter key	Cotter pin

The MATC Calendar



2011

New Zealand and the Rebel Rally; 2 Apr—1 May. Tour Coordinator: Lee Chase
(323) 938-4601, modeltchase@yahoo.com

Board & Membership Meeting; 27 June—1 July. MARC National Meet. San Diego, CA see www.2011MARCmeet.com or Model A News, Sep/Oct 2010 for details. Make your hotel reservations NOW!

2012

Great Northwestern Canadian Tour: 9—29 Sep. Tour Coordinators - Canadians: Bob & Marilynn Krause, BobKrause@dcnet.com or phone (604) 597-8094 or (604) 787-9312. For snail mail, please use this address: 11439-79A, North Delta, B.C., Canada V4C-1V1 **Americans - Jay & Pat Burbank:** pat@patburbank.com, (805) 927-1867, (805) 215-3257, FAX: (805) 927-3641 Postal Address: 4696 Windsor Blvd., Cambria, CA 93428-3702

Spring washer	Lock washer
Sump	Oil pan
Thrust bearing	Throw out bearing
Silencer	Muffler
Blower	Supercharger
Puncture	Flat tire

The Great Northwestern Canadian Tour has just been boosted by the **Burbanks** volunteering to assist **Bob & Marilynn Krause** as Assistant Coordinators. This provides a contact in the States for the Americans making the communication between the members and the Coordinators much easier.

The tour application will be developed soon and should be available by the next issue of *The Milepost*. Put this tour on your calendar, it promises to be a "dilly!"

Ford In The Service Of America

by Timothy O'Callaghan

Ford Motor Company, one of the pillars of the arsenal of democracy in World War I & II, is one of the few major companies that never published an account of their war-time accomplishments. While some of their major products, such as the Eagle Boat sub-chaser and Liberty aircraft engine in World War I and the B-24 Liberator bomber, Pratt & Whitney aircraft engine and Sherman tank in World War II, have been covered in varying degrees of completeness by others, few writers have examined these topics in depth and all other projects have received little, if any, attention. But, no one has written about the entire range of Ford activities in World War I or World War II.

As the entire scope of Ford's war-time efforts cover a dozen major and a score of lesser products and related production hurdles they faced, this article is intended to give the reader a brief overview and insight into only a few of the major problems Ford encountered and some of their innovative solutions. It is only a sampling of how things got done.

WORLD WAR I

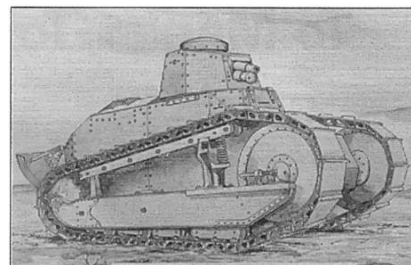
When the United States entered the war they were advised by France and Great Britain that the most important item they could build for the allies was a new aircraft engine. Basically this was a Packard racing engine that was quickly modified into a 500HP aircraft engine. Dubbed the Liberty engine, contracts were awarded Packard, General Motors and Ford. Early on a major engine failure problem was solved by Ford engineers by creating a more durable crankshaft bearing and they also devised a simple and inexpensive method for cylinder construction. By producing a cylinder from steel tubing, instead of the more expensive and time consuming method of boring out solid steel forgings, labor and material costs were reduced by over 50 percent. By the end of the war they were building more engines each month than any of the other manufacturers. The Assistant Secretary of War called Ford's engineering feats with the Liberty engine "The most conspicuous success in the science of quantity production."

Ford's most publicized contribution was the 200 foot, 615 ton, all steel Eagle Boat sub-chaser built at the Rouge. The building of a boat this size, utilizing assembly line techniques, was a massive undertaking unique to the industry. The fact that only two boats were actually delivered to the Navy just before war's end obscures the enormity of their accomplishment.

With all ship building facilities in the United States tied-up producing merchant vessels to supply our allies, in late 1917 Henry Ford was asked if he could and would build a new all-steel ship smaller than a destroyer with a range of 3,500 miles. With the government supplying the plans and the funds for a building Ford agreed to build between 100 and 500 of these ships. The new building would be built on land on which Ford had planned to build a new automobile factory. As a result the first Rouge building was the temporary B building to produce the new Eagle Boat. The building, 1,700 feet long by 350 feet wide and 100 feet high, was divided into three tracks, each track capable of holding seven hulls so that 21 boats could be under construction at one time. The boats were built on railroad trucks which would advance as work was completed at each station. Ford supplied and fabricated all the steel and manufactured the steam turbines and boilers. The many obstacles they overcame included: new design, new building, new building techniques and untrained workers as they were prohibited from pirating experienced employees from other shipyards. Once the boats were in service there were many comments generated over the years concerning "Ford's folly." This was an unjust evaluation as the Navy controlled the design with Ford's only input being the suggestion to use all flat slab steel sides for ease of construction. In addition, letters from Naval officers who sailed the ships to Russia in 1919 spoke favorably of their performance.

As most of these war materials reached the battlefield only in minor amounts, the most important Ford contribution to the war effort was cars and trucks which are not normally mentioned in terms of war production.

Based on deliveries there were more Ford vehicles used by the American Expeditionary Force in France than all other makers combined. Several reasons stand out for Ford's dominance: the Ford was less expensive



than other makes: it was viewed as an easier car to drive, meaning the average soldier would know how to drive it, or be quickly trained: and it had a near legendary durability and

This WW I six-ton tank was the last of three types built by Ford. Only one of these was built by war's end.

ability to navigate uneven ground. Radio commentator Lowell Thomas quoted British General Allenby "The Ford had decidedly helped to defeat the Turks [in the Middle Eastern Campaign]. They were the only cars that would go across the desert."

Other Ford products included over 2.7 million steel helmets, caissons for artillery shells, tanks, body armor and a number of other minor projects.

WORLD WAR II

The major problems facing Ford in three of the major contracts they accepted were the same. The Pratt & Whitney aircraft engine, the B-24 bomber, and the WACO glider all presented the same major shortcoming. None had been engineered for mass production. In all cases Ford expected to obtain accurate plans and from these plans to quickly reduce assembly operations to their simplest form — one small operation for each worker. In reality Ford had to redraw complete plans to insure uniformity of parts, essential to the mass production process so direly needed by our armed forces.

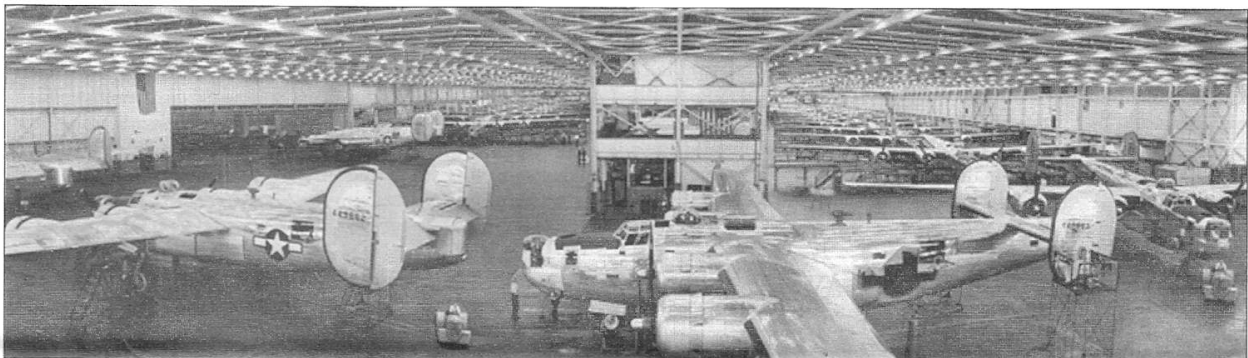
The Pratt & Whitney 18 cylinder, 2000HP R-2800 aircraft engine was the first of these challenges. The government required new sources of production in almost every area of defense goods in order to meet the material demands of the approaching world war. Ford was one of the earliest companies to be approached, probably because of its private ownership which allowed for instant decisions and its vast mass production experience.

Most military airplanes at this time were powered by 1200 HP engines and the new 2000 HP engine was needed in quantities that was far beyond Pratt & Whitney's capability. Charles Sorensen, Ford's production boss, commented that each of the 18 cylinders had the power of one and one quarter Ford V8 engines. Experienced Pratt & Whitney workers had hand fitted many of the parts so Ford had to draw new plans and design and build a new plant inside the Rouge. This was the most intricate engine Ford had ever built and in order to develop assembly line methods for parts production as well as final assembly, engineers tore down and rebuilt one of the engines over seventy times. Ford also built a magnesium smelter and foundry to produce the cylinders and other parts and in the process developed a new method of

centrifugally casting the cylinder barrels, instead of the industry practice of forging them, which resulted in savings of needed quality steel as well as costs.

Ford's production miracle at Willow Run is well known. In April 1944 Ford Motor Company built 455 of the massive B-24 Liberator bombers in their Willow Run, Michigan plant in 450 hours (some records differ slightly) or one plane an hour putting to rest the infamous charge *Will it run* made popular by the press in 1942. In fact by August 1944 Ford was ramping up their production capacity to build 650 planes a month when production requirements by the Army Air Force was cut to 215 planes a month. Unfortunately, at the same time, the government required Ford to maintain a work force capable of producing 405 bombers a month until the end of the war.

This accomplishment put Ford engineers and production men to the ultimate test in overcoming enormous hurdles. It took Ford nearly two years to start quantity production in late 1943. Aside from the time and problems required to build the first assembly line to mass produce large airplanes, the first major problem was that Consolidated Aircraft Corporation, the designer of the B-24 who, at this time, had only delivered seven planes to the Army, had no accurate plans. After 200 Ford engineers and production men spent four months analyzing Consolidated's plans and operation, they found that over 800 of the Consolidated templates they had duplicated in steel were found to be useless and had to be reworked along with the tools made from the old templates. Many of the parts had been made to fit properly by Consolidated's experienced workmen, and as with Pratt & Whitney, changes went unrecorded. In addition, as Ford's mass production concept was completely foreign to industry practices, new tools and procedures had to be designed and developed for nearly every step of the process and an army of new workers had to be hired. An Army Air Force analysis commented "Any progress that was achieved was due solely to Ford's complete mastery of mass-production — unqualified tooling facilities — its vast resources and purchasing power."



Willow Run B-24 twin assembly line making 90 degree turn to keep plant facilities out of Wayne County, Michigan and the potential of high taxes when used for civilian production after the war.

Another major product was the Sherman tank. Ford, along with other automobile companies, had been invited to the Army's Aberdeen, Maryland Proving Grounds to advise the government in the development of the new Sherman tank. A contract for the new tank, designed to replace the General



Sherman M4A3 medium tank powered by modified Ford 12 cylinder airplane engine that became the standard US tank engine

Lee tank that performed poorly in the North African Campaign, was a war d e d Ford for assembly only. All engines and armor plate components would be provided by the government. Unfortunately, the Navy had priority on all the specified diesel engines and sufficient armor plate was not available to supply the Ford contract. Fortunately Ford had developed, on its own, a 12 cylinder aircraft engine that, while exceeding the performance of most existing engines, was rejected because the government did not want to lose production while a new engine was introduced. This engine was reconfigured into an 8 cylinder engine for the tank and resulted in an outstanding engine that became the standard US tank engine in World War II. Ford's steel making facilities resolved the lack of armor plate and in the process developed a major innovation in armor manufacturing. Using the standard method, quenching hot steel to temper it caused warping as it cooled. It took two hours to correct the warping using heavy presses that were in critically short supply. The Ford process locked the hot steel in smaller perforated presses and then quenched the plate by forcing water on the hot plate, simultaneously straightening and cooling the plate in two to three minutes.

Other war time products were trucks of many dimensions, gliders, gun directors, jet pulse engines, jeeps, amphibian jeeps, tank destroyers, armored scout cars, British Bren Gun carriers, jettison fuel tanks, various aircraft engine components, squad tents and many other smaller projects. In addition they built for the navy, at no cost, a training base at the Rouge composed of eight 250 man barracks and supplied instructors for their schools. In addition to the Navy training at the Rouge, millions of training man hours were conducted for employees and members of the Army and Navy at Ford facilities and in military bases around the world.

OVERVIEW

The Ford theory of mass production depended on precision manufacturing and the management belief that accepted ways were always to be challenged as any process could be refined and improved. *During the war Ford produced all items at higher volume and lower costs on every contract except for jeep.* The Rouge plant could have produced all the jeeps built in World War II in about four months, but the need to share production with Willys and spread Ford production among six of their plants to allow for rapid delivery around the country, precluded total mass production efficiencies.

Ford Motor Company facilities received 18 of the coveted Army Navy *E Awards* for production excellence during World War II. Only about 5 percent of all war time factories received this award. As mentioned previously, this article provides only a sampling of Ford's efforts. Related topics cover a host of miscellaneous efforts provided by Ford's infrastructure such as their marine fleet, timber, coal and iron mine activities, production at all their plants and Village Industries and their overseas operations including the German situation. The entire range of products and efforts in World War I an II are covered in detail in the book *Ford In the Service Of America*.

Copies of *Ford In the Service Of America* are available from: T & D Associates, c/o Tim O'Callaghan./PO Box 512, Northville, Michigan 48167. Cost to readers \$35 includes tax and shipping. Also available is *The Aviation Legacy of Henry & Edsel Ford* - see www.fordatwar.com

This article and graphics were printed with the permission of WHEELS - Journal of the National Automotive History Collection Issue 50 Summer 2010. The Detroit Public Library Friends Foundation. 313-481-1862. The Milepost is indebted to member Ken Kenewell for bringing the article to our attention.



Visit the MATC Web Site

www.modelatouring.com

Milepost Ads

Personal ads from members are free on a space-available basis. Business ads are \$25 per year for business card-sized ads, plus \$10 per column-inch for any space over card size. All ads must be Model A related.

The Model A Touring Club provides this as a service to its members and assumes no responsibility for the accuracy of the ads or quality of the goods or services proffered.

Tool Compendium

Part I

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'OH SHUCKS!'

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Watch for Part II in a later issue

Paid Your Dues, Yet?

If you haven't paid your dues yet, then this is a gentle reminder that you should do so immediately. Every year we have to remind members to pay up. It slips their minds with so many things happening at the end of the year..

Those that don't pay by the end of February are in danger of being dropped from the Membership Directory.

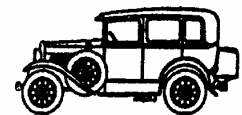
It saves us a lot of time chasing down delinquent members, if you pay on time. If you have lost your envelope, make checks out for \$50 to MATC and mail to Roger Sandmeier, 1619 Scoti Lane., Gardnerville, NV 89410-5616

FOR SALE

Garmin 2720 Street Pilot GPS with all books and accessories. Contains maps for the entire USA, Canada and Mexico. Drawings for a simple Model A Mount. Working perfectly. \$150 OBO. (I bought a more recent model) **Keith Smith** (661) 298-0625 or keithramsey@att.net (07/09)

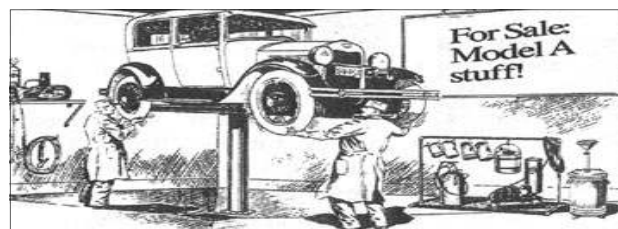
ARIZONA MODEL A, L.L.C.

- NEW PARTS
- USED PARTS
- SERVICE
- RESTORATION
- HOUR: TUES-FRI 9-12, 1-5
- SAT & EVES BY APPOINTMENT



SAMUEL P. GUTHRIE

15838 S. GILBERT RD., CHANDLER, AZ 85225
(480) 782-0266



FOR SALE
"MUFFLER SHIELD" \$79.95
Heat absorbing material
Heavy sheet metal
Heavy metal brackets/clamps
77 degrees of heat reduction
Leslie Pam (310) 275-3836

NATIONAL CLUBS!

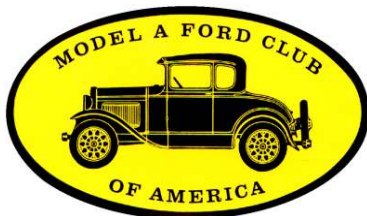
We strongly urge all MATC members to join our National Organizations, the **Model A Ford Club of America** and the **Model A Restorer's Club**.

Applications may be obtained from the Editor or from the Membership Chair.

National Club membership is a smart thing to do and it is inexpensive!

The National Clubs hold national conventions, publish documents related to the restoration and maintenance of the Model A Ford and to the collection and wearing of clothing of the Model A Era.

Members gain many benefits; consultation with technical experts on the Model A Ford and era clothing; listings of Model a Fords for sale; Model A parts availability, to name a few. They help us -- we should help them!



MEMBER ADS ACCEPTED

Do you have some Model A parts to sell? Looking for something? We take member's ads on a space available basis

We Support Car Clubs!

- MAFCA
- MARC
- MAFFI
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Model A Touring Club Special Interest Group

MAFCA & MARC

2010

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| Lee Chase | Director of Tours |
| Keith Smith | Editor |

Directors Emeritus

- Lee Chase**
- Keith Smith**
- Jim Baker**
- Alan Bennett**

Meetings held on various tours and at selected National Meetings - *To Be announced* -

The Milepost is the newsletter of the Model A Touring Club, a Special Interest Group of the Model A Ford Club of America and The Model A Restorer's Club. Its purposes are to communicate club business with all members of the organization and to link a nation-wide membership. Subscription by mail requires membership and payment of annual dues. Email subscription by request to the Editor.

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(Continued from page 2) **Grensetreff**

came darker and darker. After the first few drops, we put the top up. When we arrived at the lunch stop, it was pouring with good lightning bolts. However, you never stop Model A's from eating, and the hotel had provided an interesting box lunch which included pickled herring and a choice of beer or soda. Lunch was at a farm museum and the small farm house we ate in was built in the 1700's. Unfortunately, it rained so hard, that the afternoon tour had to be cancelled.

By 4 PM the storm cleared and the sun came out. A wedding was taking place on the beach and one of the Model A's was recruited to drive the bride and groom. Several cars had signed up for a chance to win the Golden Carburetor, awarded to the owner whose car could idle the slowest for a one-minute period. Unfortunately, the checking equipment had a problem. None the less, the checkers and a large group of onlookers listened to each car that had been registered for the contest. I could not believe how slowly the engines turned over. The prize was awarded two years previously to a car with 197 RPM's. Since the testing equipment did not work, no prize was awarded this year.

At 6 PM, over 400 participants gathered for the awards banquet. Much drinking and talking in languages we didn't understand. However, it was mostly English at our table of 12. We sat next to an English couple who had driven for three weeks from the UK, camping each night. There were many presentations and Olle Bergstrom, the chairman, was careful to translate as much as possible into English. We felt very welcome.

Sunday was the start of a another adventure as we drove to the home of **Eva** and **Bertil Lundgren** who live close by in Vinslov, Sweden. Bertil had brought two Model T's to the *Grensetreff*, one to display and one to drive. On the trip to his home, I drove the modern car trailering one Model T and Bertil drove the other. Bertil is a Model T guy. However, inside his climate controlled garage there are among other sports cars and antique motorcycles, four Aston Martins (the oldest of which is 1935). There is hope, as he is restoring a 1931 Model A Cabriolet. We met Bertil two years ago when he and three other Swedes came to California. (See September/October 2008 *Restorer*) I had purchased two Model A's for the "Swedish Vikings", as they called themselves, to

drive across the USA. Eva and Bertil could not have been nicer hosts. They live in a restored 1813 farmhouse and we stayed in a restored 17th century cabin relocated years ago from the forest.

Each day was a new adventure. We visited castles, beaches on the Baltic Sea, the countryside, an iron age cemetery (1200 BC -1200 AD) and small villages in both their Volvo (it is Sweden after all) and Bertil's Model T. On our last day, we traveled in the Model T to attend a local Midsummer Eve's celebration at nearby Hovdala castle, complete with a maypole, music and dancing.



Did I make wrong turn somewhere?

Eva is a wonderful cook and each meal was in the Swedish tradition. Bertil, an accomplished accordion entertainer, provided the music for our after-dinner singing. And each day on the road, we observed the Swedish tradition of stopping at some beautiful spot for our coffee and goodies, beautifully prepared by Eva. One day, Olle Bergstrom arrived in his 1971 Boat-tail Rivera that he had purchased from our club member **Keith Smith**. We used that to cover over 300 miles visiting three glass factories.

Six days later, it was time to head home. It had been wonderful visiting old friends and making many new ones. No doubt, in the near future, Judi and I will have visitors from Denmark, Norway and Sweden, all of whom have Model A's in their garages. Thank you **Henry Ford** for making this adventure possible and especially for the opportunity the Model A affords us to be with old friends and make new ones from around the world.

Photogravure

The following are shots by Bob Moore



A sampling of the cars at the Grensetreff



Judi and Bob picnic with Eva and Bertil Lundgren



Bob uses his keen ear and nimble fingers to finely tune the carburetor for slow idle



All enjoy a fancy wedding on the sea shore

Happy New Year!