



4th Quarter 2019



# WORLD

YOUTH NEWSLETTER MODEL A FORD CLUB OF AMERICA

## ICE HARVESTING

BY SHERRY WINK

It was a cold month all January. While that made some things harder on the Sitzman farm, it wasn't all bad. A cold winter meant a good ice harvest for Grandma Roberts' ice house! Grandma Roberts' farm was too far in the country to have electricity yet. The Sitzman kids sometimes wondered why Grandma never complained about that, but to Grandma Roberts, that is just how life had always been, nothing strange about it!

Oh, it's not like she didn't have any modern conveniences. She had a kerosene powered refrigerator to keep her food cool. And she had a battery powered radio to listen to in the evenings to keep her entertained. But she still used lanterns for light, and a wood stove to cook on. But the grandkids kept the wood pile piled high in the winter, and Dad Sitzman always kept an eye on her kerosene supply.

One old fashioned thing that Grandma still insisted on was keeping her ice house full. The kerosene refrigerator had a tiny freezer on it, but that just didn't supply an adequate amount of ice to Grandma's satisfaction. Her farm had an ice house built into the side of the hill out back behind the barn, and each winter, when the large pond in the back pasture froze over thick enough, all of her relatives would gather for a weekend of ice harvesting. After



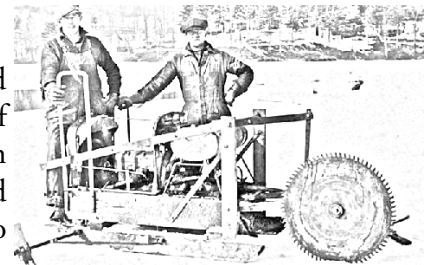
all, it was to their benefit too! Family dinners at Grandma's were always that much better with ice cold lemonade to drink those hot summer days. And picnics with cold potato salad was a treat! If the harvest was good, there would be enough ice to get through July and maybe even August would see a last few blocks in the very bottom to use making ice cream for the family reunion get together.

The ice house was built from very thick blocks of limestone, built back into the side of a hill. No windows, just a door, also very thick, to keep as much of the Nebraska summer heat out as possible. When the ice house was full, you climbed up inside, but by the end of the summer, you had to go down the steps and into the very back to reach the last of the ice.



On the weekend that the ice was considered thick enough to support the weight of the harvesters and thick enough to be of use, the men gathered all their tools and headed out to the farm.

There were long ice saws and tongs for lifting. One of the Uncles had used an old Model T motor and built a motorized saw to



PAGE TITLE

- 1. ICE HARVESTING
- 3. KIDS & THEIR A'S
- 5. NOT QUITE STILL KIDS
- 6. SIX DIFFERENT THINGS

PAGE TITLE

- 7. TOYTOWN TOURNAMENT
- 8. HOW TO SHIFT YOUR MODEL A
- 9. MODEL A ADVERTISING\
- 10. NOT JUST AN AUTOMOBILE
- 10. CAR-TOON

PAGE TITLE

- 10. PUZZLE ANSWER
- 11. COLORING PAGE
- 12. RUMBLE SEAT
- 12. QUIZ

score the ice which made the work much quicker and easier, although the finishing cuts still had to be done with the hand saw.

Now ice harvesting was heavy and dangerous work, so only adult men were allowed to actually go out on the ice and handle the saws. But that didn't mean there wasn't plenty of work for the Sitzman kids and others to do. All the women worked in Grandma's kitchen, working on making plenty of nourishing hot soup and fresh bread to serve the cold hungry men when they stopped for the noon meal.

The kids were kept busy in other ways. Some hauled thermoses of hot coffee and cocoa out to the men at the pond. The older kids were put to work loading the ice into the back of trucks to make the trip to the ice house. Larry put in a full day's work driving back and forth, pulling ice up the wooden ramp at the pond and sliding it down the ramp into the ice house.



Inside the ice house, the ice blocks were stacked across the floor, then a layer of sawdust was shoveled on top of each layer to help insulate the blocks. The sawdust also made it easier to separate the ice when it was being pulled out throughout the summer. The smaller kids were very helpful in carrying buckets of sawdust in from outside to keep the shovelers well supplied.

Although it was a small ice house compared to the large commercial ones found up north, it still took a full day to harvest enough ice to fill it up. At one point, Larry had to take the Model A pickup over to Dad Sitzman's sawmill and fill it up with more sawdust from the pile so they had enough to finish the job. But finally, not one more block of ice could be stuffed into the building. The ice harvest was official complete.



The men were all tired and sore, although not as cold as you might expect. All that work of sawing and moving heavy blocks of ice kept them sweating all day. But they all changed into clean dry clothes so the sweat didn't freeze once the physical labor stopped.



And then, for the kids at least, the best part of the day began! Dad Sitzman had built a big brush pile



close to the smaller end of the pond, where the ice was not deep enough to harvest. There was enough ice to skate on however and now the work was done, it was time play.

The bonfire was lit for warmth, and once it burned down into coal, a cooking rack was added and steaks from the fall butchering were thrown on sizzling. Potatoes were baked in the coals, and large kettles of cider and cocoa were placed at the side to stay hot. And the old folk sat around the fire for a while visiting and reminiscing, while the Sitzman kids and their cousins skated and threw snowballs at each other from behind forts made up of left over ice blocks.

When the food was done, they filled up with hot food, and then roasted marshmallows out of the large tin that Grandma Roberts brought out from her pantry.



At the end of the day, mostly it was the ladies driving the Model A's home, with sleeping kids and husbands tired out from a full day of work and content in knowing their work today would serve up great benefits in the near future. And most of them were surely dreaming of homemade ice cream on a hot July day, Larry sure was!!



# 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  
© 2019 All Rights Reserved by

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

A-World is free, courtesy of MAFCA. As of May 2016, it became a web or email only publication. If you wish to have it emailed directly, please send your email address to [AWorldEditor@hotmail.com](mailto:AWorldEditor@hotmail.com)

# KIDS AND THEIR "A"s!



Terry Whittington recently go to demonstrate to new neighbors what to do the Model A that came with their new house. That has to be a story in its own! The A is a 1929 standard Coupe



This great picture was shared by Tom Thompson from Yellville Arkansas. James (left) is 16, his sister Kay (seated) is 18, and their friend Aubrey (right). . James loves mechanics, Kay is more into engines and how to get them to run , Aubrey is more into art and any sort of crafts, but can stick to the task. This picture was taken two years ago. They still help now and then. They want to take it in a parade. Tom says he has been friends with these great kids for over 10 years!



Novalee Booth, age 15 is learning to drive her grandfather's 1930 Model A coupe. Novalee is also taking Automotive classes at Ocean Springs High School in Mississippi so she can help maintain the car. By learning to drive a standard shift, she will be able to drive most anything!



Laeland Bradsher lives in Holden Beach, North Carolina and loves working on his Model A!



Shawn Rinaldi shared this picture of his son with their 1928 Tudor that his dad bought 37 years ago .



Eric Swanson sent in these pictures of his kids and their Model A but didn't provide names. Eric says this 1931 was purchased by his grandfather who bought this car just a few years before he got very sick. He passed away before finishing the restoration. Eric and his family are working completing the project, with the kids very much involved in the entire process. Great job building memories together!



Gordon Snyder sent this picture of the Fourth of July Parade in Rutland Massachusetts. His grandson and friends had fun riding in the back of his Model A pickup!

These great pictures were sent to me from the Ramsey family from Oologah Oklahoma. Savannah age 11, Sierra age 7, and Chance age 3 all love their Model As!



Grandpa Bob Martin of Holt Missouri is doing his best to get his grandson Beckett involved in vintage cars! Beckett received this pedal car for Christmas this year. Grandpa said he bought it right after Beckett was born, almost 3 years ago and has been waiting anxiously for him to be old enough to drive it! Beckett was also introduced to what a "drive in movie" is all about!

## NOT QUITE STILL KIDS BUT THE LOVE IS STILL THERE!

I recently posted on MAFCA's Facebook page looking for pictures. Along with all the great pictures of kids in their As, I had a number of responses from Model A owners and drivers that aren't kids any longer but wanted to let me know they are still loving their Model As too! So I decided to add them to their own page! Check it out!



Elin Hill is 25, and gets a kick from driving her dad's Model A based speedster in Georgia.



Connor Kennedy, who is from Canada, says he is 23 years old and extremely fortunate to have inherited this piece of history. The chassis is an early 28 that was supposedly a first car for his grandfather. The body came from the states and the car was restored in the late 80's. He and his brothers are now the owners, but he is the only one who retains interest.

Connor says "the car guy in me will keep this girl roadworthy for the rest of my life! It has been an awesome experience to learn and drive something with no assists and so little refinement. As a mechanic it has taught me how to diagnose mechanical issues with no electronics to help point you in the right direction. Hearing an old flathead run is still one of my favorite sounds of this world."



Ethan Hurley is 21 and from Tennessee. He says he loves driving his Model A!



Karl Von Neumann from Wisconsin says he just turned 27. He built his car from parts about 5 years ago and in 2019 put 2400 miles on it. He says he drives it just like a regular car in good weather. And yes, he knows, it's a T Body, but says under the skin beats the cold steel heart of a Model A. He knows several young guys near him building hopped up Model As, at least getting the younger generation involved in vintage body building essentials, which keeps the hobby going!

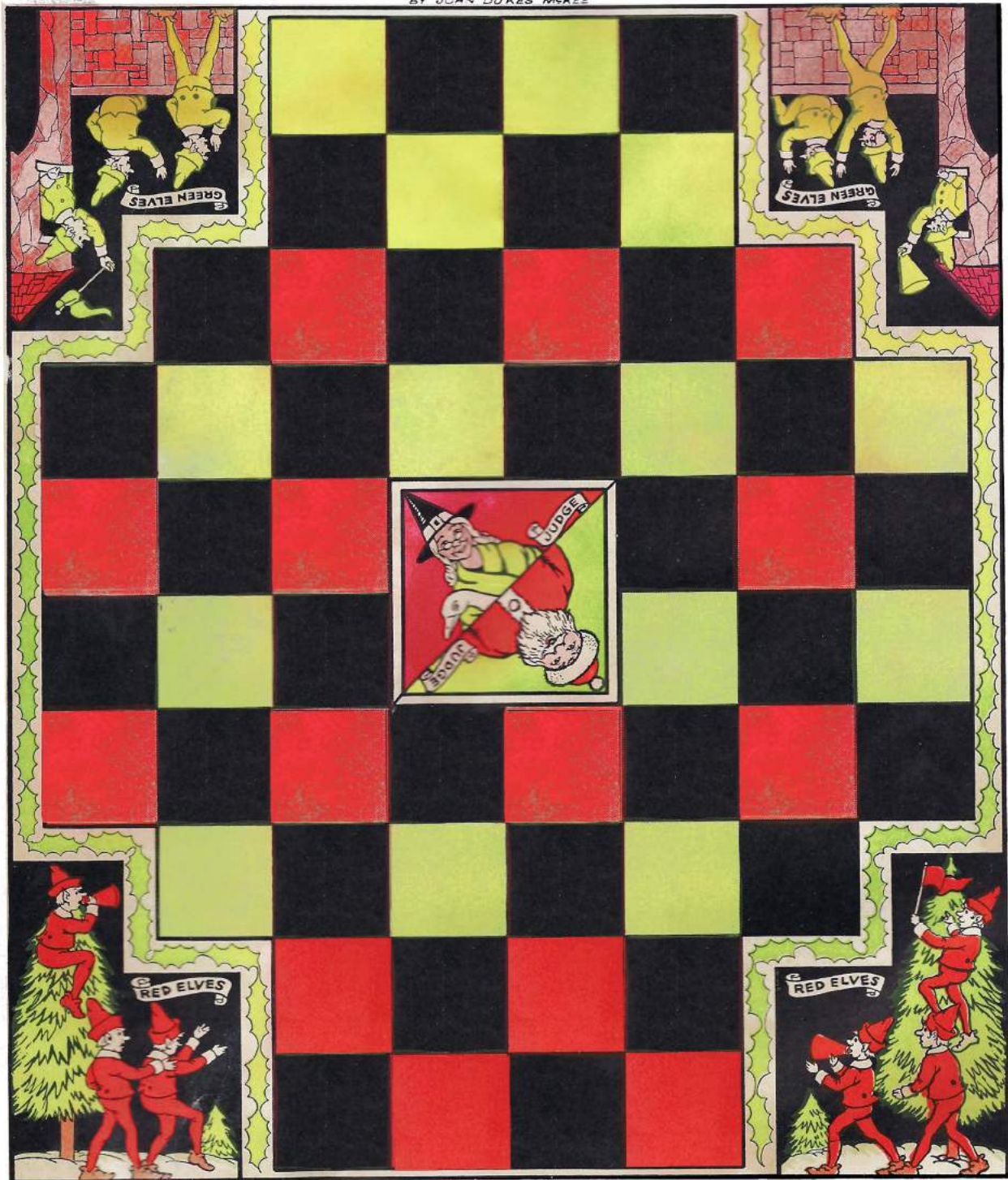
# SIX THINGS ARE DIFFERENT!

These Model A's are lined up for a nice photoshoot. But the top picture looks like it's missing a few things compared to the bottom one. Can you find the differences? *The answers are on page 11 but don't peek too soon!*



# THE TOYTOWN TOURNAMENT

BY JOHN DUKES MCKEE



## DIRECTIONS

**T**HE red elves and the green elves have finished making and packing Santa's toys, and have decided to give a tournament. There are four elves on each side. The object of the game is to get all your elves into your rival's home space before he can get his into yours. Two may play the game and each player has four checkers or buttons to represent his elves.

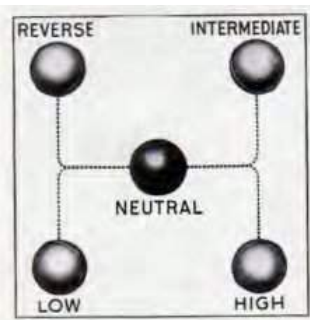
A player places his elves in the home spaces corresponding to his color. All plays are made on the colored spaces. The squares in between the rivals is the field of combat.

Red men are safe on the red squares and green men are safe on the green ones. The elves are moved forward one space at a time as you do in checkers. You may jump a rival elf if he is on one of the spaces in your color but he is not taken entirely off the board as in checkers but is moved back one space. You may also jump an elf when he is on his own color but then he is not moved at all in that case.

Santa Claus and Mother Goose are the judges and we are sure they will be fair in their decisions.

## How to Shift Your Model A

Have you had the chance to get behind the wheel and practice shifting a Model A? It's never too soon to get ready for that first drive!



The shift pattern for the Model A is called a “standard H pattern”. As you can see from this picture from an original 1929 Model A instruction manual, when you look down on the gearshift, and imagine the shape you would form if you were writing instead of shifting,

Here are the instructions from an original Model A instruction manual that came with each car:

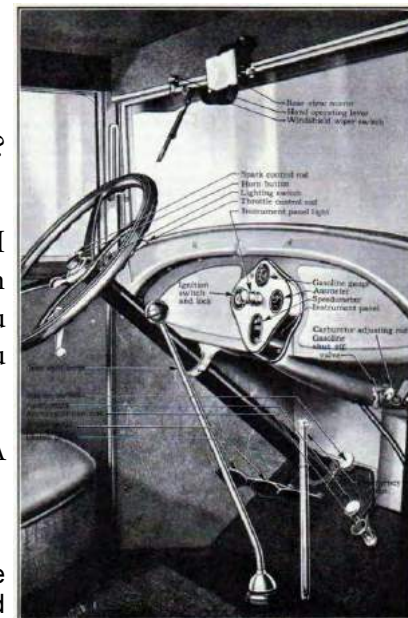


Figure 2  
Instruments and Control Levers

**Starting the Car**—Release the hand brake lever. With the engine running, disengage the clutch by pushing down the left foot pedal. Move the gear shift lever to the left and back, which is the low speed position as shown in insert in the illustration. Gradually release pressure on the clutch pedal, allowing it to return to its normal position, and at the same time increase the speed of the engine by pressing lightly on the accelerator.

**Second Speed:** When the car has reached a speed of five to eight miles per hour, engage second or intermediate speed as follows: Release pressure on accelerator and again disengage the clutch, moving the gear shift lever through neutral to the right and forward, second speed position. Allow the clutch pedal gradually to return to its normal position, and increase the speed of the car until it is running 12 to 15 miles per hour.

**High Speed:** Disengage the clutch as before; at the same time release the pressure on the accelerator and pull the gear shift lever straight back from second speed. Then engage the clutch and increase the speed of the engine, as driving conditions may require.

**Descending a Hill**—When descending long, steep grades, have the transmission in gear, the clutch engaged, and the ignition switch on. This allows the engine to turn over against compression and act as a brake. On very steep grades the car should be in second speed gear before descent is started. On exceptionally steep grades the low speed should be used. This increases the braking action of the engine. Always leave the ignition switch on when descending an incline. Shutting off the switch allows raw gas to be drawn into the cylinders, which washes the lubrication off the cylinder walls. Also unexploded gas collects in the muffler, and when the switch is again turned on there is a possibility of blowing out the muffler, which has become filled with highly explosive mixture.

**To Stop the Car**—Disengage the clutch by pressing forward on the left pedal and apply the foot brake by pressing forward on the right pedal. Except when a quick stop is necessary, it is advisable to apply the brake gradually. When driving on wet or slippery pavement, the speed of the car should be reduced by applying the foot brake before releasing the clutch. This method of braking prolongs the life of the brake lining, and is a safety factor.

In bringing the car to a final stop, keep the clutch disengaged until the gear shift lever has been moved into neutral position. To stop the engine, push in on the electro-lock cylinder until it snaps back into the lock position. The driver should endeavor to so familiarize himself with the operation of the car that to disengage the clutch and apply the brakes becomes automatic—the natural thing to do in case of emergency

**To Reverse the Car**—The car must be brought to a stop before attempting to reverse its direction. To shift into reverse, proceed as in shifting into low speed, except that the gear shift lever is moved to the left and forward.

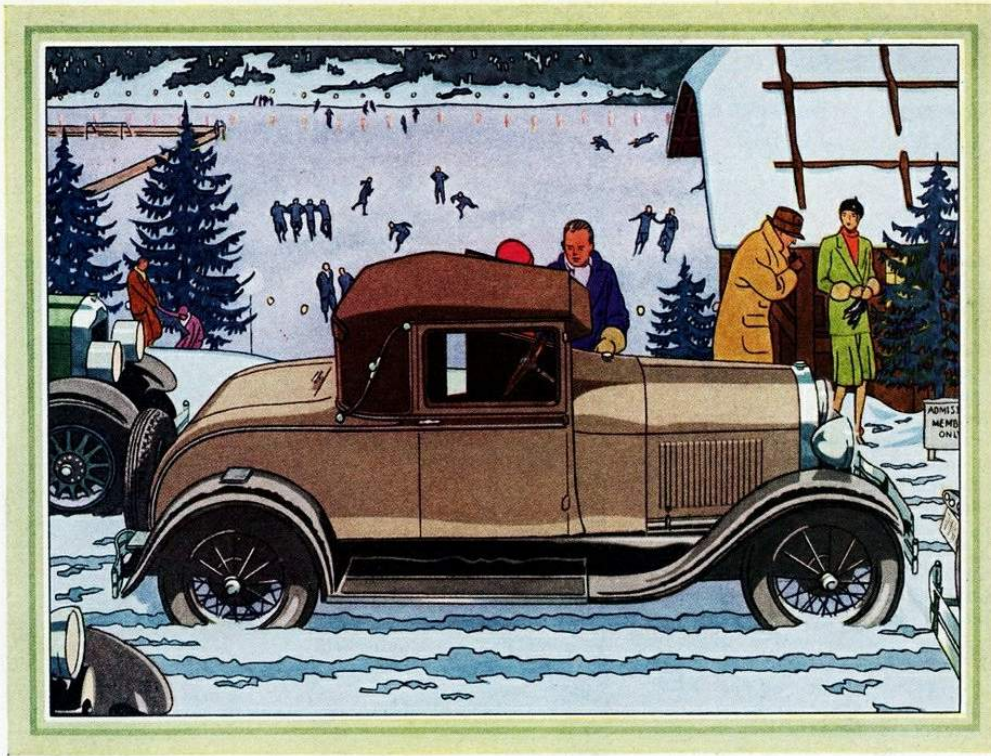
affected. Let the Ford dealer or expert Ford repairman go over your car once a month, making any mechanical adjustments necessary to keep your car in proper running order.

**Shifting Back Into Low Speed**—When shifting from high to second speed, at car speeds not exceeding 15 miles per hour, there should be no hesitation in neutral. The lever should be moved as quickly as possible, from high to second speed. Should it be necessary to shift from high to second speed at higher car speeds, it can be done by the following method: Disengage the clutch and shift into neutral. Reengage the clutch and at the same time accelerate the engine; then disengage the clutch again and shift to second, after which disengage the clutch. With a little experience, this shift can be made quietly.

**Do Not Rest Foot on Clutch Pedal**—Do not make a practice of resting your foot on the clutch pedal while driving, as this may cause the clutch to slip and unnecessarily wear the facing on the discs. This is called "riding the clutch" and causes premature clutch trouble in any make of car. The correct clearance or play for the clutch pedal is approximately 3/4 in. That is when the clutch pedal is depressed there should be about 3/4 in. play in the pedal before it starts to disengage the clutch. As the clutch facings wear this clearance or play gradually grows less. Consequently it should occasionally be checked. Under no circumstances should the car be driven without clearance or play in the clutch pedal.



# Model A Advertising



## Built to serve you faithfully and well for many thousands of miles

THE new Ford is a remarkably fine car for one that costs so little. It is simple in design, constructed of the finest materials, and built with unusual accuracy.

These are the reasons it performs so wonderfully. These are also the reasons its service requirements are so few and the up-keep cost so low.

An example of the simplicity of Ford manufacturing methods is shown in the engine lubrication system. It is

reliable and effective in action, yet so carefully made that it requires practically no service attention. There is, in fact, only one thing for you to do, but that is a very important thing . . . watch the oil!

Keep enough oil in the oil pan so that the indicator rod never registers below low (L) and change the oil regularly every 500 miles. If the oil level is allowed to fall below low, the supply becomes insufficient to oil all parts. The oil also loses its lubrication properties more rapidly because it is used faster.

In addition to having the engine oil changed, you will also find that it pays to have the chassis lubricated every 500 miles. This has been made easy in the new Ford through the high pressure grease gun system.

The oiling and greasing of an automobile is so important and means so much to economical, satisfactory performance that it ought not to be neglected or delegated to inexperienced hands.

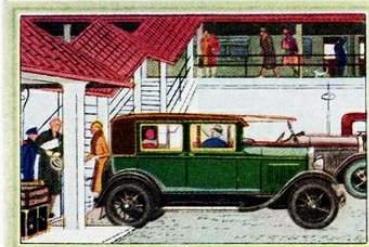
When you consider that each piston moves up and down 1300



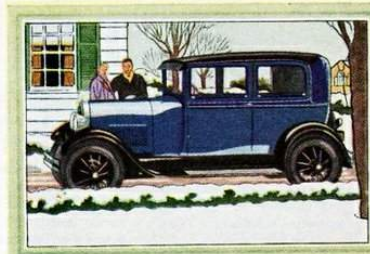
FORD MOTOR COMPANY  
Detroit, Michigan

times a minute when you are traveling at thirty miles an hour, you can see the need of proper lubrication. And the piston is only one of many moving parts in the engine!

Ford dealers are the most competent to handle the lubrication requirements of the new Ford. They know what oil and grease are best and they have the equipment to do a prompt and thorough job at a fair price.



Long, low and fleet are the lines and strikingly beautiful the colors of this new Fordor Sedan. Distinguished, too, by a richness of finish and appointment unusual in a low-price car. Five people can ride in comfort in the new Fordor Sedan because of the wide seats and generous room provided in both front and rear compartments.



All the features of the new Ford are brought to you in this Tudor Sedan. Beautiful lines and colors . . . 55 to 65 miles an hour . . . smoothness at all speeds . . . fully-enclosed, silent six-brake system . . . four Houdaille shock absorbers . . . Triplex shatter-proof glass windshield . . . reliability and low cost of up-keep.

Modern motor cars were promoted as making winter driving much safer and more convenient.

The advertisement below illustrates this with a picture of people having fun in winter. The large picture to the left has the Model A front and center of an ice skating rink. You can see the road is still snow covered, but no worries, the Model A will get you there safely! This picture lets us know that this car is for more than just work, it can take you to the fun places too!

Interestingly, the text of the ad says nothing about winter, it just talks about the lubrication system. But back then, drivers understood the problems of having your car freeze up in the winter. The new improved systems were important to winter driving.

# Not Just an Automobile!

Drivers in the North often needed to get around in some deep snow. There were ingenious ideas of what to do with your Model A to accomplish this. Here are some "add-ons" you could buy for your Model A!

**SUPER SNOW BIRD COMBINATION WHEEL AND RUNNER ATTACHMENTS ARE DIFFERENT**

**TO OPERATE**  
Merely pull up on lever which pulls out locking pin which enables you to turn about wheel spindle over center with special lever supplied.

**YOU CAN RAISE THE WHEEL UP FOR DEEP SNOW... TRAVEL ALMOST INSTANTLY SO RUNNERS ALONE TRAVEL OVER THE SNOW.**  
**WHEELS DRAGGING IN DEEP SNOW REQUIRE A LOT OF POWER RESULTING IN BOGGING DOWN.** That's why we made provision for lifting them in deep snow.  
**TWO RUNNERS ARE SUPPLIED ON THE SUPER SNOW BIRD always.** They prevent tipping in bad roads and they park the road ahead of the TRACTION BELTS. A single runner does not do this.  
**A PACKED TRACK SAVES** climbing power for belts and a firm grip is provided for same.  
**Runners can be spaced** in four different widths to match width of track spacing.  
**On Hard roads wheels carry the runners 2" above the road, saving unnecessary wear.**

**Material and Workmanship**  
SUPER SNOW BIRD Runners show use made of 41 carbon steel. Spindles are made of 45 carbon steel and runner heels are made of 30 carbon alloy shoe steel. The runner itself is reinforced by an inverted channel welded on top of same. Steering Spindle is made of crucible steel and runner bracket is of malleable iron. A 1 1/2" reversible runner pin fits on simple size bearing. Lock fittings are provided for lubrication of all moving parts.

**ARPS CORPORATION, NEW HOLSTEIN, WISCONSIN, U. S. A.**

**The New SNOW FLYER and the NEW FORD**

**UNBEATABLE for winter travel**

Also for Chevrolet and Model "T" Ford

**POWERFUL Snow Bird EQUIPMENT**

**HEAVY DUTY, TRACK GRIP, 6-PLY PNEUMATIC TIRE**

**POSITIVELY NO SLIPPING NO TIRE CHAIN WEAR NO BELT WEAR**

**SUPER SNOW BIRD EQUIPMENT IS DRIVEN BY A PAIR OF HEAVY DUTY SPOCKET TIRES FROM THE REAR WHEELS ONLY. THE TRACKS ARE GEARED TO THE TIRE SO ALL SLIPPAGE IS ELIMINATED. THE REAR WHEEL DRIVE IS THE ONLY DRIVE THAT PULLS THE LOWER SECTION OF BELT TAUT SO THE UNSUPPORTED SECTIONS between the wheels carry their portion of the load over the snow.**

**EXCESSIVE BELT TENSION CAUSING FASTER WEAR IN LINES IS NOT NECESSARY WHEN USING SPOCKET TIRES.**

**SPECIAL FEATURES**

- NO MORE THE CHAIN TROUBLE.
- THE TROUBLES ENTIRELY ELIMINATED.
- BELT SLIPPAGE IS A THING OF THE PAST.
- MAKE YOUR BELT AND TIRE GRIP 100% EFFICIENT WITH SPOCKET TIRES.
- NO MORE POWER LOSSES DUE TO SLIPPAGE.
- A GOOD TIRE FOR MUD TRAVEL.
- NO MORE CHAIN WEAR ON TRACKS.

**Model A Ford Double Idler**

is mounted on Adjustable Coil Springs, which is ideal on straight frames where space is not limited. Either front or center wheels can be adjusted separately for whatever load tension is desired. Either large or small wheels can be supplied on Model A Ford Chassis.

**MODEL A FORD INSTALLATION**

While taken production employ later chassis, even six years after the Model A had been replaced by V-8 the Arps Corp., of New Holstein, Wisconsin, still concretely practical production of its equipment on the then advanced Model A Road clearance was greater, and the body more adaptable for modification on the rural orders requiring standard gauge track—which distal narrowing the track.

**SUPER Snow Bird**

Patents Pending

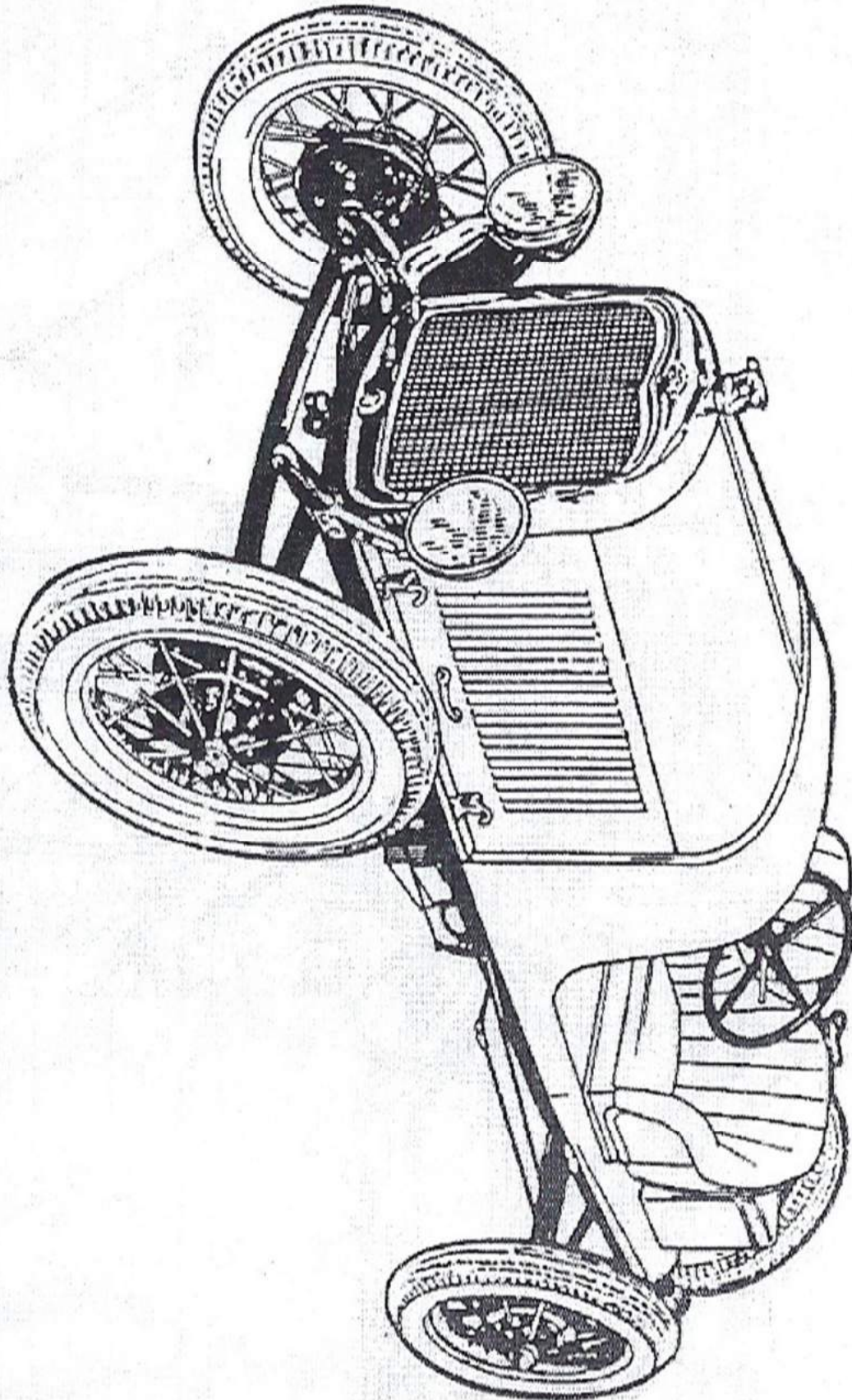
An antique postcard!



Answers to Six Different Things



This is a picture of a Model A Speedster. They were not built at the factory by Ford, but used Model A's to make racing cars from. . You can color it any color you want! Have fun!





## Rumble Seat

Sherry Wink



## Quiz Time

The final edition of the year, I apologize for it being late. A few health issues at the end of the year pushed my schedule out of whack! But I'm back on track and hope to be back on schedule with everything soon!

I had a great Fall, with the Old Lady and I participating in some wonderful activities. The final occasion saw us in Julian Nebraska, participating in the dedication of the new museum in their newly restored 1928 gas station. I appeared as Clara Ford, talking about the importance that gas station held in the life of small towns in the Model A era. It was so fun to be part of this special event. And I met quite a few people there that were familiar with this newsletter, so that made me feel quite good! I'm glad that we are reaching out to the Model A community to help keep the hobby strong in our younger generations! If you are doing something special, write me and let me know, I'd love to share the stories with everyone!



Take a half sheet of paper. Number 1-10. Name at the top right corner. If you share this A-World with others in your 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 was the harvest at Grandma Roberts' farm?
  - A) Ice B) Pumpkins C) Apples
- 2) What did they pack the ice in?
  - A) Straw B) Hay C) Sawdust
- 3) What kind of special classes is Novalee taking?
  - A) Cooking B) Automotive C) Accounting
- 4) What car activity is Beckett doing with his new pedal car?
  - A) Driving B) Drive-In Theatre C) Changing Tire
- 5) How many miles did Karl put on his car last year?
  - A) 2400 B) 5400 C) 500
- 6) Who are the judges for the Toytown Tournament?
  - A) Santa Claus B) Mother Goose C) Both A & B
- 7) What letter does the shift pattern for a Model A form?
  - A) N B) H C) Z
- 8) What sport are they doing in the Model A Ad ?
  - A) Skiing B) Golfing C) Skating
- 9) What add-ons could you buy for your Model A to use in the snow? .
  - A) Skis B) sled runners C) roller skates
- 10) What body type is the Model A on the coloring page?
  - A) Tudor B) Speedster C) Roadster

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