

The Oil Leak

JANUARY 2005

Volume 43 Issue 1

2005 Officers

Officers:

President	Bruce Marshall 617-448-7373
Vice Pres	- - VACANT - -
Secretary	Janice Wright 978-658-5862
Treasurer	Gene Tallone 978-263-1257
Editor	Doug Linden 508-485-7575

Steering Committee:

Gene Tallone	Jo Johnson
Bob Wright	Peter MacDonald

Key Contacts:

Tour Director	Dick O'Brien 781-237-3933
Membership	Nan Linden 508-485-7575
Sunshine	Helen Johnson 508-877-3152
Webmaster	Bruce Marshall 617-448-7373
Programs	Doug Linden 508-485-7575



Peter's January Message

Once again my cheerful **HO HO HO** to everyone. Well would you believe it? In just a couple of weeks, I am to be relegated to the list of **PAST PRESIDENTS?** Funny thing is I am just hitting my stride and it is all over. Well this year I ran as hard as I could but not without some help and I owe some thanks to a lot of fine folks.

My sincere thanks to my fellow officers, membership chair and the Executive committee for their wisdom and the membership at large for the fact that every month you came to support and challenge me. For your encouragement, suggestions and wisdom, I thank you!

As we pass the gavel over to our Vice President Bruce Marshall I am sure you will be there to support and encourage him as much as you did me. I can honestly tell you this has been a great year for me, fun and rewarding. I'd like to ask each of you to support the club by attending its many activities, volunteering for a small or large job and pitching in. We need volunteers to step up and assume some positions, no volunteers-no club. Every club big or small is only as good as the membership, which supports it. We need everyone's help to grow and be better.

The cross – over is our January meeting, we will have finger foods and libations to welcome Bruce and his team. I hope to see you there.

I wish you all, a prosperous and healthy **NEW YEAR.**

Peter

2004 Minuteman Holiday Party

The evening of December 3rd was calm, cold and compared to last year, snowless. It also happened to be the date of the club's annual holiday party. The Marlborough Country Club was again our host and was all deck out in it's finest for our winter party. The table decorations provided by Nan Linden and Barbara Tallone looked great, especially the blue lighted snowmen and although they looked cold, it was warm and toasty inside.

As the guests arrived, the appetizers were brought out and this group did what it does best, eat and talk. In the background, music was being played by the "Swingers" which added to the already festive atmosphere. Seeing everyone all dressed up instead of the usual Model A garb, also was a treat...in fact our leadership team

really set the stage, as you can see.

Your eyes aren't going bonkers, that's VP Bruce and Pres Peter in their authentic Scottish regalia based on their family heritage. I guess you can imagine the question they were being asked. I don't know the answer, you'll have to ask one of them.



In the past, the club has elected to support the "Toys for Tots" program in lieu of anything for ourselves. What a good feeling to see the table piled high with toys for the less fortunate kids. Model A'ers really do a great community service. And a big thank you to Ed & Joyce Croci for packing up all these toys and bringing them to the drop off station.

Once the staff was ready, VP Bruce managed to get

everyone seated so we could begin eating. Boy did it get quiet! And what a spread, Beef, Fish, Chicken, pasta and more...what else could you ask for. Well, you could also go back for seconds, and we did. All as I can say was that it was great.



With dessert finished it was time to enjoy the evening and it was nice to see so many people enjoying the music and just plain

catching up with folks we haven't seen for a while. The band played a wide variety of music, which sometimes had us all up on the dance floor. That's always fun. There was no doubt that this was the premier event of the club activities that we had this year, and we've had many. Well, we continued until the bar closed and the dance floor emptied, then it was time to clean up. We packed up the toys, picked up our leftover table decorations and said our goodbyes. We wished each other a happy holiday seasons and essentially turned the lights off.



Janice and Bob Wright enjoying the evening and the music

Believe it or not we then had to plan for next year's event. The venue has to be reserved early or you may be having a party outside under a tent. Fear not...we won't let that happen.

HAPPY HOLIDAYS TO ALL

TREASURER'S REPORT

12/14/04 Income & Expenses
 Accrual Basis November 14 - December 14, 2004

Ordinary Income/Expense

Income

Endowment Fund (Fidelity)	500.00
Holiday Party	1,040.00
Member Dues	585.00
Misc.(Int./Div./Change Value)	<u>12.49</u>
Total Income	2,137.49

Expense

Donations	500.00
Holiday Party General	1,990.58
Holiday Party Music	600.00
Oil Leak Printing	94.35
Postage	200.75
Service Charge	<u>2.50</u>
Total Expense	3,388.18

Net Ordinary Income -1,250.69

Net Income -1,250.69



TOURING ACTIVITY

Well, the 2004 touring season has come to an end and what a year it was. Food and Ice Cream seemed to have been the most prominent of the 52 tours we conducted. Yes that's right 52 tours. It's no lie when we call ourselves one of the most touring clubs in the area.

The last driving event we had was our **Mystery Frostbite Tour**. The Mystery tour saw a group of 17 of us first head over to the Bella Costa restaurant in Framingham for a great Brunch. Dick O'Brien had made reservations for 20, not knowing how many folks would show up...would have been right on except for the fact the 3 people had to cancel at the last minute. The buffet was super and the price right too. If you left hungry it was your own fault. We gathered up the troops and headed over to Barber Brothers, which is now a great assortment of shops...the ladies liked this place. Since the day was still young and the Patriots weren't on TV until 4 PM we decided to head over to Holliston to take in some of the antique shops in the downtown area. We checked out the treasures, but few found their way into the Model A's. The group headed the Model A's home in plenty of time to watch the Football game.

SEE YOU NEXT SEASON

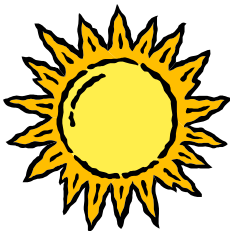
2005 NEW ENGLAND MEET

As a follow up, I have received definite word that the host hotel is SOLD OUT. Organizers suggest the Hampton Inn, Com-mack as the overflow hotel. The number is 800-564-2678 and reference #84313149 for the Model A rate of \$99/night

A Motto for Living

"Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, martini in the other, totally worn out and screaming "WOO HOO what a ride!"

SUNSHINE REPORT



The only card that I sent this month was a sympathy card to Joanne Giovanella as her father had passed away. Our thoughts, sympathies and prayers are with her at this sad time.

Please call me if you know of anyone that needs a card for any reason.

Everyone stay healthy and have a happy New Year.

Helen Johnson "Sunshine"

TIME TO RENEW YOUR MEMBERSHIP

MINUTEMAN MODEL A FORD CLUB

Membership Application 2005

Date _____

New Member / Renewal [circle one]

Last Name _____

First Name: _____

Spouse's Name _____

Phone: _____

Street: _____

City: _____ ST _____ Zip _____

E-Mail: _____

List Model A or other antique car information below:

Year _____ Body Style _____ Year Acquired _____ Restoration _____ %

Year _____ Body Style _____ Year Acquired _____ Restoration _____ %

Year _____ Body Style _____ Year Acquired _____ Restoration _____ %

Dues are \$20 per year. Make check payable to: Minuteman Chapter. You may bring this application to the next meeting or mail to:

Nan Linden, Membership Chairman PO Box 545, Sudbury, MA 01776

Membership includes husband and wife (or significant other) and dependent children.

Membership in the National Model A Clubs (MAFCA & MARC) is encouraged.

If you are over 80 years old and have been a paid member for the last 5 years you are eligible for free membership, if would like to continue your membership just check here and return this form to the membership chairman.

CLASS "A" FIEDS

- **CAR FOR SALE:** 1955 Mercury Monterey Hardtop Coupe 95% original, unrestored car with 29,000 miles showing on the odometer. 292 V8, dual exhaust, upholstery has been redone in the original fabric and pattern. Has optional radio, Merc-o-matic automatic transmission, floor mats, clock and fender skirts. Great '50s cruiser! \$12,000 Bruce Marshall - 617-448-7373 bruce@akthomas.com
- **PARTS FOR SALE:** Champion 3X spark plugs for your Model A. They are the new Champion 3X plugs that all of the Model A vendors sell for about \$30 each. I have eight (8) brand new plugs for sale at \$20 each plus postage or deliver to a club meeting. Bruce Marshall, 617-448-7373. bruce@akthomas.com
- **TRUCK FOR SALE:** 1951 Chevrolet 1/2 ton pickup truck. Excellent driver. Has new clutch, pressure plate, rebuilt transmission, heater, 3 speed, new headliner, floor mat and rebuilt carburetor. Not a beaten rustout! \$6500. Bruce Marshall, 617-448-7373. bruce@akthomas.com
- **TRUCK FOR SALE:** 1931 steel top pickup. Beautiful Rock Moss Green. Looks like it just came out of the factory. \$13,000 or swap +your cash for a less glamorous pickup. Don Freniere 508-362-9234 or dlfreniere@juno.com

FROM THE ARCHIVES
(Submitted by Roy Johnson - Historian)

35 YEARS AGO ---JANUARY 1970

Newly elected Officeres for 1970

President --- Jim Foran

Vice Pres. --- Warren Cottrell

Treasurer --- Bill McSweeney

Secretary --- George Reidel

It was decided to continue to meet at members homes. We have volunteers for the next 4 months and hope to find a permanent location by then. The next meeting will be at Bill McSweeneys home. There has been a definite decrease in club membership and attendance at meetings. The answer is for more participation by everyone. Write an article for the Oil Leak, join a committee, do something!! A total of 17 members, wives and guests attended the January meeting. A most welcome increase in participation. Perhaps 1970 will be a big year for the Minuteman Chapter.

25 YEARS AGO -- JANUARY, 1980

Officers for 1980

President -- Ed Wedge

Vice Pres. -- Glen Bessert

Treasurer -- Phil Iorio

Secretary -- Doug Linden

15 Members were present at the January meeting. Phil Iorio reports that only 23 members have paid their 1980 dues (out of a 1979 membership of 45). This is the last Oil Leak that will go to anyone that hasn't paid their dues. Due to the low turnout, the touring schedule for 1980 was postponed until the next meeting.

Treasury Balance -- \$132.61

15 YEARS AGO -- JANUARY, 1990

Officers for 1990

President -- Don Morris

Vice Pres. -- Wayne Champagne

Secretary -- Art Callan

A member of the year award has been established by President Don Morris. Points will accumulate based on attendance and participation in club events with a prize awarded at the annual Christmas Party. Jack Malcolm and other MAAC(Maynard Area Auto Club) officers presented a review of their clubs history and how they have been so successful in expanding to 125 members. Rick Knight of Knight Engineering will join us next so be prepared for a lively Q & A session.

Treasury Balance -- \$14,122.61

From the Internet: I found this discussion on the internet on how to combat mice. Thought you might find it interesting, especially if you've had mice problems.

How to keep mice from car over the winter

QUESTION: What precautions can be taken to keep critters from invading my 31 Tudor over the winter. I have a good cotton cover but what other advice do yall have? I live in upstate NY and car will be in my unheated garage. Any other tips (i.e. block tires off ground, etc). Thanks in advance.

REPLY 1: A friend of mine who has a restored 28 Tudor and a 29 Fordor, swears that the Bounce (fabric softener) he puts in his cars keeps all the mice out. He lives on a farm, and has not had a mouse in the past two years. He cautions that the aroma, although pleasant, can be overpowering if not careful with how many sheets

you use. I am only re-telling his experience... I'm still trying to get the rear-end of mine on the frame, the wheels on the hubs etc...

REPLY 2: I've tried several tricks. Moth balls don't work and they stink very badly. I've tried snuggle and other fabric softner sheets and found that the mice don't like Bounce. I have put them on the floor, in the rumble, in the engine compartment, on the seats, everywhere. I didn't experience one mouse problem. Now I'm storing on the brother-in-laws farm pole barn. Going to use Bounce there too. Too expensive if it doesn't work, but I'm willing to bet it will.

* * *

WINTERIZING THE MODEL "A"

If you plan on driving your Model A throughout the winter season, assuming the weather is cooperative, here are some tips for you:

- ◇ Drain and flush the coolant system and add a fresh 50% antifreeze and 50% water solution. The system capacity is 3 gallons. Remember, common type antifreeze, e.g. Prestone, et al, MAY foam in the Model A radiator. If you do have this problem, the propylene-glycol type such as Sierra or Prestone LowTox do not foam and can solve the problem.
- ◇ Grease the water pump and check the packing if you do not have a leakless type.
- ◇ Clean the battery terminals, including the ground cable connection at the frame.
- ◇ Check the battery electrolyte with a hydrometer.. If low, the battery may need to

be charged. Don't forget to added distilled water if your battery fluid is low. You can get this at any supermarket.

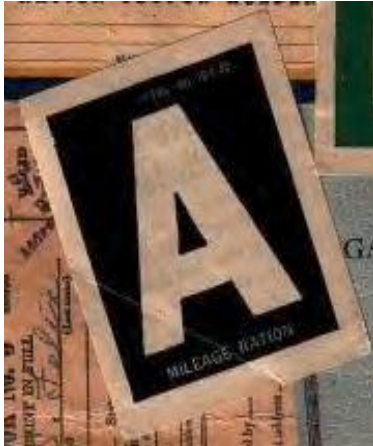
- ◇ For all charging systems (alternators or generators), be sure the fan belt is not slipping. With the engine running and using a volt meter you should see 6.8 - 7.2 volts on the battery posts.
- ◇ It's also a good idea to make sure those battery posts and cable ends are super clean. Use a suitable terminal brush for this task.
- ◇ Change the oil
- ◇ Top-off the Tranny and Differential lube.
- ◇ Grease the chassis
- ◇ Bring the tire inflation pressure up to specs (35 # psi) and check it often as pressure decreases with cold temps

Thanks to MAFC LI "Rumble Sheet" for providing much of this info

Your Car is a War Car Now.

- - Gasoline Rationing on the Home Front in WWII

(taken from the Foxhole website on the internet)



“What does the 'A' mean?” someone will ask, pointing to the paper sticker in the window of my 1938 Buick sedan.

“Gasoline rationing during World War II,” I respond, but there's more to the story. Indeed, the main idea was to conserve rubber, not gasoline.

The interior side of the sticker (shown below) instructs the driver on this point.



In May of 1942, the U.S. Office of Price Administration (OPA) froze prices on practically all everyday goods, starting with sugar and coffee. War Ration Books were issued to each American family, dictating how much any one person could buy. The first nonfood item rationed was rubber.

The Japanese had seized plantations in the Dutch East Indies that produced 90% of America's raw rubber. President Franklin D. Roosevelt called on citizens to contribute scrap rubber, “old tires, old rubber raincoats, garden hose, rubber shoes, bathing caps...”. The OPA established the Idle Tire Purchase Plan, and could deny Mileage Rations to anyone owning passenger tires not in use.



The national maximum “Victory Speed” was 35 miles an hour. “Driving clubs” or carpools were encouraged. A magazine ad declared, “Your Car is a War Car Now.” Gasoline was rationed on May 15, 1942 on the east coast, and nationwide that December. The OPA issued various stickers to be affixed to the car's windshield, depending on need. To get your classification and ration stamps, you had to certify to a local board that you needed gas and owned no more than five tires.

The 'A' sticker was issued to owners whose use of their cars was nonessential. Hand the pump jockey your Mileage Ration Book coupons and cash, and she (yes, female service station attendants) could sell you three or four gallons a week, no more. For nearly a year, A-stickered cars were not to be driven for pleasure at all.

The green 'B' sticker was for driving deemed essential to the war effort; industrial war workers, for example, could purchase eight gallons a week. Red 'C' stickers indicated physicians, ministers, mail carriers and railroad workers, and incidentally were the most counterfeited



type. 'T' was for truckers, and the rare 'X' sticker went to Members of Congress and other VIPs.



Apparently there was some cheating, but this was socially unacceptable as well as illegal. The Mileage Ration folder warns drivers to write their car's license number on each coupon, "Endorsement Protects You and Helps Lick the Black Market." Dr. Cecil L. Betz of Los Angeles has done so on his C stamps shown. I wonder if Dr. Betz or his '36 Oldsmobile are still around?

And, in the words of the day, "There's a war on, you know." Every citizen, military or civilian, was to do their part. Even in the popular Warner Brothers cartoons, Daffy Duck exhorts the audience to "Keep it under 40!", and Bugs Bunny's plunging airplane halts just before impact, out of gas as a consequence of the 'A' sticker on its windshield.



Did rationing work? Generally it did. Consider that in the 1940s the automobile really wasn't the universal appliance it is now, so fuel restriction was probably less onerous to the average civilian than the rationing of other goods. For many who served on the Home Front, rationing may be the most remembered daily aspect of the war.

Minuteman Club to Disband



Due to an unprecedented lack of participation by members to fill the 2005 Vice President's position there will be no one to lead the club in 2006. Facing that predicament, the members had no choice but to disband the club after 43 years of service.

What's this you say! Well, this could be what happens if we can't get a volunteer to fill the office of Vice President. Let's face it, the club has 175 member families and taking away the 12 other club volunteers that leaves 163 families from which we should be able to find one person to step forward to help make this club work.

The only way a club can survive is with people stepping forward and volunteering to help where needed, in this case, as Vice President. None of these jobs are all that taxing and can certainly can be done by any member. This is certainly one way to give back to the club which has provided so much enjoyment to members over the years. And, you don't have to be retired to perform this task, as evident by the fact that almost every President has been a full time employee during their reign.

COMING ATTRACTIONS

- ◆ **January 4, 2005.....**This will be our 2005 Officer Installation meeting. Please plan on attending and join us for refreshments to usher in Bruce Marshall.
- ◆ **January 2, 2005....**Flea Market Enfield, CT Powder Mill Barn 7-11 AM
- ◆ **February 1, 2005.....**This meeting will be a special one to recognize all the members who have helped make the club what it is. This should be a great evening.
- ◆ **February 6, 2005....**Flea Market Enfield, CT Powder Mill Barn 7-11 AM
- ◆ **February 6, 2005....**Flea Market, Medway VFW Hall, 123 Holliston St. 7:30 til noon. Sponsor Boy Scout Troop 108
- ◆ **March 1, 2005....**Regular Club Meeting
- ◆ **March 6, 2005....**Flea Market Enfield, CT Powder Mill Barn 7-11 AM
- ◆ **March 20, 2005.....**Winter Blahs Flea Market at the Maynard Elks Club, RT 62.

MEMORY LANE, but new lanes!

Well, it has been a busy couple of months around here on the Cape. I'm about the only one left with Model A "know how". Not the only one, but one of the few that is still willing to take on a clutch job or rebuild brakes. I got a call from Myron Brennan. Seems he had some clutch chatter in that nice Tudor sedan. We gave it a run on my test track, Old Church St., and sure enough, it did chatter!

Myron and I dropped the rear end and transmission out to get to the clutch. I was in a state just short of panic, because the upholstery is so clean and fresh. All I could see were my finger prints left on a door panel. But we got to the clutch without mishap.

The pressure plate has a set of fingers that are pushed in by the throw out bearing which is moved against the pressure plate via the clutch pedal. This detail is provided because it seems most Model A owners today have been absent far too long from being down an under! Bucky and other friends have your cars running so well, you have forgotten what it took to get them that way. How's that for the worlds second longest sentence? The pressure plate fingers showed evidence of uneven contact with the throw out bearing. The clutch disc itself showed evidence of normally worn areas and areas where it had skipped wear. But visually, everything seemed to be OK. I was uncertain if a new clutch, pressure plate and bearing would change things, but it did. It is so convenient to have Rich Bell practically next door!

She ran smooth and Myron beamed. But then, by gosh, darn if he did not sell it!

Got another call from a fellow who said his engine was "Stuck". And boy, was it. When I arrived, he jumped up on the crank and it just hung there motionless. "Well" sez I, "your starter Bendix is hung up". Sez he, "before you pull the starter motor, there is something else I need to tell you. When I pulled the dip

stick out, there was water on it". Needless to say, all the evidence pointed to either a cracked block or leaking head gasket. Enough time has gone by now, that I can identify the builder. It was done by A.F. German of Brockton. It was in pretty tough shape. The head studs were loose and 6 came out with the nuts. Water had seeped over time in #s 1,3 and 4 cylinders. The valves were a mess, had to cut one out with a torch. The rod journals were a mess, and even in spite of the water/antifreeze damage, the rod journals were egg shaped. This on an engine with less than 500 miles on it! The interior of the block looked like it had not been tanked. It would seem the re-builder took a lot of short cuts, thinking the owner wouldn't drive it that much. Well, he didn't and there is no one to complain to.

The up-shot of all this was the owner decided to sell it. It being a late '31 steel top pickup, with a body, fenders and bed that looked like it just came out of the factory! I decided to buy it, going in way over my head, but it is so beautiful. So beautiful in fact that I really need to sell it. I actually need a truck for work. Ann says this will look like a 100,000 mile barn fresh pickup after I've had it for a year. So it just does not make sense for me to own it and use it. What I would like to do is down-trade it for a like '31 steel top, in fairly good condition, plus some cash. This truck is a # 1 level and that is where it would be priced. It would not take much to make this a prize winner if you chose. Things like the band around the base of the steering column was not plated, etc. The engine is being reconditioned by Advance Engineering in Wareham and the truck should be running by the second week in December.

Well, I did not mean for this to become a sales pitch, really. So I'll ask that it be put in the want-adds of the Oil Leak. Darn, got a whole bunch of other things I wanted to yarn about!

THE ORACLE (AKA Don Freniere)

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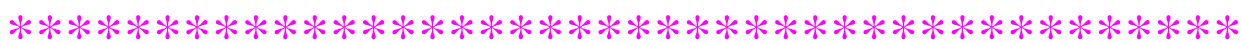
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It wasn't termites that had Dick O'Brien worried while touring with his 1929 Woody this season! Those darn Wood Peckers



Wayne and Sue Champange enjoying the Holiday Party with the popular electric Snowman

**Minuteman Model "A" Ford Club
P O Box 545, Sudbury, MA 01776**



JANUARY 2005

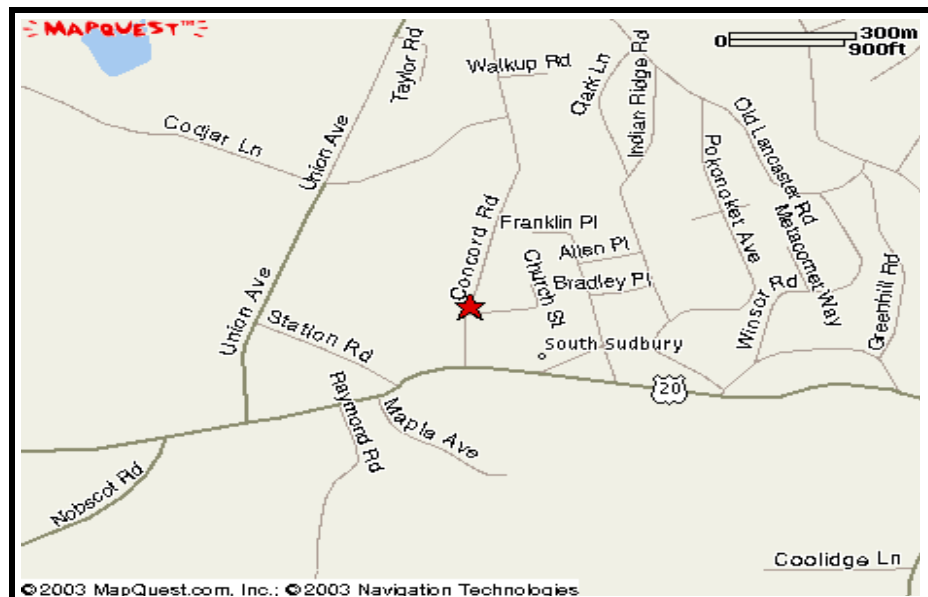
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REMINDER

DUES ARE DUE

The January 4th meeting will be our Installation of officers for 2005. Please join us for light refreshments and camaraderie at this meeting.



Monthly meetings are held on the first Tuesday of the month at the Memorial Congregational Church on Concord Rd, Sudbury. Meeting start at 7:30 PM, preceded by "Tire Kicking" at 7:00PM.