

# RUMBLE SEAT

*Reviewer*



Editor: David Rose

Cover Photography: *Gary Steadman*

A newsletter of the Smoky Mountain Model A Club.

**OPEN**

September 2023



Charlie and Donna Currier Car Owners

## Presidents Column -- Drivin' Ms. Daisy

by Bob Helsel

Well it's September and that only means one thing..... "IT'S FOOTBALL TIME IN TENNESSEE" You haven't been in Tennessee very long if you haven't heard that. If you've been here a lot longer you might remember the iconic John Ward, the voice of the "Vols", saying that at the start of the first and probably every home game. John Ward was the revered Tennessee Volunteers broadcaster from about 1965 to 1999. He made many of memorable comments during his tenure calling the games. One I remember well is at the conclusion of the 1999 National Football Championship game: "The National Champions are clad in Big Orange" I never had any roots being raised as an Army brat and after my Army career, I put my roots down here in Tennessee now some 35 years ago. I tell people that I'm not from the South but I got here as quick as I could! Check out YouTube: John Ward Best Calls



I didn't get many suggestions of a name for our Cabriolet other than what I had heard already... bumble bee, honeybee, and yellow jacket. As a result, we think we're just going to call her Aunt Bee.... Because she is a "B", a 68-B (Cabriolet) according to Ford's numbering system. The "68A's were made in 1929's and the "68B's started in 1930 into 1931 until about May of '31 when Henry introduced the "68C's which were like other later '31's having the slant window and no visor.

This month is drivin' Ms. Daisy time and I'm going to have some fun driving her, which I started in 1977! I was a real newbie then and only knew how to start and drive her. I learned how to double clutch without any trouble as I'd been driving a standard shift car from the time I first took my driving test. My daily driver was a 4 speed MG midget for many a year followed by a 5 speed 4Runner.

It wasn't till much later that I got into working on restoration and repair.... I owe much of that to the hard work of John Baxter, a great mentor and teacher. I'm still learning every time I work on one but feel a lot better about being on the road and making it back home. One time a trailer was used (center main gave out) and once on a roll back after a battery fire.... don't forget those fire extinguishers. My extinguisher saved Daisy and me. It was the one I'd been carrying with me since I'd bought her. The extinguisher was over 20 years old but still worked. I was going to write the company a testimonial but sadly they had gone out of business.... Stories for another day.

Continued on Page 9...

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## Editorial Comments

By David Rose

### If Our Model A's Could Talk

if our A's could talk what would they say  
they've been around since back in the day  
nearly a century has gone by  
hear one speak you're a lucky guy

some have been cut and abused  
some have set in barns unused  
some have delivered the mail  
some have taken us to jail

many have served in a war  
many have left our homeland shore  
many helped put out fires  
fancy ones had white wall tires

some were crashed and sold for scrap  
some are still owned by that old chap  
some have survived and still run today  
others are abandoned to rust and decay

all these A's have served a different purpose  
many a story from each service  
if A's could talk I'm sure they'd say  
they're glad to be around still today

the ones that today look better than new  
I'm sure they'd say they're grateful for you  
they're happy to be in a club like ours  
where we pamper them for countless hours

David Rose

### Club Sanctioned Event Calendar

September 16 Annual Picnic (Details)  
September 19 No General Meeting  
Meeting will be on the 16<sup>th</sup> with Picnic  
October 14 Heritage Day Show  
October 17 General Meeting  
October 28 Club Fun Lunch (Details)  
November 10 Veterans Day Parade  
November 21 General Meeting  
December 9 Christmas Gala  
Each Thursday Lunch (Details)



#### Heritage Day

Frozen Head State Park  
Wartburg, TN  
Saturday, October 14, 2023  
10AM – 5PM  
See full page ad here>>



I drive a Model A because no one ever approaches me in a parking lot and says, "Dude, that is a really cool Toyota Corolla."

## How Well Do You Know Your Model A – Word Search 1

By David Rose

This puzzle is difficult in my humble Word Search experience. The words read to the right, up, down and diagonal. You can work the Word Search online by clicking on the puzzle image or print the page and work it with a pencil. Send me your completed Word Search puzzle and I will buy you a Shoney's dessert at the next general meeting in September. Enjoy.

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D X G G Y N B F C A M D J Y F Y J L H F
F Z H F R N H J A L H K R V M F U U R F
R R I S O A A J A B I X J Z U K V C O Y
B E L T T R V N S X F P W N N T B A T W
B M P H U W L G I E W W G L I W E S E I
O V E G B N N J Q Q K S S V M C A H R V
K Z T Y I I A M S C Z A B D U W R I U J
D H U O R I T E F S H E P L L O I R B W
U W D P T X F M Z C M S Y I A C N E R R
O W P H S G V F T O T C R R N K G G A B
V I C V I N C A B J A U B O W S T N C X
G W K E D I L U S D P T H T A Z L E B T
B T K B D R O N X U P C W S Z H A S C U
M T E D M P X G I T E H G I S M U S E H
R B G C I S P V J P T E U S N E R A X C
U T F G Y U P L K M S O H E R N A P H T
O N X U X N E K Y I L N J R Y J Q C A U
F N H V H G L C K R I N K D A C O J U L
P W P F E B L X I T R F L B O R Q S S C
E X L A J E W J A F L Y W H E E L N T X
    
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- |                                |  |
|--------------------------------|--|
| 1. mixes fuel and air          | 11. controls spark timing                    |
| 2. brand of Model A tire       | 12. where will you find a fork               |
| 3. number of years produced    | 13. provides centrifugal force and momentum  |
| 4. keeps the door closed       | 14. provides support and lubrication         |
| 5. which side is the door lock | 15. prevents blow by                         |
| 6. rate of speed               | 16. cam lobe contact                         |
| 7. decorative base             | 17. highest temp valve                       |
| 8. finishing pieces            | 18. light weight metal                       |
| 9. upholstery fastening device | 19. returns the valve to its closed position |
| 10. reduces 12 to 6 volts      |  |



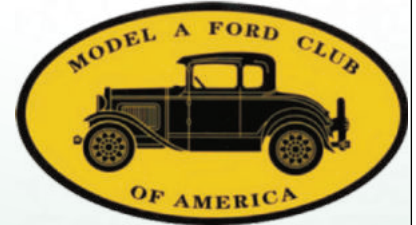
Tom Christman Completed Puzzle



Bob Helsel Completed Puzzle

*Puzzles completed in August received a Shoney's dessert at the meeting.*

Please join our parent organizations. MAFCA and MARC are wonderful resources of information. Go here:



The Model "A"  
RESTORERS CLUB  
JOIN

### Unsanctioned Events



## Tech Talk

By Johnny Cochran – MAFCA Facebook Contributor



Which is a stronger bolt/stud? A fine thread or a coarse thread?

Coarse Thread



Fine Thread



Short answer: Fine is stronger than coarse on a given fastener size when made of like material and when using a bolt/nut.

Fine threads provide larger minor diameter per fastener size as well as providing more thread contact per given measurement than coarse threads. Fastener material and Grade is also to be considered in strength comparison.

There are also different ways to compare strength I.E. tensile vs shear... the first being holding something together/resistance to stretching/breaking on the same axis as the fastener and the second is holding something together/resistance to stretching/breaking on the opposite axis as the fastener.

The material in which the fastener is being used comes into play when the fastener is threaded into a tapped hole I.E. a fine thread used in a tapped hole might pull out of a soft material at a lower clamping force than a technically “weaker” bolt with coarse threads could achieve in the same material.



Click to visit Mike's Website.

### 2023 Officers

- President: Bob Helsel  
Phone: (865) 805-9945
- Vice President: Tony Gardner  
Phone: (702) 505-6739
- Treasurer: Gary Steadman  
Phone: (865) 264-0882
- Secretary: Carol Baxter  
Phone: (865) 386-7039
- Linda Varady  
Phone: (865) 291-7598

### Board of Directors

2022 & 2023

- Darrell Davis
- Bill Gunnell
- Gary Francour

2023 & 2024

- Tom Christman
- Randy Schwerdt
- Vic Varady

Tour Director: Steve Wickizer  
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Newsletter Editor: David Rose  
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davidrose@gmail.com  
The due date for the newsletter is the last day of the month.  
The newsletters go out the first day of the month.

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SMMAC  
PO Box 7  
Clinton, TN 37717

**Part Two in the Series “History of the 1920’s Fashion” – Men**  
*October will be Children’s Fashion*

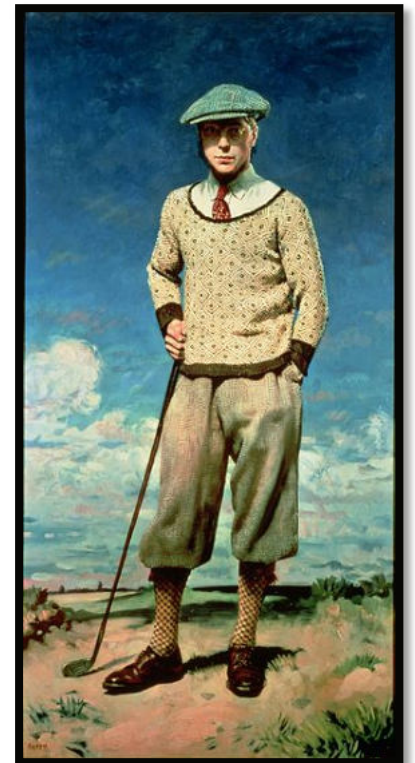
As womenswear valued simplicity in the 1920s so, too, did menswear. Men moved away from starched collars and formal three-piece suits during the day. Instead, they adopted soft collars and one- or two-button suit jackets often worn without a waistcoat as seen in the different styles shown on the fashion plate. Pinstripes were popular, as were British wools and English tailoring. Martin Pel writes that “British men were perceived to be sartorially the most elegant, and fashionable men hoped to emulate the style and heritage of Savile Row and the English elite”. Popular materials were tweeds and flannels, depending on the season.

The most significant development in men’s fashion occurred in two unique kinds of trousers: the Oxford bags and the plus-fours. Oxford bags grew in popularity around 1924-25 when undergraduates at Oxford adopted these wide-legged trousers. Though the origin of the style is contentious, it is generally agreed that it derived from the trousers that rowers on Oxford’s crew teams pulled on over their shorts, and you can see how THE BYSTANDER satirized this in 1924. The original style was about 22 inches wide at the bottom, several inches wider than the average men’s trouser leg. Oxford undergraduates began wearing these around the university and soon the style spread. As the style spread, so too did the width of the trouser legs until at one point they reached up to 44 inches wide. The trousers were made out of flannel and came in a variety of colors. They were mostly worn by youths – perhaps the male counterparts of the flapper – and became a favorite of Britain’s “Bright Young People,” a group of wealthy, aristocrats known for their antics in London’s nightlife.



The other development in menswear in the twenties was the plus-fours. Plus-fours developed out of ordinary knickers – short-legged trousers that gather around the knee – and like Oxford bags were a bit baggier version of their precursor. They had four extra inches of material (hence the name) but instead of extending the trouser leg, they still fastened around the knee and the extra material hung over the band, creating the baggy look as seen at a racecourse in 1920 (Fig. 3). Often worn with a sweater, plus-fours were popular golf attire, but much like how tennis-wear crept into casual womenswear, this style was also popular daywear for men, as was tennis-wear for men, too. You can see the casual way men dressed to play tennis, though some still wore ties in 1920.

Though many men looked to Britain generally for their sartorial inspiration, one man stuck out for his influence: Edward, Prince of Wales. Though later a controversial figure, in the twenties, the Prince of Wales was the good-looking, well-dressed son of the king who was often seen at parties in London. He had the reputation of a playboy, but he was also known for his fashion sense and many men on both sides of the Atlantic aspired to dress like him. Though often photographed in morning suits and tuxedos, he was also a big fan of the plus-fours mentioned above, often wearing them with argyle sweaters and socks both on and off the golf course. This portrait from 1927 showed him in this attire. He was the epitome of the English style that men looked to in the 1920s.



Like womenswear, the look had to be completed. Men generally wore their hair short and covered with a hat: popular styles included the felt hat, the fedora or trilby, flat caps or the straw boater depending on the season and the man’s status. Men moved away from uncomfortable lace-up boots and preferred lower-cut oxfords or brogues.

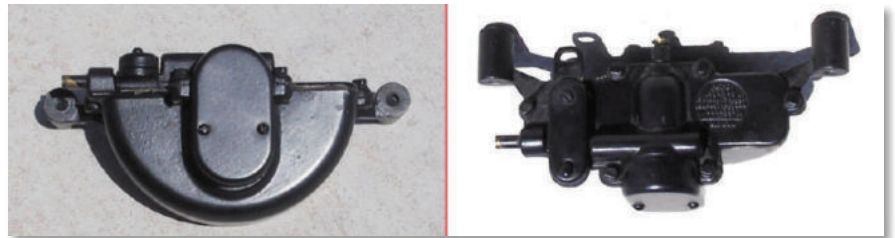
### Tech Talk

A 12 Part Series on Windshield Wipers for the Model A Ford: A Bibliography  
Identifying, rebuilding and servicing the electric and Trico vacuum wiper.  
Compiled by Bob Wyrick

#### Part 1 – Vacuum Windshield Wipers – an Overview by Bob Wyrick

In Buffalo, New York one rainy night in 1917, J.R. Oishei, a motorist, struck a bicycle and the experience so traumatized him that he saw the need for motorists to maintain better vision while driving in the rain. That same year he founded the Tri Continental Corporation, later Trico, that developed the first windshield wiper dubbed the "rain rubber." Most cars of the era were fitted with two-piece horizontal windshields, so Tri Continental developed a rubber squeegee that projected through the slit and could be moved back and forth by the driver to wipe away rain. By 1920, the Rain Rubber was obsolete as windshields were being offered in one piece. This led to the development of the "Crescent Cleaner," which mounted in a hole in the windshield frame enabling the driver to operate a spring-loaded rubber wiper in an arc-shaped pattern from inside the car. This system was standard on most cars until the early twenties.

In 1921, the automatic vacuum motor was developed and soon replaced all other systems. Bill Cannon, in his article in the October 2004 issue of "Skinned Knuckles," speaks of the early applications used to enhance water dispersal on the windshield. One offer was an unspecified greasy application that left some doubt as to its usefulness. He also recalls an old chap who would generously rub a plug of tobacco on the windshield of his old Dodge. This seemed to have the desired effect of having water run-off in sheets with minimum obscurity of vision. Mr. Cannon surmises that the tobacco had a binding ingredient, possibly glycerin, that provided a hydrophilic film on glass. Of course, these efforts predate the currently used product "Rain X" which is so generously used by members of our club.

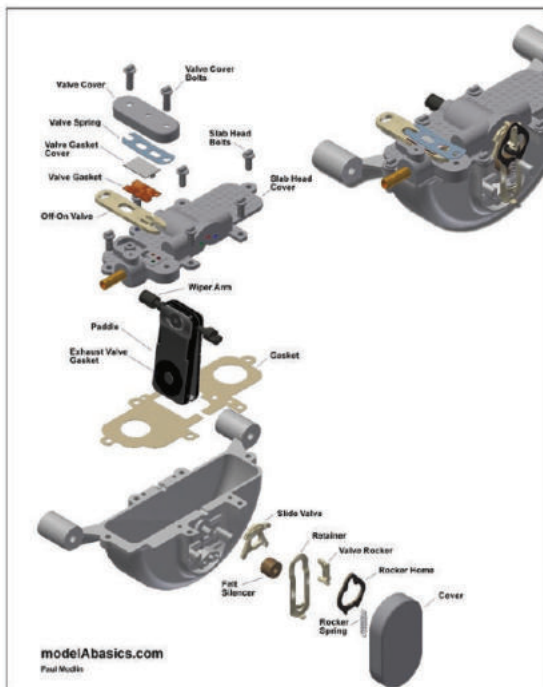


One of the more common Trico vacuum wipers from closed car. This unit mounts outside under the visor. (Pictured Above)

All Model A's came equipped with either hand-operated, electrical, or vacuum wipers. The hand-operated wipers were standard equipment on all open cars through October 1928 and on commercial vehicles through April of 1930. Trim and Williams were the two manufacturers supplying hand wipers to Ford. These wipers attached directly to the windshield frame with the shaft passing through. The blade was not demountable, so the entire unit had to be replaced when the blade wore out.

Electrical wipers came as standard equipment on all Model A closed cars from the beginning of production in late October 1927 and as standard equipment on all passenger cars by the beginning of 1929. All electrical wipers were initially manufactured by Owen-Dyneto Corporation through November 1928. The Heinze Company began supplying wipers in December of 1928 and E.A. Laboratories, Ina in March of 1929. In general, the Owen-Dyneto wipers were used on less expensive models while the Heinz Electric and E.A. Laboratories appeared on the more expensive body styles.

Trico made all the vacuum wipers for the Model A with standard cars being equipped with the black semi-gloss enamel finishes while some deluxe models were chrome plated. Victoria's and convertible sedans used an inside-mounted wiper held by the shaft collar. In 1931 a larger wiper was introduced which mounted both by the shaft collar and threaded bosses on each side. Straight windshield sedans and coupes used the outside motor mounted under the windshield visor.



The Trico vacuum motor is the one most seen on today's Model A's. It was a triumph in design, but the early originals were made of die cast zinc alloy which tended to disintegrate after a few years of exposure to damp air. The problem was traced to impurities in then zinc however by 1930 the problem was corrected, and castings were improved. The internal mechanism is essentially the same for all Model A vacuum wiper motors. They are, therefore, fairly easy to troubleshoot and repair if one understands something of the principal governing their operation. Often the only repair necessary is a proper oiling to lubricate and dissolve hardened grease which can freeze the internal paddle.

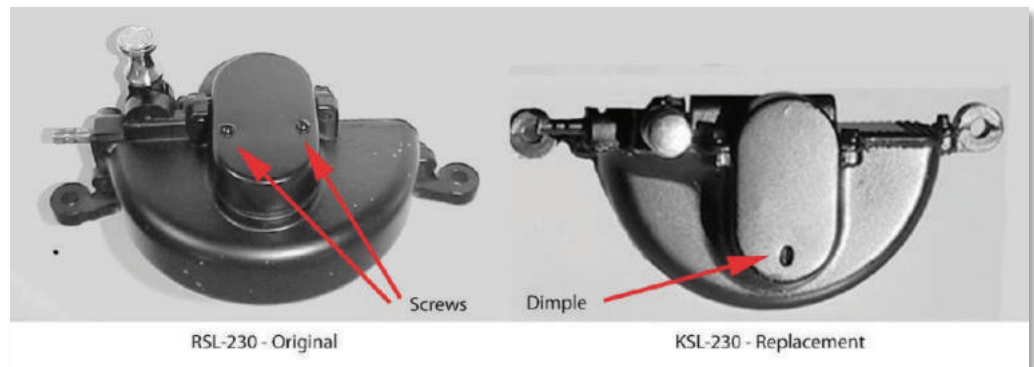
Bill Cannon lists a seven-step procedure recommended by Trico to lubricate a motor without disassembling the unit. Any light oil such as 3-in-one, sewing machine, instrument, or hydraulic jack oil will suffice.

1. Remove the hose connection from the wiper motor and connect a short piece of rubber tubing about 4 or 5 inches long to the hose connection. Be sure the hose is clean so that particles will not be sucked into the motor.
2. Place about a teaspoon of oil in a small receptacle, such as the cap from the oil container.
3. Place the wiper switch in the "ON" position. Turn the shaft of the motor—by the handle or the wiper arm to the extreme right-hand position.
4. Move back about three quarters of the normal travel to the left being careful not to move it all the way:
5. Submerge the end of the tube in the oil and move quickly halfway to the right.
6. Withdraw the tube from the oil and complete the balance of the stroke to the right. This operation draws oil into one side of the motor.
7. Repeat the operation in the opposite direction with complete motion to the left, return stroke three-quarters way to the right, submerge in oil, quick stroke to the left halfway, withdraw tube from oil and complete movement to the left.

This procedure should soften old lubricant if it has dried and is generally beneficial on wiper operation. It should be repeated every three or four years to keep the motor in good working order,

Should your motor necessitate disassembly, first take apart the ON OFF' switch valve by removing the two cap screws. This valve is a simple slide mechanism which seldom presents problems. Clean and polish the slide surfaces and lubricate with a thin layer of Vaseline or light grease.

Next take the cover off the valve mechanism by removing two screws from the cover plate which is the small pill-box shaped cover on the back of the motor. Later models have a snap-on type cover. Make sure the spring on the mechanism is not broken, stretched, or worn through the bakelite yoke. Clean and oil all parts then move the shaft back and forth to see that the spring snaps the valve over as you approach the end of each stroke.



If it is necessary to take the paddle chamber apart to access the paddle mechanism, first remove the special head screws, then gently remove the top, being careful not to damage the thin paper gasket separating the halves. Once apart inspect for wear, dirt or corrosion. Clean and lubricate with Vaseline. Clean air passages die cast into the cover plate. Apply a thin layer of Vaseline to the gasket surface and reassemble.

You may purchase a repair kit from your favorite Model A supplier which comes with a paddle, a paddle rivet, the five parts of the valve mechanism, and a gasket. You must remove the old paddle from the shaft and install the new one, being careful that the new paddle is installed the same as the old.

Hopefully, this can give you a quick overview of the windshield wiper from inception through the Model A era. I have focused more on the Trico vacuum wiper as it is seen on most of the functioning Model A's today. More complete information on electric models can be found in the *Model A Judging Standards* and in the publications "*How to Restore Your Model A*," volumes 3, 4, and 6. Some service and restoration information has also been included which hopefully will aid you in having a properly functioning wiper for many miles to come.





## Youth Activities

By David Rose

Hello people who are younger than me. I mean a LOT younger. Here is a quick fun jigsaw puzzle for you. It is a picture of a very old car called the Model A Ford. This car is almost 100 years old. When this car was built, a gallon of gas was only 25 cents. Let me know if you are able to put this puzzle together. I will list your name here.



*Click the puzzle.*

Continued from Page 2...

Daisy needs some attention as she has developed a muffler/exhaust manifold leak.... A frustration for many of us from time to time. There are lots of "how I do It" info out there. I've found no fool proof method..... sounds like a seminar topic maybe. If you have a good method you use, send me a note or just call me. At my age, I'm an "old schooler" and prefer to talk.

I was helping a fellow member get his '29 Tudor going so he could take to Dearborn for the Ford's "Old Car Festival". It turned out to be a simple fix and he learned from doing it. I again also learned something... the LED test lights are not as reliable as the filament bulb type. An LED doesn't draw much current to make them light like a bulb does. He also has new 12-volt horn which wasn't working. I hooked it up directly to the power source and it worked. Checking further revealed that he had no lights either. Removing the light switch from the bottom of the steering column, I found the "U" clip (A-3644 light switch spider retainer) that holds the spider on the horn rod was down inside it the switch mechanism. It was also bent and after straightening it, it popped right back off while trying to reinstall it. I believe it went to South America because it disappeared. That "U" clip (A-3644) can be a "bear" to put on if there is a strong spring and you haven't got that little tool (A-3643-T) Snyder's sells to assist. I carry a spare "U" clip in my little "never leave home without it" travel case.

The Picnic is just around the corner, Saturday the 16th of this month. I am anxious to see our first ever auction to help raise money for the club. Details are elsewhere in this issue. Bring that Model A stuff that you have been accumulating and you want to get rid of. Someone else might have a use for it. Either 50% or 100% will go to the club, your choice. Come on and let's have some fun. Your junk maybe my treasure or not.

## Club Merchandise

Car door magnets are 15"x11" and cost \$20. Click on the magnet to purchase it.



- \$15 Golf Shirt Medium – 1
  - \$20 Ladies Denim Shirts - Medium – 7
  - \$20 Ladies Denim Shirt - Large – 1
  - \$15 for 2 Old Style Door Magnets – 26
  - Free Stickers approximately 12
- These items can be purchased at the next general meeting and club picnic.



## Shinnisms

Created by David Rose

David captures single video frames from Paul Shinn's You Tube channel and writes his own captions.

## Shinnisms



"When trouble shooting a Model A,  
sometimes two heads are better than one."

## Shinnisms



"Tina recommends a point gap of about 0.020",  
but this is the gap I use. Works great for me... usually."

## Unsanctioned Shows



## Club Classified Ads

### For Sale

- **NEW FOR SALE** Car Lift. A new but never assembled Tuxedo FP-8K 8000 lb. 4-post hydraulic car lift is for sale. It has been sitting outside for a few years with the 120-volt hydraulic pump and some of the smaller parts inside my garage. The installation manual and parts list are available. Lift has 4 removable steel wheels to allow it to move in your garage. Price is \$2000 and I can deliver it with some help. It can be assembled with help or you can probably find a contractor to do it for what was \$500 in the past. Cost of a new one of that type/brand is over \$3000. Vic Varady 865-291-7599



- FOR SALE (Price Reduction) Fiberglass front fenders (both w/ wells) \$300 each and rear fenders \$200 each for 1930-31 Fordor /Town Sedan. Vic Varady (865) 983-5515.
- FOR SALE 1931 MODEL A Coupe For more information call Frank Wright (865) 250-2376
- FOR SALE Eleven 8-ft fluorescent shop light fixtures (no tubes) and three streetlight type fixtures with 3 extra dusk-dawn sensor switches. \$Best Offer or will trade for anything. Gordon Bohanan (865) 687-0994.
- Robert Wyrick – 865.244.6886
  - For Sale – large selection of rebuilt carburetors
  - For Sale – rebuilt shocks
  - **NEW** For Sale Sandblaster \$100



### Wanted

- **NEW** David Rose needs a club badge



To change, delete or add an ad, please contact David.  
davidrose@gmail.com  
Please keep your ads fresh and updated.

### General Club Meeting

Third Tuesday of each month.  
Next meeting October 17, 2023 – 6 PM  
4032 N. Broadway  
Knoxville, TN 37917

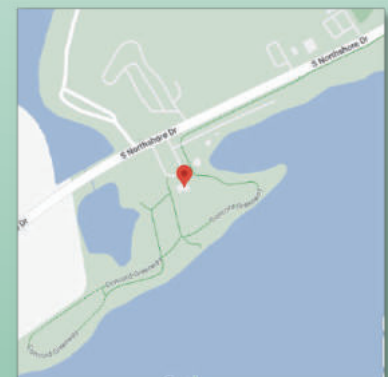


Click the maps for event directions



### 24<sup>th</sup> Annual Picnic in the Park

September 16, 2023 – 10 to 3  
The Cove  
11808 S. Northshore Drive  
Bring items to sell in auction.  
Bring a side dish. Drive your A.



### “Ladies and Gentlemen, Start Your Engines”

Smell your lunch cooking while you tour. What a concept. Roll your precooked meal in aluminum foil and purchase a manifold oven box from your favorite parts supplier. It is highly recommended that you precook any meats at home to your normal routine cooking temperatures and then use the manifold oven as a warming oven. It might be a good idea to include an oven temp gauge in the manifold oven with your food. That way you know the temperature that was achieved during your trip. Safety first. Usually the highest temp achieved is only 150 degrees.

#### Pat's Provolone Power Potatoes - Cooking distance: 55 miles



Good for vegetarians and a great side dish, this is simple, tasty car engine cooking.

**Ingredients:**

- ½ pound new potatoes
- 1 cup milk
- 1 cup water
- 2 ounces grated aged provolone (or my favorite, aged cheddar)
- Green Onions (Optional)
- Bako-Bits (Optional)
- Butter
- Salt & pepper

Peel and slice potatoes to 1/4 inch thick. Place in a saucepan with the milk and water and simmer 10 mins. Drain, then spread onto heavily buttered foil. Sprinkle with your cheese (or cheeses, experiment with flavors) and seasonings. Sprinkle with butter, triple-wrap and place around medium-hot parts of the engine or in your manifold oven.

Delicious

### Every Thursday

Every Thursday at 11:45, all club members are invited for lunch and conversation at:  
Golden Girls Restaurant  
2211 N Charles G. Seivers Blvd  
Clinton, TN 37716

Usually after lunch everybody goes over to Bob Wyrick's shop to sit around and talk about Model A's. Bob is a wealth of knowledge. We can all learn a lot from him.

### New Members for August



Jim Stockburger and Hazel Tucker: Friends since 1977, married since 1982. Retired from TVA and Anderson County Schools. Interests include gardening, dogs, music, cars, and family.

### Letters to the Editor



WOW David. That is a stellar newsletter!!! Would you be OK with me using it as an example later on? I have an idea brewing to do a video on keeping a Model A club together and functional. A good club newsletter is obviously a key component. But yours is the best I have seen. Paul Shinn – YouTube Broadcaster

Hi David, Fantastic job on the August RSR. Very nice recap of my presentation to the woodworkers' club. Thanks again for coming. Randy Schwerdt – SMMAC Board Member

Thank you, David! This looks great and we greatly appreciate the opportunity to be featured. I hope you plan to join us for the Chattanooga Motorcar Festival in October?! Kailene Dixon – Production Staff

This is GREAT! Stephanie Goodin – Elite Insurance Group



The Model "A" Restorers Club (MARC), aims to encourage the fellowship amongst Model "A" Ford owners around the world as they acquire, restore, preserve and exhibit the Model "A" Ford. The Model "A" Restorers Club (MARC), aims to encourage the fellowship amongst Model "A" Ford owners around the world as they acquire, restore, preserve and exhibit the Model "A" Ford.

**JOIN**



Click the image to purchase.

## My First Car

by Bill McDowell

*I know Bill McDowell. Bill and John in this story and I all grew up together in Orlando. The weird thing is that I had a Model A at the same time Bill did and we both raced at the Samsula air strip, but we never crossed paths. Weird. But anyway, when I told Bill recently that I had purchased another Model A, he got excited and sent me this story you see here. Even though Bill lives in Maryland and is not a member of our club, I thought this story was very entertaining. I think you will relate too. Enjoy. These are the only pictures of the car taken from Bill's 1965 High School Yearbook. David*

I don't fully understand why, but I have always been fascinated by mechanical objects, especially cars...fast and loud cars in particular!

As a lad of about 4 years old, in Orlando, Florida, one of my favorite activities was to use the bumper jack from our 1952 Chevrolet Coupe to jack up and "service" my brown and white pedal car. This was done in a driveway that consisted of narrow concrete ribbons with grass growing down the center. This arrangement was typical for homes of that era. I basically had no idea what I was looking at, but it gave me great satisfaction to spin the front tires as they were suspended in air and observe the action of the pedal mechanism. Those experiences helped fashion my life-long appreciation of all things mechanical, and again, cars in particular.

We eventually moved from Orlando to Charlotte, North Carolina where my Mom took a job as a secretary. Our home was several miles from a cemetery, and this is where I was introduced to the art of DRIVING. My Mom was very patient and understood the reasoning behind my suggestion that we take a drive to the cemetery. Upon arrival, I would be allowed to scoot over and guide the steering wheel and we slowly toured the narrow roadways. If things really went well, I was also allowed to manipulate the throttle. Being in charge of all that power was heady stuff for a lad of about 7 or 9 years old. I am proud to note that we never ran off the road during those tours.

While Charlotte was nice, my Mom sought to improve our life. A doctor friend who had a large medical practice in Orlando contacted Mom and suggested that we move there to be in charge of insurance and billing for his practice. I was thrilled when Mom accepted his offer, and soon we were Florida Residents. I was in the 13-14-year-old range, and soon learned that a person could obtain a learner's permit at age 14. That was HEAVENLY NEWS!!!! I gleefully endured the "learner" phase of driving that required an adult in the front seat beside me, and no driving after sunset. Looking back, I have no idea how those requirements improved highway safety or enhanced driver performance, but at least I got through it. Then "The Big Day" came when I turned 16 and could take my driver's "test" at the Highway Patrol station on Highway 50 by the airport. With no intention of bragging, I NAILED both tests and was certified to be A Florida Driver. Interestingly enough, the trait of "nailing" tests was infrequent in my scholastic career!



Now that I had a license, I was better able to do some local exploring and share new adventures with my growing group of friends. I had 2 friends who had discovered an unusual mode of transportation, known as a Model A Ford. One friend, Johnny Rauch, had stumbled across and purchased a 1930 Model A Coupe what he was allegedly going to restore and share with his sister. Life was never dull with Johnny around.... add a Model A Ford to the mix and you are in for a thrill. The more I hung around that Model A, the more it appealed to me.



One day I happened to be visiting a local speed shop and glanced at the bulletin board where guys listed items for sale. There it was.... an advertisement for a 1930 Tudor Model A, some work needed. The hook was beginning to be set as I was drawn to the thought of Model A ownership. I took the advertisement home and encountered a very unexpected response from Mom.....She was GIDDY with excitement at the thought.

I called up the owner and asked if it was still available, which it was. We jumped in the car and high-tailed it to his house before he could change his mind. As we pulled up, there it was.... grey primer paint, interior a bit worn, RED 16-inch wider wheels (19-inch narrower wheels were initially delivered on Model As, so these different wheels and tires were already an "improvement"). We did our best to look authoritative as we inspected the engine, which was the proper shade of green, and was eager to start. Now came the hard part of the transaction.....How much money would it take to make that Model A mine? A number was suggested by the owner (I am not sure what it was) and I countered with a suggestion of \$225.00 and the car was MINE!!!! Never mind that the tires were mostly devoid of tread, and the brakes made an unusual squealing noise, and really were not that effective in retarding forward motion.

At this point, I should come clean and note that I drove that car for well over 15,000 miles over a 3-year period to and from school, work, the beach, the drag strip, Steak N Shake, and I never replaced a tire and the brakes never stopped squealing. In hindsight, I have serious doubts whether there was ever any brake lining material on the brake shoes, which would explain the questionable braking performance. However, the Model A DID pass the Florida Motor Vehicle Safety Inspection, which at the time was considered a real joke. The fact that my Model A passed the inspection proved that to be true! The experience also proved to me that my Guardian Angel was constantly working overtime whenever I was driving my Model A. This portion of the story would not be complete without mentioning that Mom was so excited about our new purchase that she was not able to sleep that night.

There are too many wonderful memories associated with that Model A to recount here, but there are a couple that must be mentioned. Mom was as devoted to the Model A as I was and did her level best to improve it. One time I came home, and the Model A was nowhere to be found. She was coy about its location, and I was getting increasingly frustrated about her lack of clarity. Finally, it came out.....Mom had taken the Model A to a nearby upholstery shop to have an improved interior installed. It was FANTASTIC!!!! Another similar action happened when it came to get the Model A painted because a local shop advertised that they would paint any car for around \$100.00. About 3 days later, we owned a gleaming (to us) BLACK Model A. The paint would not stay pristine for long, however, because I drove it to the hospital where I worked after school and came out one day to discover scratches down the flowing front fenders. It turns out that small children had been using my Model A fenders as sliding boards!!!!!!



While there are many Model A experiences, none can top racing it at the local drag strip at Samsula, Florida, outside Sanford, Florida. The more I drove the Model A, the more adept I became at "speed shifting" its non-synchromesh transmission. In fact, I could hold the throttle flat to the floor, kick the clutch, and go through all 3 gears with the Model A sounding like it had an automatic transmission. And if that was not enough, I fashioned a "straight pipe" for "racing" that totally eliminated the muffler, as it came directly from the exhaust manifold to behind the right front wheel. If conditions were just right, where would be the occasional flame coming out of that straight pipe, as well as a "chirp" from both rear tires as the "speed shifting" occurred.

Attending the drags at Samsula was a bit of a Rite of Passage for a Florida Teen recently entrusted with a driver's license. The drag strip was actually an abandoned former World War II airfield. To get there one, one had to drive down a series of isolated dirt roads, past rows of growing and smelly cabbage, to an area that opened up as the drag strip. You would know you were getting close because 2 large arc lights lit up the sky as they illuminated each lane of the drag strip. Guys running down the drag strip would have to tilt up their rear-view mirrors so they would not be blinded by the arc lights behind them. The guys seemed to always leave their rear-view mirrors tilted up as they cruised the Steak N Shake later in the evening.

After being an observer for several drag sessions, now that I was a Model A owner, it was time to transition into a participant role. The drag strip officials had not seen a stock Model A enter competition, so they placed me in X/Stock, when meant I ran against Volkswagens. Fair enough, because with my “speed shifting” skills, I could get a good head start off the line, but that initial lead would soon vanish as the more modern VW power took over further down the 1/4-mile strip. No matter, I was RACING as I flew through the timing traps at the astonishing speed of 55 MPH.

However, with my last run, Model A Drag Racing came to a sudden end. Although it was totally unnecessary, I felt compelled to “warm up the tires” prior to each run. I was about to learn there is just so much tire warming up that a 50+ year old Model A can endure. In doing my “burnout” I did not realize that the pavement made a transition from asphalt to concrete. Aged parts under significant stress, coupled with a dramatic shift in tire grip, resulted in Unwanted Large-Scale Mechanical Carnage.

Simply put, I managed to break the rear end housing, strip the gears it contained, as well as the gears in the transmission. But more importantly, I was stuck in the middle of dark, isolated Florida with no way of getting home. Again, my Guardian Angel kicked into action because unknown to me, a school classmate was in the crowd and witnessed my plight. He was with his girlfriend who remains a close friend to this day. They offered to tow me home behind his Dodge Dart, so we tied a rope to my Model A to begin the 35 or so mile journey home. How we made it without incident or police interference I will never know, but we did. Mom was away for the weekend, and when she arrived home and learned of my shenanigans, it HIT THE FAN!!!!

Thus, began the process of repairs. I had never attempted such a job, but there was no alternative than to do some “on the job” learning. Fortunately, Henry Ford was a genius in producing a product that could easily be repaired by simple folks with limited tools and budget. That would be me. I was also most fortunate to have Johnny Rauch as a helpful friend. He helped me get the Model A adequately secured on blocks in the front yard to begin repairs, and then scoured the local area to locate needed replacement parts. In fact, I came home from work one afternoon and noticed a part of my Model A moving.....It was Johnny getting a head start on the evening’s repair program.

I am not exactly sure how long the repairs took, but I seem to recall it spanned several weeks of trial and error. However, the time soon came when the final phase was to be completed. Naturally, this was the most difficult aspect of the reassembly process, it was raining slightly, we did not have adequate tools, and it was late at night. Several other friends were now part of the process, but we needed more weight to stretch out a stubborn and dangerous rear leaf spring so that it could be attached to the rear end shackles. This is difficult in the best of situations, and nearly impossible in ours. I called on Mom to get out of bed and sit on the right rear of the Model A so that we could get more weight on the axle as we hammered wooden wedges to guide the reluctant spring into place. Even though the gentle rain blew out at least one light bulb, our procedure WORKED!!!! Needless to say, Mom was more than happy to see the Model A be able to again move under its own power, and her front yard to be returned to its natural beauty.



That Model A was eventually and reluctantly sold and gave way to a more refined Model A that had been fully restored and was a class winner at an Ormond Beach, Florida show. Again, my Excited Mom was behind this transaction. I ended up driving the second Model A from Florida to Tennessee where I was enrolled in college. I later transferred to another college in Maryland, and the Model A became Mom’s only car, which she claimed she enjoyed driving. I think she was telling the truth, but there came a time when it was necessary to transition to a more modern car. I wish I had kept better records of Vehicle Identification Numbers because I would love to know who owns those cars now. All I know is they both brought a lot of joy, challenges, and learning during our ownership, and I will always cherish the experiences the Model As provided. And, just don’t tell my wife, but lately I have been researching Model As for sale.

*Pictured is Bill McDowell speaking during senior graduation as Senior Class President 1965.*

*One of Bills family businesses is McDowell Time, a watch manufacturing company. McDowell Time is a sponsor for the Chattanooga Motorcar Festival.*



### Heritage Day

Frozen Head State Park  
964 Flat Fork Road, Wartburg, TN  
Saturday, October 14, 2023 10 AM to 5 PM

We are the main feature of the event. Please plan to set up and display cars by 9:30 AM. We will meet at Oliver Springs Hardees at 8:30 am and leave for Frozen Head State Park promptly at 9:00 AM. Park Ranger/Manager Jacob Ingram is really looking forward to us being part of the big event.

Bring your own chairs, canopies, food and drinks. There will be food trucks available at the event if you wish to purchase your food on site. Plan to stay until 5 PM if you possible.

Frozen Head State Park's Heritage Day is an event that celebrates the music, crafts, and culture of the Appalachian and Cumberland Mountains in and around Frozen Head State Park. Heritage Day features crafts people, demonstrators, and musicians from around the region performing throughout the day. Heritage Day will feature Old-Time, Bluegrass, and gospel music from great local musicians.

PLEASE PLAN TO ATTEND IN YOUR MODEL A.  
(This is a club sanctioned event.)  
**HERITAGE DAY!!!!**



If you are a veteran, please send me a picture of yourself in uniform with your credentials and mini bio for the November newsletter. [davidrose@gmail.com](mailto:davidrose@gmail.com)

### Model A Part Riddle Series #1

by David Rose

'round and 'round and 'round I go  
Some like me light some like me heavy  
There's pressure on me 15 or so  
Inertia makes me nice and steady  
What part am I?

*(Click on the riddle box to see the answer.)*



## New Newsletter Sponsor - Elite Insurance Group, Knoxville, TN

We are a full lines insurance agency, offering affordable and reliable homeowners' insurance, auto insurance, business insurance, commercial auto insurance, and life insurance products that are tailored to fit your budget and coverage needs. Like so many in East Tennessee, we share a common passion for classic and custom vehicles. In serving our community's insurance needs for over 20 years, we offer a specialized program for anything collectible with wheels!

Our flagship collector vehicle program offers agreed value coverage at an unbelievable price. Our agency was founded on passion for muscle cars, hot rods, and exotics. Let us help you insure your passion for what it's worth while having freedom to enjoy it any time of year. Our policies come loaded with extras like Nationwide Roadside Assistance, spare parts coverage, trip interruption, pet coverage, and much more.

Our mission is simple, to work and serve heartily unto the Lord Jesus Christ and serve our local community with a kingdom impact!



**Chaz Goodin, Co-Owner & Agent**  
Elite Insurance Group  
113 Legacy View Way, Knoxville, TN 37918  
Phone: (865) 687-5140  
Web: eliteinsurancegroup.org



Chaz Goodin, Agent/Owner, Sales and Marketing



Stephanie Goodin, Agent/Owner, HR and Finance



## “Beatrice” - A Model A Gift

By David Rose

A gentleman was browsing the internet and spotted an old antique car that caught his eye. He thought then that it would be fun to have a car such as that, so he placed a bid and won the auction. After receiving delivery of the car, he realized that he bought the car on impulse and didn't really need or want the car after all. He is not really a “car guy”. This was March of 2023.

He gave his personal assistant the task of trying to sell the car. She did an internet search and found Smoky Mountain Model A Club and made a phone call to our President Bob to ask how she could sell the car. Bob told her that the club had a monthly newsletter that included a classified ad and she could place the ad there. The ad started running in April.

David Rose joined the club in May, attended his first meeting in May and volunteered to be the new newsletter editor during that first meeting. The ad ran for a couple more months until July when David realized that he should call all of the classified ads to be sure they are still for sale and to check on any updates for the ads.

David called Erika, the person listed about the 1930 Roadster, and asked if there are any changes to be made in her ad. She said, “Yes”, “I want to reduce the price from \$20,000 to \$13,000.” That is a significant drop in price. Erika was obviously highly motivated to sell this car. David asked Erika to send a picture of the car. Maybe the picture would help sell the car. When David saw the picture of this car, his jaw hit the floor. Realizing he could possibly buy this car for \$13,000 himself, his blood pressure went up a notch or two. After seeing the picture, David called Erika back to ask if he could come up the Knoxville from Athens to see the car that next day.



David fell in love at first sight with the car. David and Erika conversed at length about the car while David was examining it. David realized that it is an older restoration with some dings and chips in the paint from driving it, but everything was there, and he thought it looked like the car for him. Especially for \$13,000. David learned that he and the seller are both Vietnam War Veterans, thus the connection was made. David told Erika of all of the War Veteran volunteering and mentoring he does for Post War PTSD and how he tries to improve the lives of our veterans after war.

At one point, David worked up the courage to ask Erika if the seller would accept \$10,000 for the car. Erika started laughing and said “Yes”. “In fact, just this morning as he was leaving the house for his office, he said to just sell the car for \$10,000 to David if he wants it.” So, our price numbers matched up. At that point, David became emotional realizing that he could actually buy this car for \$10,000. David cried in front of Erika. It was too overwhelming for David.

David committed to buying the car for \$10,000. David returned home thinking that he would need to scrounge up \$10,000 to buy the car even if it meant going to the bank to borrow money. David was still in shock the rest of the day and did nothing to find the \$10,000.

That next morning, Erika called David at 8:15. She said she told the seller of their conversation and that David was also a Vietnam War Veteran and he would have to go to the bank to borrow the money. The seller said to just give the car to David and charge him the \$2,500 commission that the seller promised if she could sell the car for him. So, David ended up buying this car for \$2,500 when it was just purchased for \$23,000.

What an amazing moment that was when David learned that the car was being given to him by the seller and all he had the pay was the sales commission. David tried not to cry again this time.

Arrangements were made for David to travel to Knoxville to meet the seller and pay him for the car. During that meeting, David made a formal military presentation to the seller and awarded him a Vietnam War 50<sup>th</sup> Commemoration Medal with a framed certificate and lapel pin. The seller was moved and very appreciative. He said he got the best part of this deal.

Before the car was in David's possession, he located 120 professional photographs of the car online from the auction. He used those pictures to write a book about the car and he designed a website for the car. <http://30Bea.com> The car is in David's possession now. It needs a few minor TLC items, but before long, it will be on the road to enjoy and show.

David realized that the car is colored like a Bumble Bee. In considering a name for the car, he wanted to select a name with a "Bee" sound in it. The first name that David thought of was "Beatrice", so he looked up the meaning of the word.

"Beatrice" means "She who makes one happy and blessed". The predecessor name to Beatrice is a Latin name "Viatrix" which means "Voyager". Both names are perfect for this car. David and Beverley refer to the car as "Bea" for a short nickname. Hence the Bumble Bee look alike.

Hopefully David and Beverley can debut the car to the club at the club picnic in September. David has been invited to apply the car to appear in the Concours d' Elegance in the Chattanooga Motorcar Festival in October. The application has not yet been approved or disapproved at this writing.

David has been working on building a Speedster, but that project car will be sold and replaced with this Roadster completed restoration. There is no room for two Model A's. What an amazing story and gift. Go to the Beatrice website **HERE**. <http://30bea.com>



**Model A Part Riddle Series #2**

I lead the way in all I do  
Exchange is really my main function  
I have in me a lifesaving stew  
I like to maximize my conduction  
What part am I?

*(Click on the Riddle Box to view the answer)*

**FRANCOUR**  
Gary and Susie

## “A” Christmas Gala Yule Love

*Produced by David Rose*



Martin Young - Tenor



Kim Adamson - Harpist



Richard Young - Photographer

### YULE LOVE THIS COOKIN’

- Rothchild's holiday house salad
- Sliced roasted turkey breast
- Sliced brown sugar ham
- Country cornbread dressing
- Mashed potatoes
- Steamed green beans
- Holiday gravy
- Cranberry relish
- Tea and Coffee
  
- **\$25 per person**
- Attire is Sunday go to meeting best or your favorite Christmas attire or 20's 30's vintage attire contest
- Door prize drawings
- Professional portraits taken free
- Corporate tables 6 to 10 people
- Family tables 6 to 10 people
- Reservation due date is 12/02/2023

### Saturday Night

**December 9, 2023 6PM**

Rothchild Banquet Hall

8807 Kingston Pike

Knoxville, TN 37923

David Rose 423.364.9999

### KEYNOTE SPEAKER – RANDY SCHWERDT

In July, Randy did a Power Point presentation describing his Woodie construction project for the woodworkers' club meeting. Randy did an excellent job and he was very well received by the club. I asked Randy to speak to our club during our club Christmas Banquet this year. You will enjoy his presentation. Randy is informative and entertaining. Don't miss it.



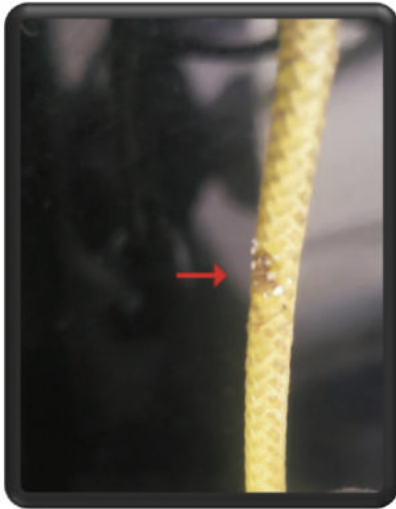
**Buy Tickets Now!**

**Tech Talk**  
**“Fuse Your Wires or Carry a Big Fire Extinguisher”**  
by Bob Helsel

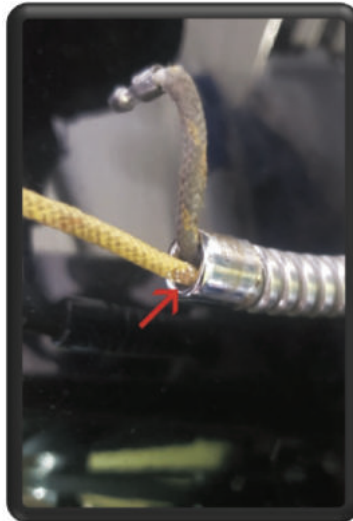
No good deed.... After I came home, from working on the problem horn– light switch problem, I decided to look at “Aunt Bee’s” horn. Ever since the Auburn trip, it was sounding like a sick cow no credible Ahooga. Everything looked fine with the rear cover off. It worked sounded like a good horn should sound....no problems so it seemed. I put the cover back on and no horn....strange.

I took the cover back off and was encountered to some smoke and heat....yikes!! I quickly shut off the power, that’s one reason why I have a kill switch. I disconnected the horn and nothing obvious. I pulled the fuse which of course was bad. I connected a test light across the fuse contacts and the bulb LIT up meaning I still had a short somewhere. I looked around other electrical areas and didn’t see anything.

I looked closely at the horn wires and the “hot or power” wire to the horn had a bare spot with metal wire showing. It was right where the wires exited the metal conduit. The insulation was chaffed off and bare metal was contacting the end of the conduit. That end caused the erosion of the wires covering. I covered both + & -wires with heat shrink tubing in the area which was in contact with the conduit end, which by the way was not sharp or worn, actually smooth. Vibration of Model A’s it routine. That coupled with pressure over time can still wear away insulation. Now Aunt Bee is back honking like a real AHOOGA horn.



*Damaged Wire*



*Conduit Contact*



*Corrected Wire*

### Club History Series - International Tour



In 1997, 9 of our Smoky Mountain Model A Club cars participated in the MAFCA International Touring Event by touring from Knoxville to Toronto, Canada. There was a stop in Michigan at the Ford Building where the members met with a Ford executive and received a tour of part of the building.



MODEL A'S NEVER OVERHEAT. HE'S JUST SIGNALING TO HIS GROUP..

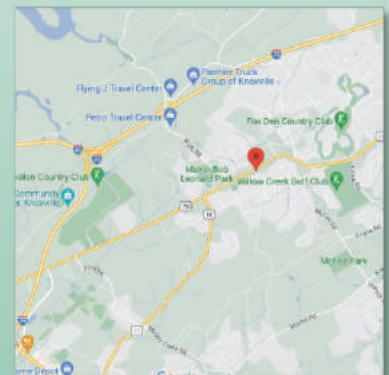
29



### Fun Club Lunch

Big Kahuna Wings (& Burgers)  
Saturday, October 28, 2023  
11 AM  
12828 Kingston Pike  
Farragut, TN 37934

This should be a great time of the year to take your "A" for a Fall color drive in the countryside and then enjoy a great lunch at Big Kahuna Wings. They have several meal choices besides chicken wings so please plan to attend for a fun Model A gathering. Also, Heather and Scott Gilmore are new members in our club and Heather is a part time employee at Big Kahuna Wings. Hope to see you there! Questions? Randy Schwerdt 219-771-1946



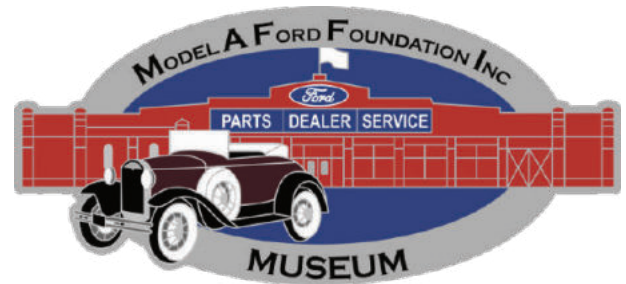
## Who is ready for "Model A Day?" September 15-16th, 2023?

Model A Day, MAD, is always the third Saturday in September. This year's Model A Day festivity will be held September 15-16th at the Model A Ford Museum on the Gilmore Car Museum campus in Hickory Corners, Michigan.

Our theme this year is "Open Cars". Bring your roadsters, roadster trucks, cabriolets, phaetons and 400As to show off.

There will be a special gate for Model A parking. It will be located on Hickory Road. Please enter there and someone will guide you onto the Gilmore grounds and to the Model A parking area.

We are having another two-day event with a swap meet both days. Please contact Mark Maron at 847-302-7900 or A7191mark@gmail.com for any questions or to secure your swap space.



After noon we will have "Ride the A's" where you will have an opportunity to take a spin around the Gilmore campus in a Model A and our AA Stake Bed truck - maybe even the Model A School Bus.

You will have the opportunity to participate in the Model A Driving Experience. This is a classroom, as well as a hands on, driving school. The class will run from 1PM to 4PM. The cost is \$100 per person and you must preregister online for this class.

We will be doing a First Start for a car that has not been started in decades. That will be at 2PM and is always a fun event.

There will be a Special Event on Friday evening at the Kellogg Bird Sanctuary with a catered dinner and the ability to tour the Kellogg Manor House. Dinner and admission to the Bird Sanctuary and Manor House will be \$45 per person and you must preregister online.

There will be a Fashion Seminar, a technical seminar on the ABC's of the Model A engine, Road-trip 101 and we will have a special guest talking about the Great Race. All of these seminars will be from 9:30 to 2:15. The cost for each seminar is \$5 and will be collected at the door, on the day of the event.

All day we will have "Ride the A's" where you will get your chance to take a spin around the Gilmore campus in a Model A and our AA Stake Bed truck - maybe even the Model A School Bus.

MAFFI will have a sales table with merchandise for sale, but this year we are asking you to go online and preorder your t-shirts. We want to be certain to have your size ready for you at the event. Event pins may be preordered as well.

As always, our annual meeting will be held under the big tent at the Gilmore at 2:30. After the meeting the Gilmore will keep their diner open for you to grab a bite before you head home or back to the hotel.

For any general questions, contact Katie Herrick, [katiehcpa@gmail.com](mailto:katiehcpa@gmail.com)

For any registration questions, contact Sandy Fox, [sunfox511@hotmail.com](mailto:sunfox511@hotmail.com) or 419-344-1110.



## Board of Directors Minutes

**August Board Meeting:** Karns Senior Center, 8042 Oak Ridge Highway, August 15, 2023  
Smoky Mountain Model A Club Board Meeting minutes

**Members present:** Bob Helsel, Gary Steadman, Tony Gardner, Randy Schwerdt, Steve Wickizer, Vic Varady, Gary Francour, and Carol Baxter. **Guests** attending: John Baxter, David Rose., and Susie Francour

**Bob Helsel**, President, called the meeting to order at 2:00 pm.

The minutes from the June Board meeting were approved by the club members at the July meeting.

New member/roster update: The club presently has 96 memberships.

### Old Business:

**Treasurer's Report:** The month-ending balance was \$6443.99. The Club Facebook group has 32 Members. The Treasurer will maintain the club roster. Bob suggested that the new board for 2024 Appoint a "Correspondent Coordinator." Gary has a password-protected Google document with the mailing list that can be used by the coordinator.

The new club by-laws were approved by the club members at the July 15<sup>th</sup> meeting.

**Pasadena Donation:** Steve Wickizer has already donated \$100.00 for one raffle ticket. It was proposed that the club buy one more ticket. There was a discussion about the club starting a "Pasadena type" Program in Knoxville. Tony suggested that the first need was to locate, and connect with, a school in the Knoxville area that could provide an auto mechanic space and/or interested students. Bob will provide more info about the program in Pasadena for guidance.

**On-Tour Banner:** **Tony** brought an example for a safety sign to be placed on the back of the last car in line for tours. It was decided by the board to have the safety sign for the last car in a group as well as canvas ON TOUR signs to use on club trips.

### New Business:

The September picnic and monthly meeting will not be on the same day this year. Bob will ask the club members at the meeting tonight to decide if the meeting should be combined with the picnic or separated to Tuesday the following week. Tony proposed to have an auction following the picnic. More will be discussed at the meeting tonight.

David Rose wanted to have a meeting with the Board to discuss the purpose/future of the club using the SWOT (Strengths, Weaknesses, Opportunities, and Threats) method. Gary suggested that the membership be surveyed to get a consensus about how the club was performing before any further decisions were made by the Board.

### 2023 Trips and Tours:

July 13 – 18 -The club was represented by several cars/members at the MAFCA Tour in Indiana. Steve reported that everyone had a fun and educational trip.

**September 16** – Club picnic and Meeting/Auction 10am – 3pm

**October 14** – Frozen Head State Park Heritage Day 10am to 5pm

October 28 – Big Kahuna Wings lunch no meeting meeting??

**November 10** – Veteran's Day Parade (Note the date a Friday). Bob has submitted the application for the club.

**December 9** – Club Christmas Gala – David is in the process of securing a venue for the party. He will share more at the club meeting tonight.

### Other Topics:

David suggested the club apply for a 501C3. More will be discussed later after further evaluation by the Board. The meeting was adjourned at 3:45pm.



**August 15, 2023, Meeting Minutes:** Submitted by **Carol Baxter**

The August meeting of the Smoky Mountain Model A Club:

The meeting was called to order at 6:00 pm, August 15<sup>th</sup> by President **Bob Helsel** at Shoney's, N. Broadway, Knoxville.

**Sunshine Report:** Fortunately, there were no reports of illness or injuries.

**Minutes:** The July minutes were approved by the club members.

**Treasure's Report:** Treasurer **Gary Steadman** reported a beginning balance of \$5956.98 and ending balance of \$6443.99. Income comprised advertisements, magnet sales and 50/50 raffle proceeds. The club has a paid membership of 96. The newest members are Ray and Marie Smith.

The Treasurer's report was approved, and Gary offered to provide a written copy for anyone who requested one.

**Old Business:**

The car club and Vet magnets can be purchased from Gary.

The Facebook group now has 32 members.

There was some discussion about a new meeting day and time for Fall. The club decided to leave the day and time the same being the 3rd Tuesday at 6:00 pm of every month

**New Business:**

The September picnic will also include the September meeting and an auction.

David Rose is locating a venue for the Christmas Gala. More info will be on Facebook when obtained.

**Tours and Events:**

**September 16** – Club picnic at the Cove in Farragut (address and map will be provided in the newsletter and Facebook). The picnic will be from 10:00am to 3:00 pm.

**October 14** – Frozen Head State Park Annual Heritage Day 10 am to 5 pm. Those attending will meet at Oliver Springs Hardee's (528 E. Tri County Blvd) at 8:30 am. Bring your own chairs, canopies and food and drink, if desired. There will be food trucks available. For questions call or email **Randy Schwerdt** (219-771-1946 or randyvicki@gmail.com).

**November 10<sup>th</sup>**- Veterans Day Parade Friday

**December 9** – Christmas Gala

Show and Tell: Antique Battery cell tester, Bob Helsel

Representatives from Elite Insurance Company presented a synopsis for their services available for antique cars.



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**-Parting Shot-**

**What Happened Here?**



Click on the image to answer the question... "What happened here?"

**The End**

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