April-May-June 2012

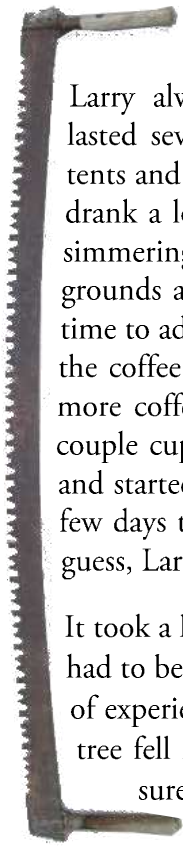
A WORLD

YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

TIMBER TIME

BY SHERRY WINK

It was summer in the Sitzman's neck of the country, and that meant time for Dad Sitzman to go out in the timber to cut trees for the family sawmill. It was always best to do this in the summer when it wasn't so muddy or cold.



Larry always joined Dad on these trips which lasted several weeks at a time. They camped in tents and cooked out on a campfire. Dad Sitzman drank a lot of coffee, and he just kept a saucepan simmering on the fire and added water and coffee grounds as needed. If the spoon stood up, it was time to add more water, and you could see through the coffee when you poured it, it was time to add more coffee. When the pan got too full to get a couple cups of coffee out of, he dumped it all out and started over. But he complained that it took a few days to build up the flavor again. As you can guess, Larry didn't drink too much coffee!

It took a lot of work to cut down the trees and you had to be very careful how you did it. It took a lot of experience to know how to cut just right so the tree fell in the right direction. You had to make sure it didn't bounce off other trees and land on you.

Once the tree was down, it then had to be cut into shorter lengths so it could be loaded on a trailer for the trip to the sawmill. And of course the branches had to be trimmed off first.

It was hot sweaty work, but these year they had an improvement. Dad Sitzman used to haul the logs with a mule team. That was a lot of work hitching them up, currying them down, and keeping them fed and cared for. But this year, Dad had bought a used Model AA truck and built a "boom" truck out of it. It was called a boom truck because there was a great big support, or beam, that could swing over, let down a cable to hook to the log and then tow it along

(Continued on page 2)

behind to the log truck. Then you could wind up the winch and lift the log onto the trailer, carefully guiding it up into the right place on the load. This new truck made the job much safer and quicker!

Now the two didn't spend all their time alone. A couple of times a week, Mom Sitzman would load the whole family in the Model A pickup and head out to spend a few nights. She only did this once the trees were on the ground, because she didn't want to worry about one of them landing on the little kids if they wandered while they played.

While the family was there, Larry and Dad ate a whole lot better! While they usually had soup and beans and once in a while a fish they caught in the creek, Mom Sitzman always brought a lot of good stuff from home. She would fry up some hamburgers or fish, and bake potatoes in the hot coals. Corn on the cob steamed in the husks right over the fire. The Dutch oven served up mouth watering biscuits. And when watermelon was ripe, she brought several of them. She would place them in the creek in the deeper water so by the time supper time rolled around, they were nice and cold on a hot summer day!

Then Dad would tell some stories of growing up on the farm, and Larry would tell "Trouble the Bear" stories which had the little ones rolling on the ground laughing. Then, they'd all spread their blankets under the stars, around the campfire, and eventually, sleep would catch up with them.

In the mornings, Mom Sitzman would haul out the great big old cast iron skillet and fry up a mess of bacon. If there were any potatoes left from the night before, she would slice them up and cook them in the bacon fat. In the meantime, the kids would all cook their own eggs. Now, picture this. Since there was no way to cook everything in one skillet and still feed everybody before they felt like they were starving to death, Mom had come up with a novel way of letting them help. Each kid would take a raw egg, and carefully poke a stick through it so the stick stuck out one end. Then they would hold them over the campfire to cook. You had to be careful and pay attention, because if you cooked them too fast, they could and would explode! Most of the girls got very good at getting theirs cooked right, but Larry was not as good at it. KABOOM! Half cooked egg would fly all over the camp! And he'd have to start all over again!

The secret was to listen to the sizzle and watch the steam. Too loud of sizzle, or too much steam escaping told you it was getting to hot too fast and to pull it out of the fire to cool down. The problem was that after a week in the woods with Dad, Larry just had a lot of talking to catch up on. So he would be so busy trying to catch up on all the news and tell his siblings all about his week, that he kept forgetting to watch his egg. And KABOOM, there it would go again! Often, one of the girls would take pity on him and make an extra egg for him so he didn't starve!

Once breakfast was over, the kids would spread out through the woods and play until Mom called for them. And out of the Timber they would come, with their pockets loaded with shiny rocks, an occasional frog, and any other treasures they had come across in their day. And back into the Model A they went, to come another day to "help" in the Timber.

A WORLD

YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

A-World is published by the Model A Ford Club of America for the benefit of youth and the promotion of the Model A hobby.

Editor
Sherry Winkinhofer
AWorldEditor@hotmail.com

Model A Ford Club of America
250 South Cypress Street
La Habra CA 90631-5515

A-World subscription is free, courtesy of MAFCA to youth grades 1-12. Others may subscribe for $10.00 per year or $2.00 per issue. Call or write for information 562 -697-2712 or email AWorldEditor@hotmail.com

KIDS AND THEIR CARS!

I RECEIVED SOME GREAT PICTURES FROM MICHAEL ALONG WITHHIS ARTICLE (SEE PAGE 4 & 5).

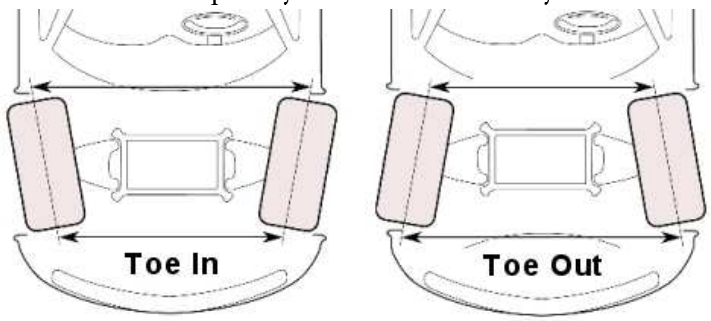
This is a picture of Michael with his chassis which awaits a test drive. It is for a 1928 Roadster Pickup he's restoring and it is now about half finished. Michael has a temporary test cowl that is owned by a member of his club that he will use for testing purposes.

This is a tour Michael's club went on to Rosebud last year. They went to see "Jake and the Kid" as a play. Rosebud is famous in Alberta for its excellent drama program. People come from far away to attend drama schooling at Rosebud.

In 2004, Michael's club drove their cars to the Banff station and met with the Canadian Pacific steam engine 2816. They all dressed up in era fashion. The 2816 Empress was kept in Steamtown, PA for many years before Canadian Pacific bought it back and restored it. It goes on trips several times a year. It is a 4-6-4 Hudson built by the Montreal Locomotive Works in 1930.

Auto Safety

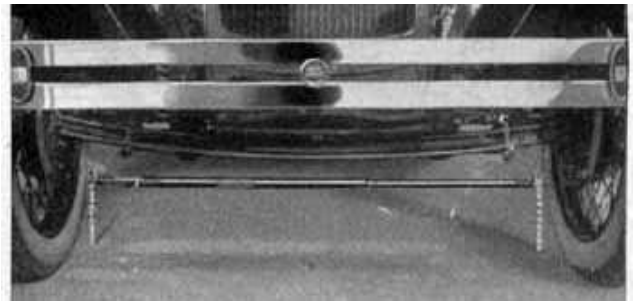
Toe-in, toe-out, do you know what that means on a Model A? Toe-in/out is where the front part of the tires lean in or out just a little further than the back. Of course, the pictures are a little exaggerated, as this much toe-in/out would quickly wear out your tires.



So why have any toe-in at all? It has to do with steering. With the toe-in set correctly on your Model A, when the car goes over a bump that pulls one wheel out of line, the other wheel is also pulled in that direction and causes the wheels to come back to the front with out forming a turn. This keeps your car keeps going straight easier.

For a Model A, the toe-in is minimal but critical. It's only 1/16th inch,+/- 1/32nd. If you've ever ridden in a Model A that hit a pothole and then suddenly developed a shimmy in the front end, it might be time to check the toe-in!

There are a lot of methods for getting the job done. A special bar and chain tool is available from many Model A catalog companies and the web is full of suggestions on making your own tools for the job.



An easy method without special tools is to raise the tires off the floor and apply a thin chalk line on the tire while slowly turning the wheel. This line can be used for a measuring point to ensure the front is toe-in properly.

You'll find a properly aligned vehicle will be much easier to drive, more comfortable to ride in , and safer too!

The Biggest Christmas Present Delivered Part 2

By Michael J. Callander (age 14)

As the restoration progressed, I developed a lack of rest.
And when there was a problem, we didn't fear; all we did was grab a beer.

Well, I must admit, the restoration and mentorship project is coming along quite smoothly. Back in the last article I wrote, I said I had just put on the tie-rod, both of the brake shafts, the shocks and the rear spring. Luckily, that article is well out of date. Over the course of the past few months, I have put many hours (as well as Glenn) into scraping, cleaning, priming, painting, assembling, adjusting… the usual routine.

After the above photos were taken, we moved on to the rear end. As Glenn stated, I am fortunate that he still had the patience to tackle one last rear end he'll ever do with me. I went up to his farm overnight and we commenced the rear end. It was a real learning process. I learned how the rear end works, he learned how much I love to play with things, I learned how much patience he had- that kind of thing. We were able to get all the bearings installed, the preload set and the whole differential assembly roughly in on the first day. The next day we set on getting my rear end in gear. We checked the placement of the drive shaft gear and the crown gear. We got it first try. We finished assembling the rear end at about noon, and then I had some real fun. I learned how fun it is to sit on the floor giving a squirt of thick oil every five seconds, waiting for the trigger to come back up, giving another squiiiiiiiiirt, then going to refill the oil can and watching the oil slooooowly trickle into the can, while Glenn had his share of laughter watching me struggle. Great Fun! I finally used up his gear oil and switched to my gear oil, and got the rear end filled up.

Before we put the rear end on the frame, we did the rear brakes. All the brake parts were ready for installation, including painted. Since I went with Ted Floaters, we had a valuable learning experience, as many of you may also have done on your A's. I have modern linings on my service brake shoes, and Glenn arched them to fit the cast iron drums. We put the backing plates on when they were prepared and started on the service brakes. We had a few troubles, but they were easily resolved. It took some time to get the squire pins in right, but we managed to do it. We put the grease baffles and Radius Rods in and prepared to get the emergency brake bands in. Every now and then, we realized we had forgotten something and had to go back a few steps. One of these was when I asked if the service brake levers were pointing the right way. Glenn looked me in the eye and said,"I think we'll take a gamble on that one." I said "Will we now?" Since Glenn has a hoist with his 1931 Slant Window on that displays the bottom and a chassis below with an upper view of the mechanical parts, I decided to figure out if, in fact the levers were pointing the right way. I told Glenn why I figured they were pointing the wrong way. There was a long pause before Glenn said," Son, what would we do without you?" Needless to say, we changed the levers and then fumbled with the emergency brake. We created a special tool (It looks like a screwdriver with a slot in it, but it isn't any ordinary screwdriver) for doing the e-brake release spring. If anyone wants to borrow it, we rent it out for $10.00 an hour.

Once the drums were on, the rear end was picked up and suspended by a hoist whilst it was painted. On the same day, it was lifted on and fastened to the spring. Our next task was to do the front brakes, which

(Continued on page 5)

took quite a bit of fiddling, even if I am a gifted musician. Everything went well until we put the passenger side drum on with the bearings and nut and it locked up. After 35 long hours on Glenn's part and one time with me up, we determined with precise measurements both the backing plate and the spindle were bent on that side. Glenn had a feeling this was possible and had a new backing plate in paint. Upon finding a new spindle, we started over again with the spindle…

In the end we got it so good that Glenn insisted we make all the brakes better. So that was that, and put on brake rods and anti-rattlers and now I'm begging for wheels. Up to that point I've been proud of my efforts and grateful for those of everyone else. The next to go in will be the engine, followed by the steering column.

In my Dad's 1990 Ford Festiva, which is one and a third times the size of a smart car, we brought up the engine block, painted Ford Engine Green when we brought up the brake drums and a few other items. We have started working on the engine, which has been the funnest part of all because there are lots of moving parts. We spent one day on the crankshaft (after my Dad and I line-bored the main bearings) and I turned it by hand for a while to run it in. (Being the gentlemen he is, Glenn knew how much I love to turn things). After that, Glenn put the valves, camshaft and two cylinders on during the week and then when I came we put the other two cylinders on and set the valves. We even got as far as putting the oil pan and head on. The next things to go on will be the clutch, flywheel and transmission.

My Dad and I are working on the steering column at home. We have almost got it finished. When I ordered the steering wheel and some plated parts, I got really excited. So excited in fact, that my mom now thinks I'm a crow because I like the shiny effect.

Finally, I would now like to thank the people who have helped with or donated various parts: Glenn Smith (rebuilding the frame, front and rear end, engine and machining; many parts out of his collection), Gary Callander (rebuilding the engine and chassis; an engine mount, a torque tube), Jim Callander (Rebuilding the chassis; an upper water neck, a drive shaft) Dave Dodd (Rebuilding the carburetor), Dan Adams (The Generator and Starter; various parts for the starter), Don Mazurick (The distributor; a few distributor parts), Paul Chudek (Donating the frame, a universal joint), Dennis Dovich (Machining), Troy Dillabough (Donating oil pan, drip pans, connecting rods), Dean Potter ("A" wheel, front axle on exchange), Murray Walkemeyer (tie-rod, drag link, wiper motor) and every member who has given me advice and/or encouragement. If I missed anybody or what they've done to help me out, please let me know so you may get credit in future articles.

The body and its components await for some tender, loving care. If anyone would like to pitch in and help me with the gas tank, bodywork, upholstery or painting, it would be appreciated. I have no knowledge or experience whatsoever and would like to do a good job.









Six Things are different!

Tim and Joy are dressed for a nice trip into town. But wait, in the top picture, they've forgotten a few things!
See if you can help them find all of the missing items

The answers are on page 8, but don't peek!

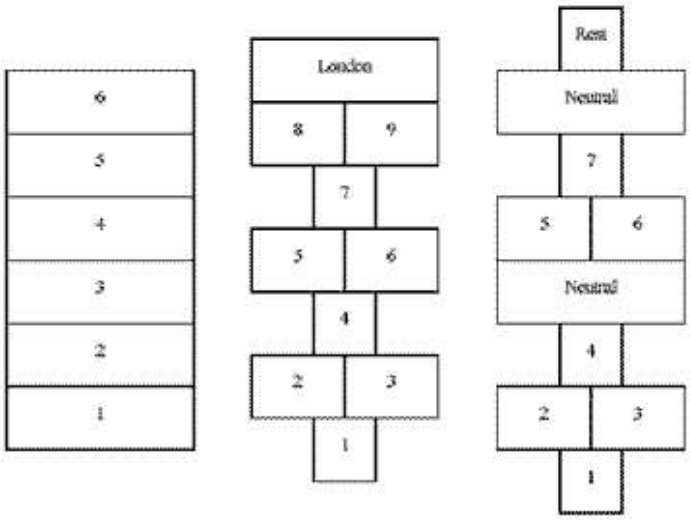
GRANDMA'S GAMES

HOPSCOTCH

This is a game you can easily play with only a little bit of chalk and a rock. I'm sure your grandma used to play this game as a little girl. Version of it have been played around the world for centuries. In fact Roman soldiers used a similar exercise to test their strength. But they used a much harder game court and carried heavy weights

The word "scotch" doesn't mean this game is from Scotland. In the old days, "Scotch" also meant "scratch', so hopscotch literally means hopping over the scratches. That's because the original patterns were scratched into the ground. Normally today you use chalk, although charcoal, paint, or even masking tape could be used to mark the blocks.

Find a large flat surface where you can draw your hopscotch design. Draw the hopscotch design on the ground. You need to make single boxes, as well as side by side boxes. You can make any combination of boxes, but they should only be wide enough to fit a foot in.



As an example, first, make three single boxes on top of each other. Number them as 1,2,3 (1 being the closest to the start line). Above this, draw a couple of boxes one beside the other, and label them as 4 and 5. Then, draw a single box numbered 6, then two more side by side boxes, as 7 and 8. Finally, draw a semicircle, and label it as "Home".

Find something to use as a marker. It can be a rock, a button, a stick, or anything else you can toss and make stay in the boxes.

To play, hopscotch has only two basic rules to remember. You can only have 1 foot in each square and remember to hop over the square with the marker in it.

First, stand at the starting line and toss your marker on square 1. It has to land inside the box. If it lands on a line or outside, you loose your turn.

Then, hop through the boxes, but skip the one that has the marker on it. Remember, only one foot in each box. If there is only one box in the row, only one foot can be down. If two blocks, then both feet must be down. Be careful when you step on the boxes. If you hop on the wrong box, or step beyond the lines, you lose your turn.

When you reach the box labeled "Home", you can land both your feet on it, and rest for a few seconds. Then, hop back through the hopscotch course, in reverse order. When you get to the box before the one that has your marker, stop, pick your marker up (still standing on one foot), then skip over that square.

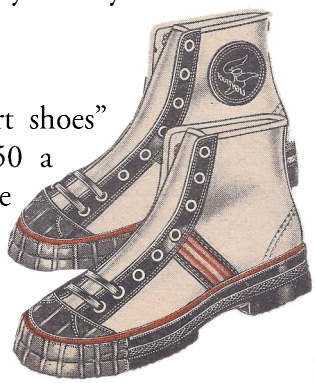
Each person does this, repeating it with the maker on each number in order. The first person to successfully hop all the numbers wins!

There are a lot of variation you can do once you learn how to play. Make some squares special by giving special directions for that square. For example, when in that square you have to hop three times or spin around. Feel free to come up with your own ideas, and don't forget to ask grandma or grandpa what their favorite version is! Maybe they will demonstrate for you!

What They Wore

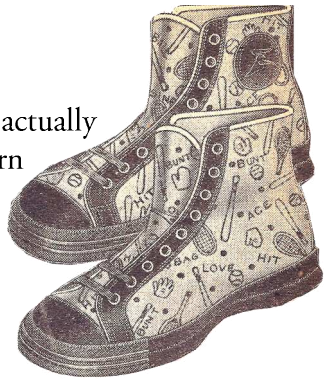
Kids in the Model A era loved sports just as much as today's kids. But unlike today, they didn't have a different type show for each type of sport played. They just called them "Sport Shoes", and most of them were made of canvas.

Here are a few interesting pairs that I found in a 1930's Sears and Roebuck catalog! Actually come of these could actually be considered retro and in style today!



These are called their "finest sport shoes" and were really expensive at $1.50 a pair! I guess the "lace to toe pattern", "vacuum-like tread" and "ribbed bumper toe" made them worth it!

These are girl's oxfords, advertised for work, play, gym, or sports all year round, with 'vulcanized" soles. No, they did have "Star Trek" back back then, vulcanized was a type of processing down to rubber.



Check out this fun pair! I could actually see these being sold and worn today! They came in men, boys, and small boys sizes for as little as $1.10 a pair What a bargain!

This pair came in brown, and white, for as little as 78¢ a pair. Interestingly, these come in two different type of lacing patterns, one to the toe, and the other called a "BAL" pattern, which starts a little higher up. Wonder if it really made any difference.?

What would you like to see in your Newsletter?

Remember, A-World is YOUR newsletter! What would YOU like to see in it?

I'm looking for suggestions, ideas, articles, and pictures to help keep this newsletter fun to read!

If you have ideas, or Model A related things you would like to see published, email them to:

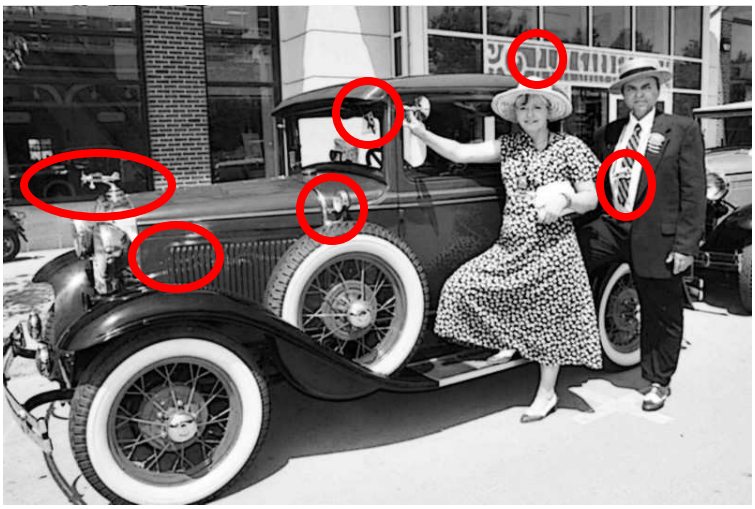
AWorldEditor@hotmail.com

or mail a letter to:

Sherry Winkinhofer
14900 Green Briar Drive
Smithville MO 64089.

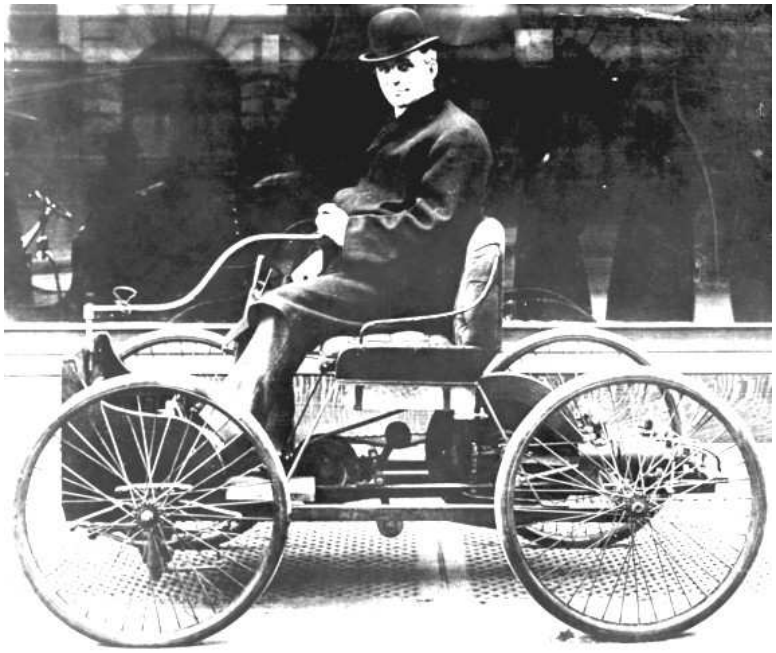
I'm looking forward to all your wonderful ideas!

Six different things:



FORD FACTS

We all know that the Model A was not Henry Ford's first vehicle. It just is called a "Model A" because it was so revolutionary (by Henry's thinking) that it was like starting all over again after having reached the Model T in the alphabet.



The first vehicle actually developed by Henry was the Ford Quadricycle. It was a simple frame with an ethanol powered engine and four bicycle wheels mounted on it. He built it in 1896, thirty two years before the Model A came out!

These early cars were all hand built one by one. The "horseless carriage" was a new idea, and everybody had their own idea of what they should look like. They were considered toys for rich people as most people couldn't afford them. The invention of the Quadricycle was important because it was just the beginning of Henry's designs that would lead to a car for the everyday man.

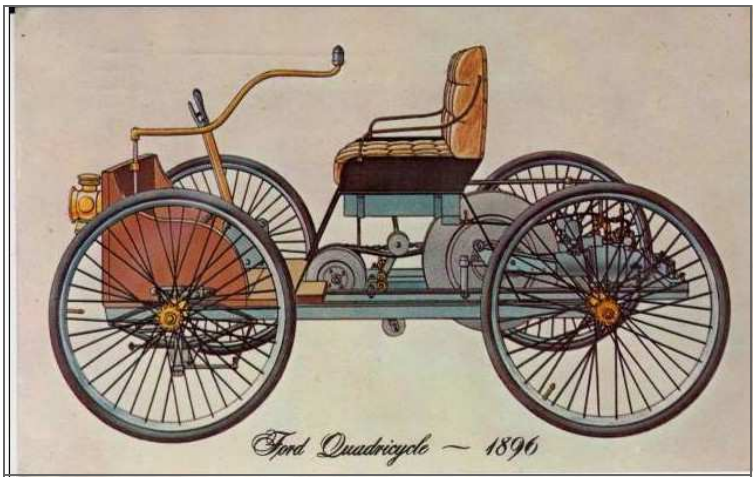
Henry built his Quadricycle in a little brick shed behind his home. It took him over two years of experimentation. When it was finished, he discovered it was too big to fit through the door. He was so excited to test drive it that he grabbed an axe and knocked out bricks to remove half of one side of the shed to get the vehicle out.

It was called a Quadricycle because of the four bicycle wheels used. It didn't have a steering wheel. Instead, it used a tiller, like a boat. It used a two cylinder engine that produced 4 horsepower. It was driven by a leather belt and a 10 foot bicycle chain that went to the rear axle. It only had two gears, with no reverse. And it had no brakes either! The top speed was 20 miles per hours and it had a 3 gallon gas tank under the seat.

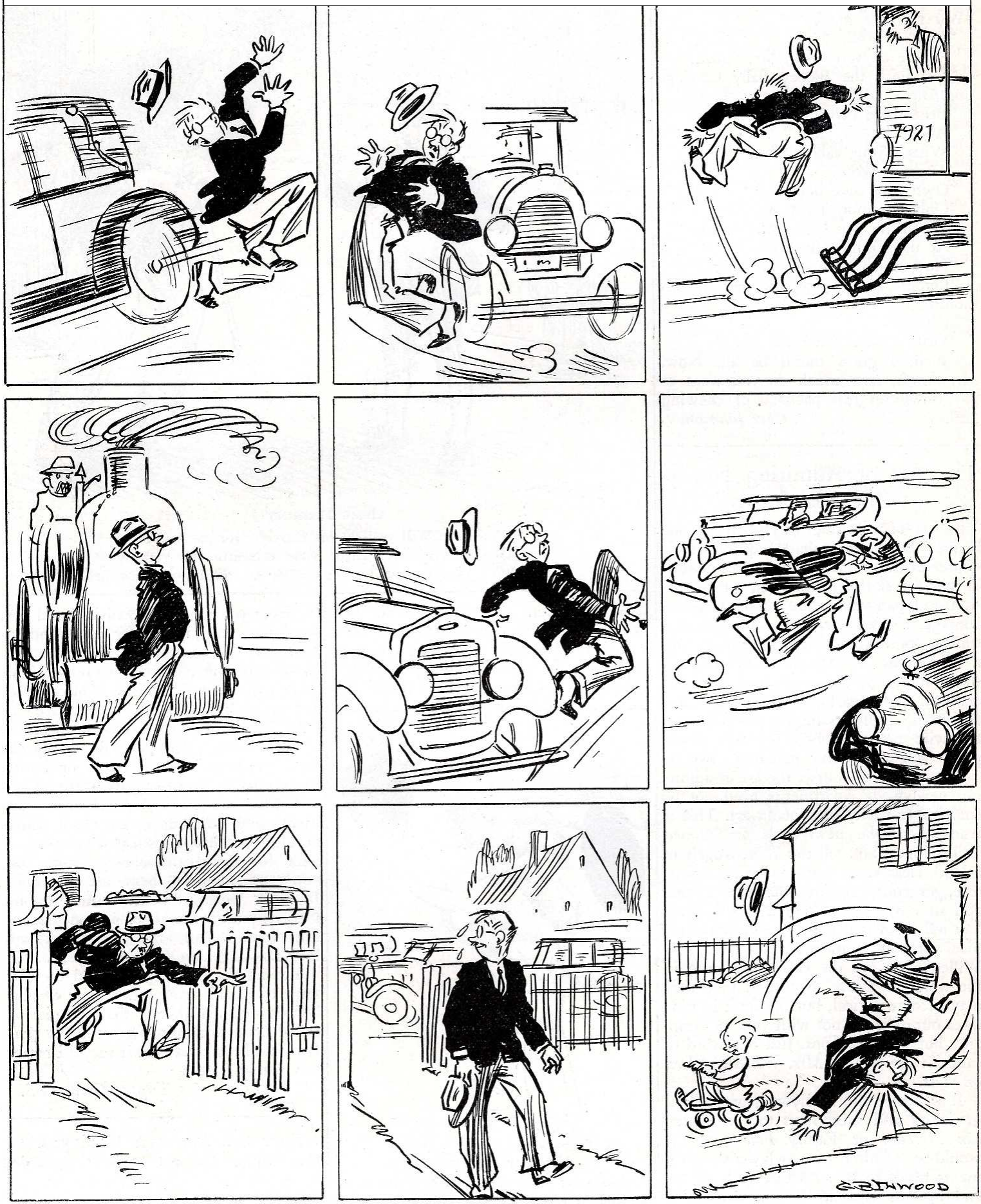
On his first test drive, Henry only got a few blocks before the Quadricycle stalled. But he was really happy anyhow, to have finally completed a running vehicle. A little more tinkering and he soon had it running again.

Henry was thirty-two when this first vehicle was completed. He sold it to a rich gentleman for $200. This success lead to his next car and the next, and the next, until 1928 when our great car was introduced!

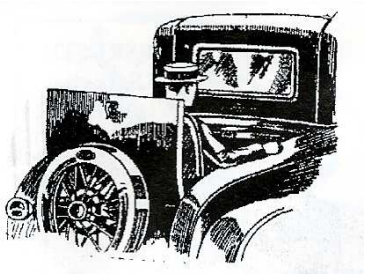
Today the original Quadricycle resides at the Henry Ford Museum in Dearborn, Michigan. Yes, Henry bought it back from the gentleman he sold it to. But always the bargain hunter, he only paid $65 dollars for the "used" vehicle.



A little car related humor from a 1928 magazine!



The Plaything of Fate



RUMBLE SEAT

Sherry wink

Sorry this edition is a little late! Seems like time just got away from me this spring. It really has been a busy year, between family obligations, work, and Model A's! But I have to admit that the Model A part of the year has been the best!

As I mentioned in the last A-World, I had to learn to the drive the Old Lady. Well, thanks to the help of all my Model A friends, the Old Lady has been tuned up, transmission rebuilt, and is seeing a lot of road time. I've had her out on a number of club activities already this summer, including the shake down tour (nothing shook off! Yeah!), a trip to Watkin's Mill museum (very pretty drive), and most recently, the club picnic at the lake (rain before, rain after, but just right when we needed it). Add in all the trips to take my pit crew to ice cream and I guess you can figure out that my driving lessons were successful!

Speaking of my pit crew, many of my trips have been accompanied by my nephews Shayne, 6 years old, and Ethan, 3 years old. The three of us went out to Wink's Barn recently and they "helped" me check the oil and transmission fluid, water, and other maintenance items before heading to the lake. They also very enthusiastically helped wax and polish the Old Lady.

Other co-riders have included my brother, sister, and other nieces and nephews, so we truly have turned it into a family activity. I miss having my husband Wink by my side, but I know he'd be proud that I still take the Old Lady on those road trips we loved so well. And I see many more adventures ahead in the years to come.

Now I know you've had a lot of fun adventures too, so send me some pictures. And if you don't have pictures, then send me some of your favorite drawings of Model A's As some one that likes to paint and draw, I'd love to see your designs too! I'll print anything I get, I promise!!

Is there anyone who would like to start receiving the A-World by email? If so, just let me know and send me your email address. One advantage to this is that you will receive it in color!

QUIZ TIME

Take a half sheet of paper. Number 1-10. Name at the top right corner. If you share this A-World with others in our family or friends make sure you do not write on the newsletter pages. There are two ways to take this quiz: 1) Not looking back 2) Looking back as you take the quiz to find the answers. Try the "not looking" way first!

1) What type of Model A is Michael restoring?

A) Phaeton B) Tudor C) Roadster pickup

2) ? What type of truck did the Sitzman's use to load the logs?

A) Boom Truck B) Tow Truck C) Log Truck

3) What did Mom Sitzman fry the bacon in?

A) Dutch Oven B) Cast Iron Skillet D) Coals

4) What year was the 2816 Empress made in ?

A) 1928 B) 1929 C) 1930 D). 1931

5) Your Model A should always:

A) Toe-In B) Toe-Out C) be aligned straight.

6) What country does Michael Callendar live in?

A) United States B) Mexico C) Canada

7) What can you use for a marker in hopscotch?

A) a rock B) a stick C) a button D) all of these

8) What kind of soles did the girls sport shows have?

A) vulcanized B) volcanoized C) rubberized

9) What kind of wheels did Henry Ford use on his first car?

A) Wheelbarrow B) Bicycle C) Wagon

10) What did Henry pay to buy back his first car?

A) $100 B) $65 C) $200

Answers: 1) C, 2) A, 3) B, 4) C, 5) A, 6) C, 7) D, 8) A, 9) B, 10) B

A-WORLD
YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

PRSRT STD
U.S. Postage
PAID
Natick MA
Permit 61

Model A Ford Club of America
250 South Cypress Street
La Habra CA 90631-5515

Address Service Requested

Don't let this be your last A-World!

If you haven't responded to the previous messages, this will be your last copy. There are still quite a few of you we haven't heard from, so I'll be sorry to see you go!

If you did respond, and enjoy the newsletter, pass it on and let other