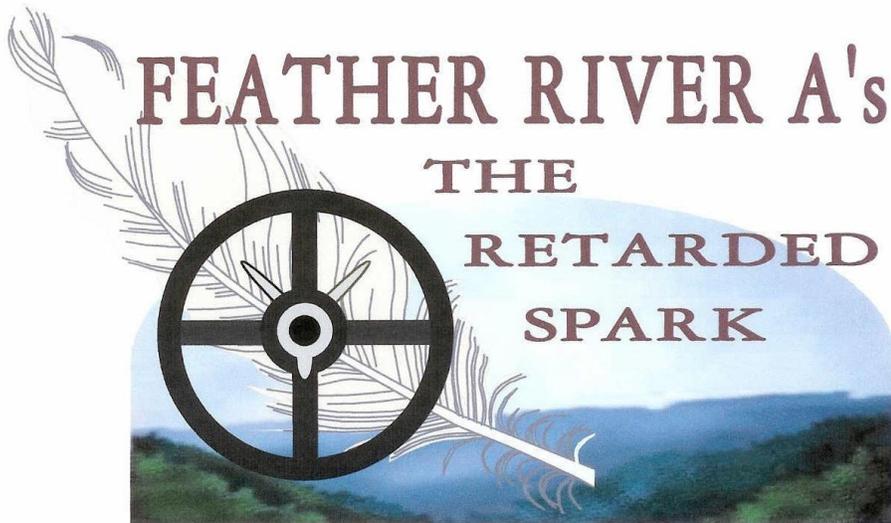


“THE RETARDED SPARK”



Visit our website at: <http://users.psln.com/featherriveras/>



March 2013

THE RETARDED SPARK is being issued purely for our enjoyment and for those who wish to see what our MAFCA Chapter is doing to further the Model 'A' Hobby here in Quincy, Ca.

Questions, comments, suggestions... email "Smokey"

at: smokeypickett@hughes.net

From the Desk of the President(s)



Hello Fellow Members!

Our President is on the road again!

I'm sure they will return full of inspiration, ambition and new ideas!



HHMMMM.....

Trapped by the paparazzi!



CLUB OFFICERS and MEMBERS

President ----- Jack and Bernadette Brumit
Vice President ---- Bill and Jennifer Seibold
Treasurer ----- Rich & Holly Schreiber
Secretary ----- Rich and Holly Schreiber
Keeper of the Web..Joe and Heather Way
Sunshine person--- Shirley Bresciani

MEMBERS

Phil & Shirley Bresciani
Dave Boynton & Bonnie Norton
Rick & Paula Foster
Dan & Penny Lambach
Bruce & Susan Robinson
Joe & Heather Way
Andrew & Shannon Wright
Don Schlueter
Gary & Lynne Allan
Don & Lynn McKechnie
Dee Barbea
Ron & Sally Grassi
Dave & Diann Montanari
Ron & Jean Rude
Pete & Joyce Dryer
Butch & Sheila Vargas
Dwight & Karen Pierson
Joel & Sue Rapose

FEATHER RIVER A's NEWSLETTER

“THE RETARDED SPARK”



GETTING OUT AND HAVING FUN

February activities

The Seibold Soup Swap 2/24/2013

The annual soup swap was nip and tuck due to the Seibold driveway being iced in (since June) but Bill assured everyone that he had cleared the ice by melting it with a hose.

It was a tad muddy but that proved to be “No problem” for the stalwart clubmembers.



Our Hosts, Bill and Jennifer provided their usual warm and welcome venue for the tasty gathering

What kind of salute is that Bill?

Clubmembers bundled up and braved the elements to attend this tummy tantalizing event!



Victuals of all manner were served up to a more than eager crowd.



More than soup at this swap!

Sheesh! Js there a piece of pie under that whoppin cream?



As the food and liquor flowed, the word got out that there was a Soup Line or swap or whatever, going on and it began to attract a crowd.



No man turned away from Seibold's!

“THE RETARDED SPARK”

After a sumptuous meal came the entertainment for the night in the form of;

THE QUIZ!!



Deep in concentration

Winner of the Mens Competition was Joe Way!

Not sure just exactly what he won but Heather seems excited!



Joe and Heather also provided the photos and a report on this event.

A hearty thanks and a tip-o-Smokey's fedora



**And in the Ladies Division!
The winner was Sheilaaaa Vargaaas!!!**



*Sheila, the caps still on that one!
Could that be her second??*

Not exactly sure what she won either but she seems excited too!

All in All it was a wonderful evening spent with good friends



**So, Until next year!
(You'll just have to make do with Top Ramen)**

“THE RETARDED SPARK”

SOUP KITCHENS

1930s soup kitchens were run/funded by charitable organizations (religious groups, Ladies Aid Societies, Salvation Army etc.), community service groups, government agencies, companies, and private individuals. They relied on volunteers and donations. Depression-era Brooklyn soup kitchens most likely served different food from those in Cleveland, Houston and Bakersfield. This would have reflected the local tastes and available produce. Many other countries experienced Depression circumstances during the 1930s...their soup kitchen menus could have been altogether different.

During the Depression (as is now) food/soup kitchen cooks were experts at maximizing whatever they had on hand to serve that night. What they served, and how they served it, depended upon the facility (how big was the kitchen?), local support (food donations?), and the number of people who needed help (how far to stretch?). Sometimes the best soup kitchens could do was dole out bread and coffee. Sometimes they could offer other foods (cakes, cookies, casseroles) donated by local charitable organizations, grocery stores or restaurants. More fortunate people were encouraged to grow "charity gardens" so that the soup kitchens could offer fresh fruits and vegetables. The most notorious of American soup kitchens was funded by Al Capone, in Chicago. According to the papers, his constituents ate better than most.

Food notes from the New York Times:

"Soup kitchens and the missions state that they can always get meat scraps and day-old bread, frequently for nothing and always for very little, but the vegetables that make up the bulk of the soups and stews which they serve are few and far between, and those they can afford are poor and stale. Arrangements are being made to have baskets at the Grand Central and Pennsylvania Station to receive contributions of fruit and vegetables brought in on trains."

---"Urges Charity Gardens," *New York Times*, April 14, 1932 (p. 18)



"Three meals are served each day,

including Sundays. Breakfast consists of coffee and a sweet roll, and dinner and supper of soup, bread and coffee, with a second or third helping permitted."

---"Capone Feeds 3,000 a Day in Soup Kitchen," *New York Times*, November 15, 1930 (p. 4)

"Dozens of jobless men today received food from "soup kitchens" as the city opened temporary commissaries to care for hungry families. Mayor Hoan, a Socialist,



ordered the old policy armory kitchen thrown open tomorrow as a municipal kitchen. Temporary headquarters gave bread, milk, cheese and coffee to the hungry today."

---"Milwaukee opens Soup Kitchens'," *New York Times*, March 6, 1930 (p. 24)

"...families will be supplied with tickets entitling them to soup, and probably bread, every day. The meat and vegetables will be donated by other members of the district, and the funds to operate the kitchen have already been provided."

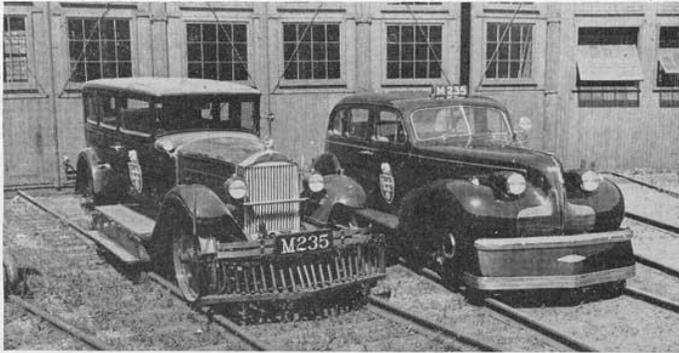
---"15th A.D. to Install a Soup Kitchen," *New York Times*, February 21, 1933 (p. 21)

[NOTE: the 15th district was considered a wealthy neighborhood. That it was installing a soup kitchen for its residents was a sad sign of the times.]

“THE RETARDED SPARK”

For those of us that live in Railroad Country, here’s some fun history even though it’s not a Ford!

Track Inspection Car



A new track motor inspection car (above right) has been designed for the Company's Ontario district to take the place of the former car used on the district (left), a modified 1929 Packard. The new car, a completely remodeled 1939 Buick, appears in this picture as being almost the same as any other 1939 Buick. But it isn't! In the first place the old drive was removed and a Ford truck rear axle replaced it.

In addition an entirely new suspension was installed. While no “hot-rod,” the car will do an honest 72 miles-per-hour on the rails — that is it will if anyone wants to drive it that fast. The brake is still situated on the floor where you'd expect it to be, but it now controls an air compressor system for stopping the car. The steering wheel is the emergency or parking brake. To set it, just give a good twist in an anti-clockwise direction. For safety purposes an air horn and diesel locomotive bell were installed, but you can still sound the regular auto horn if you want.

All the standard running lights were applied to the car as well. In addition, tool boxes were fixed to the car, new instruments installed, flagging kits mounted on the rear fenders, a portable turn-table fixed onto the underside of the car, and the rear trunk outfitted with brackets to hold signal lanterns and a portable telephone set. Complete, the car without passengers weighs a little over four tons. The design changes and alterations were made under the supervision of O. R. Barefoot, superintendent of motive power, and the work was carried out at the Company's West Toronto Locomotive Shops, under general foreman Charlie Clarke.

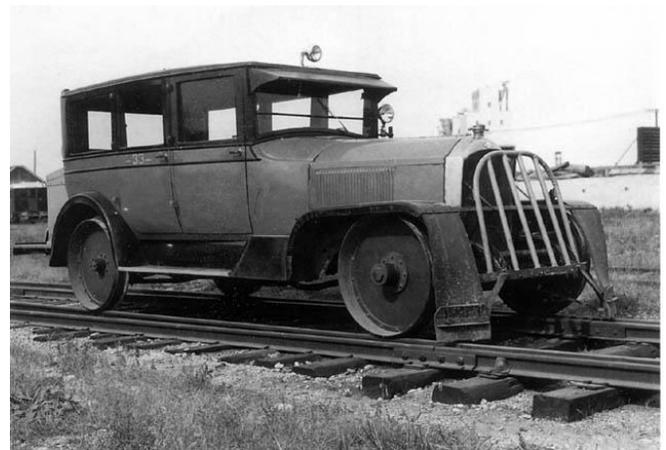
Since the text ended up too small to read (even for Brumits eagle), I have rewritten it below.

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Two more old “Track Jockey’s”



“THE RETARDED SPARK”



COMEDY CORNER

VINTAGE FORD HUMOR

On entering a small town in the West the tourist, if he travels by auto, is confronted by the following warning:

"Automobiles slow down to fifteen miles per hour. Ford cars stay on the side of the road to avoid accidents."

An aviator recently descended in a country village to get a supply of gasoline. While he was filling the tank an old lady stepped up to him and asked: "young man, don't you take a great risk in them there contraptions?"

"Oh, I don't know," was the reply, "think of the man who rides in a Ford."

A man walking along a California beach was deep in prayer. Suddenly the sky clouded above his head and, in a booming voice, the Lord said, "Because you have TRIED to be faithful to me in all ways, I will grant you one wish."

The man said, "Build me a bridge to Hawaii so I can drive over anytime I want."

The Lord said, "Your request is very materialistic. Think of the enormous challenges for that kind of undertaking. The supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that would honor and glorify me."

The man thought about it for a long time. Finally he said, "Lord, I wish that I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says 'nothing's wrong,' and how I can make a woman truly happy."

The Lord replied, "You want two lanes or four on that bridge?"



March Annibirtharies

Bernadette Brumit -----
3rd
Susan Robinson -----
16th
Penny Lambach -----
17th



Dave and Diann
Montanari
March----- 23rd

34 years?
(cradle robber)

UPCOMING MODEL 'A' TOURS and ACTIVITIES

**Monthly meeting at Patty's Thunder.
March 5th
Dinner for the newly Retired
To be Determined**

“THE RETARDED SPARK”



DON'T STICK
YOUR ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR.

Burma Shave

TRAINS DON'T WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S LAP

Burma Shave

SHE KISSED THE HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT WAS
HER HUSBAND JAKE

Burma Shave

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT

Burma Shave

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED NEXT
IS NOT AMUSING

Burma Shave

BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING, NURSE

Burma Shave

CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND A LITTLE MORE STEER

Burma Shave

SPEED WAS HIGH
WEATHER WAS HOT
TIRES WERE THIN
X MARKS THE SPOT

Burma Shave

THE MIDNIGHT RIDE
OF PAUL FOR BEER
LED TO A WARMER
HEMISPHERE

Burma Shave

AROUND THE CURVE
LICKETY-SPLIT
BEAUTIFUL CAR
WASN'T IT?

Burma Shave

NO MATTER THE PRICE
NO MATTER HOW NEW
THE BEST SAFETY DEVICE
IN THE CAR IS YOU

Burma Shave

A GUY WHO DRIVES
A CAR WIDE OPEN
IS NOT THINKIN'
HE'S JUST HOPIN'

Burma Shave

Remember the Burma Shave Signs?

For those who didn't see Burma Shave signs along the highways years ago, here is a quick review of their history. Between 1925 and about 1960, over 7,000 Burma Shave signs were placed nationwide, mostly in rural areas. They were small red signs with white letters. Five signs about 100 feet apart, each containing 1 line of a 4 line couplet.....and the obligatory 5th sign advertising Burma Shave, a popular shaving cream. Burma Shave signs provided something to look for and a chuckle on long drives.

*A hearty thanks and a tip-o-Smokey's
fedora
To*



Bob Dungan

The Grapevine Gazette February 2013

“THE RETARDED SPARK”

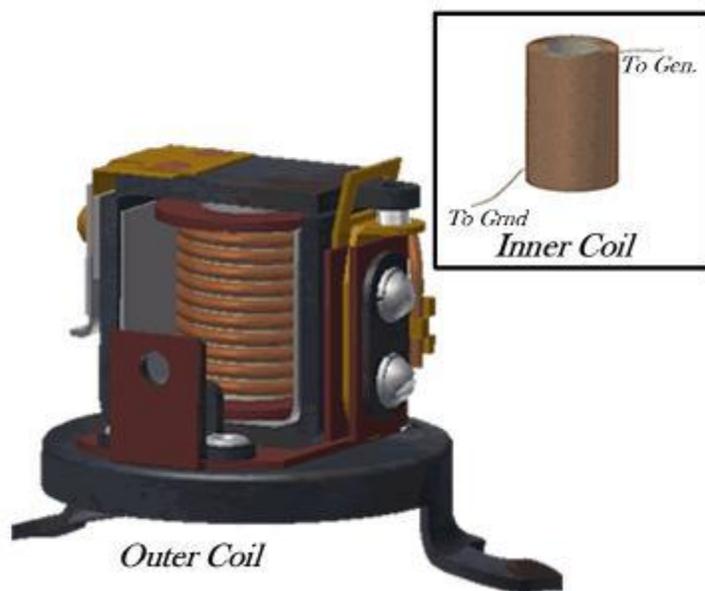
MODEL ‘A’ GARAGE CORNER

Or, stuff you already knew, and probably forgot!

Model A Basics -

The Cutout

In its simplicity a cutout is a magnetically controlled switch that provides a path for current flow from the generator to the battery. The cutout permits charging of the battery when the engine is running and prevents the battery from discharging when not.



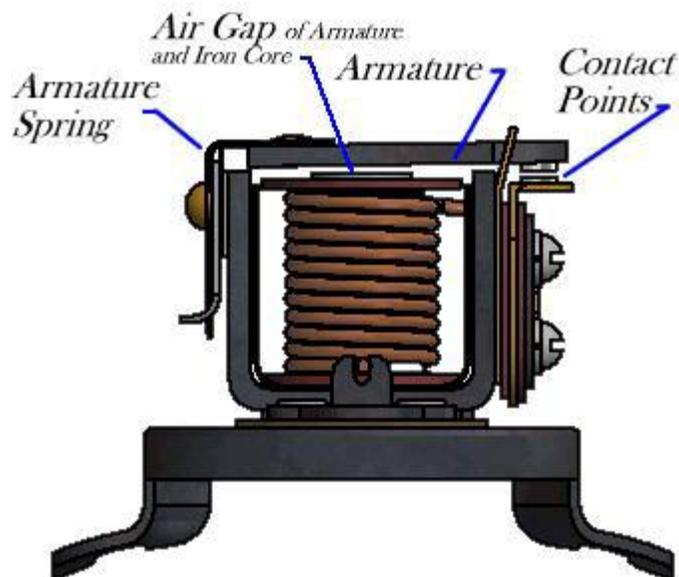
The Coils

Inner Coil-The inner coil is made up of multiple windings of a thin wire around an iron core. The fine-wire winding is just enough to get the points to close when the generator voltage rises above 6.2V or so. *Its only purpose is to create a magnetic field to pull on the armature until the contact points close.*

By itself the magnetic field created by the inner coil is not strong enough to keep the points closed when subject to vibrating. Once the points close, the heavy-wire outer coil begins to conduct, creating a strong magnetic field that aids the inner coil in keeping the contacts firmly closed.

Outer Coil-The outer coil is made with a heavy wire and few windings. With the points closed,

current from the generator travels thru the outer coil charging the battery and strengthening the magnetic field around the iron core which prevents the points from vibrating open.



The Points

Contact Points-The contact points of the cutout act as a switch and are held “Normally Open” by the armature spring. When the speed of the generator increases a magnetic field is created closing the points, thus, allowing current from the generator to flow and charge the battery. If the generator voltage drops below battery voltage, such that the battery begins to "charge" the generator, instead of the other way around, the current in the heavy winding will be reversed, which means it's magnetic field will work

AGAINST the fine winding, and cause the points to open. The point of "cut-in" (closure of points) is determined by the tension of the armature spring and the air gap between the iron core and contact arm. The contact points should close when the voltage of the generator has reached 6.1 to 6.3

volts. It is possible to change the "cut-in" by adjusting the air gap and/or bending the Armature Spring. (The "cut-in" charges the battery) The

“THE RETARDED SPARK”

point of "cut-out" (opening of points) is determined by the tension of the Armature Spring.

The air gap between the contact arm and the iron core has little or no effect on the "cut-out". The cutout should occur when the ammeter reads between 0 and 2 amps. It is possible to change the "cut-out" by bending the Armature Spring, set the "cut-out" as close to 0 as possible to prevent points from arcing and burning out. (The "cut-out" stops the charging of the battery and prevents the battery from draining)

Testing Cutout On Car

Equipment:

- 3/4 Ohm Resistor
- DC voltmeter

Disconnect the battery wire from the Battery Terminal on the cutout

Install a 3/4 ohm resistor to the battery terminal of the Cutout.

Connect the other end of the resistor to a good ground. *

Start the engine and slowly increase the engine speed

The cutout should close between 6.1 to 6.3 volts*. Which will be evident by a sudden drop in the voltage reading.

To Adjust

1. Remove cutout from generator
2. Flip cutout over and break the two spot welds
3. Remove the cutout's cover
4. Slight adjustments can be made by changing the air gap
5. If the voltage is less than 6.1 volts increase the

springs tension by bending the bimetal downward, or increase the gap



6. If the voltage is more than 6.3 volts, decrease the voltage by bending the spring upward, or decrease the air gap.

Driving tip: While driving and using an original cutout, periodically check the Ammeter to see if the system is charging.

The Ammeter can be used for a quick check for the cutout. With all electrical accessories off, the Ammeter should read to the right while driving, and zero when the engine is at low idle or turned off.

*Thanks and a tip-o-Smokey's fedora
To*

Paul Modlin, Hoosier 'A' Ford
Club
and
Model A Basics



And in the “ you probably knew about it already” department...

The alternative to worrying about a stuck cutout or a high or low voltage is to install a re-pop cutout with a diode inside. Unless you are a total purist or in strict competition, this little guy will solve a lot of worries and looks absolutely original.

Bratton # 15590

Snyder # A 10505

Sac Vintage Ford #00644-7

“THE RETARDED SPARK”

THIS MONTH'S FORD HISTORY & QUOTE From Henry Ford



A brief history of (guess what)

The **Ford Model A** of 1928–1931 (also colloquially called the **A-Model Ford** or the **A**, and **A-bone** among rodders and customizers) was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the name in 1903–1904) was designated as a 1928 model and was available in four standard colors.

By 4 February 1929, one million Model As had been sold, and by 24 July, two million. The range of body styles ran from the Tudor at US\$500 (in grey, green, or black) to the Town Car with a dual cowl at US\$1200. In March 1930, Model A sales hit three million, and there were nine body styles available.

The Model A was produced through 1931. When production ended in March, 1932, there were 4,849,340 Model As made in all styles. Its successor was the Model B, which featured an updated 4-cylinder engine, followed by the Model 18 which introduced Ford's new flathead (sidevalve) V8 engine.

. Quote from Henry Ford;

"I believe God is managing affairs and that he doesn't need any advice from me. With God in charge, I believe everything will work out for the best in the end. So what is there to worry about."

Production

1927–1931
4,849,340 made

Assembled at:

[Detroit, Michigan](#) [Windsor, Canada](#)
[Buenos Aires, Argentina](#) [Cologne Germany](#)
[Copenhagen, Denmark](#) [Cork, Ireland](#)
[Trafford Park, England](#) [Geelong, Australia](#)
[Saint Paul, Minnesota](#)

Predecessor

[Ford Model T](#)

Successor

[Ford Model B](#)

Engine

201 CID (3.3 L) L-head-4

Transmission

3-speed sliding gear manual

Wheelbase

103.5 in (2,629 mm)

Length

165 in (4,191 mm)

Width

67 in (1,702 mm)

Curb Weight

2,265 lb (1,027 kg)

Some Automotive Trivia

In 1904

Henry Ford pilots his Arrow racer to a record 91.37 mph but William Vanderbilt reaches 92.31 in a Mercedes a week later.

A Mercedes and a Model A? what did you expect?

Frenchman Louis Rigolly is the first driver to exceed 100 mph, reaching 103.56 in a Gabron-Brille. *In a What?*

Ford displays cars at seven auto shows including the Louisiana Purchase Expo in St. Louis. Though Ford announces air cooling for the upcoming Model A, the company's first ever four cylinder arrives water cooled.

Briggs and Stratton, dry your tears!

Maybe...A LAWNMOWER??