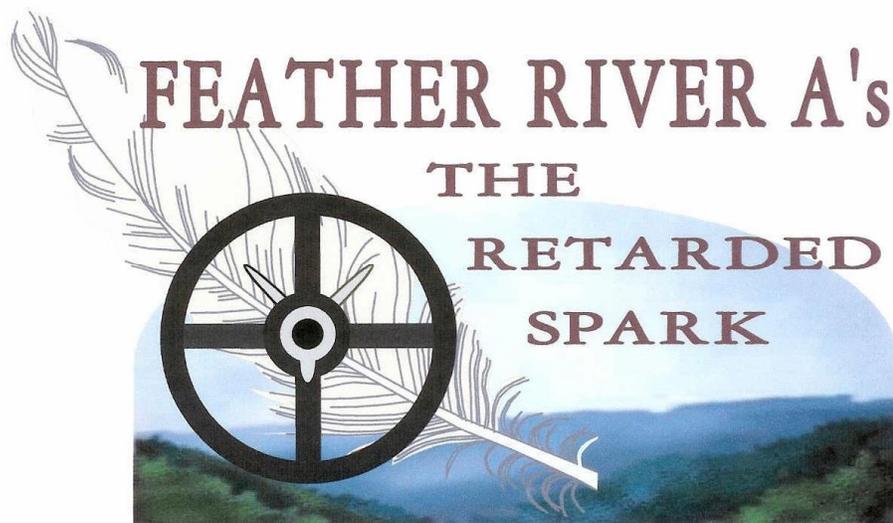


“THE RETARDED SPARK”



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



May 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)



Hi Feather River A members. The only reason you receive these messages form me is because Pete keeps bugging me.

Well those of you who could not make the April outing missed a very relaxing enjoyable day. We found a yard sale in Taylorsville and I believe someone from every car bought something, some, more than one thing. The people were so happy to see us they invited us back for the 4th of July when there will be much more out for sale.

We really do live in California's best kept secret, Plumas County. This is a great time of the year to be here. The fields were so nice and green and the daffodil and tulips were out for all to see. I am really looking forward to Mays outing.

If you remember at the last meeting I asked all to think about our dinner or outing for those who are retiring. This is just a reminder in regards to that homework assignment. Could you please bring your suggestions written on a piece of paper. It would be greatly appreciated. Well that's about all I have to say at this time. See you at the May 7th meeting. Your Pres: Bernadette



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

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Dave Boynton & Bonnie Norton
Rick & Paula Foster
Dan & Penny Lambach
Bruce & Susan Robinson
Joe & Heather Way
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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
Al Hansen?

“THE RETARDED SPARK”



April activities

Dee's North Arm Tour April 20th

April's event, taken on by Dee Barbea, was a leisurely drive through Taylorsville, around the North side of Indian Valley and into Greenville for lunch at Anna's Café.



Leaving Quincy at 08:30. 35 degrees but sunny!

We went out Arlington Road to T-Town to investigate the newly re-opened Youngs Market



The morning rush hour at Youngs!



Our Squadron Leaders fine ride!



First stop, the Greenville Wye to remove extra coats



Deli Case at Youngs. Lots of cheeses and meats to choose from

“THE RETARDED SPARK”

THEN!

Somebody saw a

YARD SALE! sign



Shop, shop, shop, buy, buy, buy.....

GRRRRR
*#%^&@



*Jack found a chair he just couldn't live without.
Bernadette was skeptical but Jack insisted!*

Then it was on to Greenville to Browse at Hunters Hardware, Dine at Anna's and shop a little at Sterling Sage (a great photo Op)



Call Security!
They're here again



Five antiques in front of the antique store



(Driven by five antiques!)

“THE RETARDED SPARK”

Back around the valley where we were treated to views of our local wildlife. Sandhill Cranes, wild turkeys, deer, hawks and even some misguided buffalo, although they were too far away to see well. Oh and don't forget the Buzzards!
(No, not the ones driving the Model A's)



Finally retuning to the Taylorsville “Y” we were glad to see the Rest Area sign at the Taylorsville Campground. Even though no one needed to “DUMP” their RV, the other facilities were a welcome sight.

I don't need a shower. Do you want a shower? Who said we needed showers?



One last stop at Youngs to get some delectable deli items



A truly enjoyable day, perfect weather, good company, wonderful scenery (Can you believe we live here?)

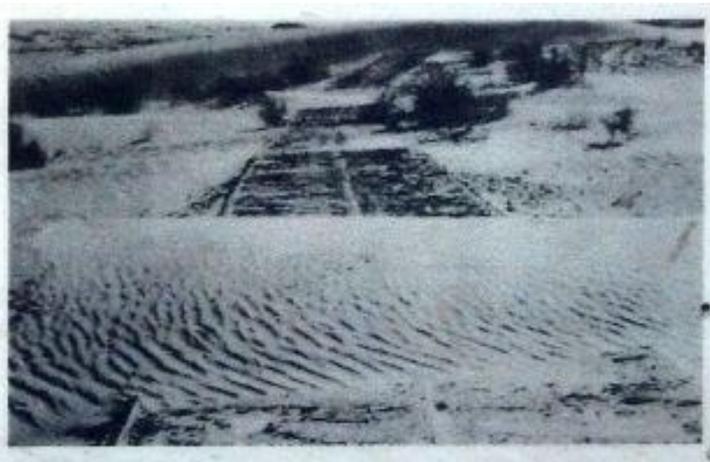
Thanks Dee!

“THE RETARDED SPARK”

The Plank Road

Just West of the Yuma Crossing (of the Colorado River) lay the Algodones Dunes, a great sand tract stretching more than 40 miles. Throughout history, travel of any nature was severely inhibited by these great shifting sand dunes. After the construction of a bridge over the river in 1915, a way had to be found for automobiles to cross the dunes. That way was the wooden plank road.

The road was built in 8' by 12' sections (one car width) with turnouts every half mile for oncoming cars. It was built so the sections could be uncoupled, pulled to another location, realigned and then be ready for traffic.



During wind storms, the sand was rearranged, often covering sections of the road

Car springs in 1915 were not equipped for the rollercoaster effect of the plank sections and the up-and-down rocking of the auto would increase with any speed at all. It was necessary to stop occasionally to quiet the violent bouncing and anyone who tried to travel over ten miles per hour, bounced off the road into the sand.



In 1925 problems began to appear when traffic between San Diego and Yuma increased to 30 cars per day!

After ten years of use, the road was falling apart, cars were driving off the road and traffic jams were frequent. Finally on August 11, 1926 the opening of California State Route 80, put an end to the wooden plank road.



1913 Ford on a piece of the original plank road

“THE RETARDED SPARK”

Joe Way, our resident machinist, is one of our soon to be retiring clubmembers. Not one to sit around watching tv, we are sure he will start some new and productive pastime. I have it on doubtful authority (or maybe just idle rumor) that he may go into the home furnishings business.



We Present the

"Machinist Line"

In Home Décor!



Hey, that would be my guess. What did you expect, pink lace and doilies??

“THE RETARDED SPARK”



COMEDY CORNER

VINTAGE FORD HUMOR

"Both day and night I'm on the go,"
The Ford chauffeur protested,
"I never get a rest, although,
I often get arrested."

"Had a bad accident this morning?"
"That so, what happened?"
"Left my Ford standing on the street and an automobile
ran over it."

The four Goldberg brothers, Lowell, Norman, Hiram, and Maxwell, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed. Now, there was no way old man Ford was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours, and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show Lo, Norm, Hi, and Max on the controls.

So, now you know...



May Annibirtharies

May Annibirtharies

Smokey May 31
(just barely May!)



Nobody got married in May either!

UPCOMING MODEL 'A' TOURS and ACTIVITIES

??

**Dinner for the newly Retired
To be Determined**

**Fosters May event (They may want to swap
with someone else?)**

**May 7th Monthly meeting at Patti's Thunder.
This is the same day that Chrysler bought Dodge in 1928!**

“THE RETARDED SPARK”

MODEL ‘A’ GARAGE CORNER

Or, stuff you already knew, and probably forgot

Cranking System diagnostic

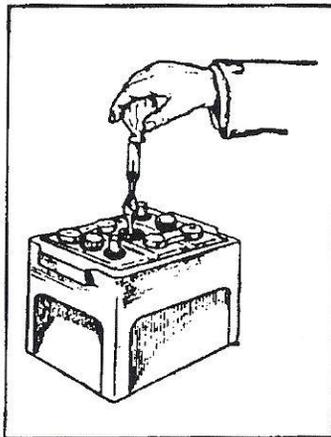
The cranking system includes:

- Battery
- Cables
- Starter

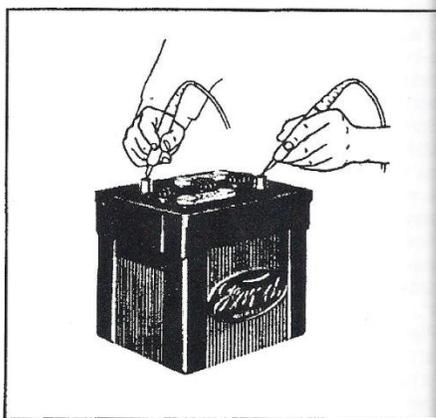
If your starter turns over too slow or fails to turn at all. it is an indication of a default in one of the above components.

(1) Battery tests

- 1 Make sure the battery is charged using a hydrometer, confirm fluid level, add distilled water and recharge.

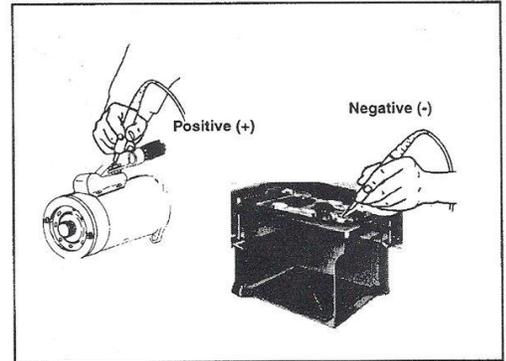


- 2 Check for dead cell. Place ignition switch off. Put voltmeter leads on the battery, plus to plus and negative to negative. Crank engine while observing meter. 5.5 to 5.7 volts is a pass, voltage below 5.5 is a fail and indicates a defective cell. Replace the battery.



(3) Cable test

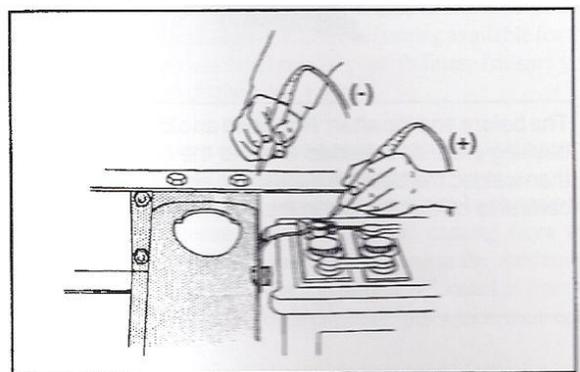
Turn ignition switch off. Using a voltmeter, on the 10VDC scale, attach the positive lead to the starter switch post and the negative lead to the battery’s negative post. Crank the engine while reading the meter.



A 0 volt reading passes, any reading of ½ volt or more indicates a bad cable or connections.

(4) Ground Strap test

Turn ignition switch off. Using a voltmeter, on the 10VDC scale, attach the negative lead to the frame close to the battery and the positive lead to the battery’s positive post. Crank the engine while reading the meter.

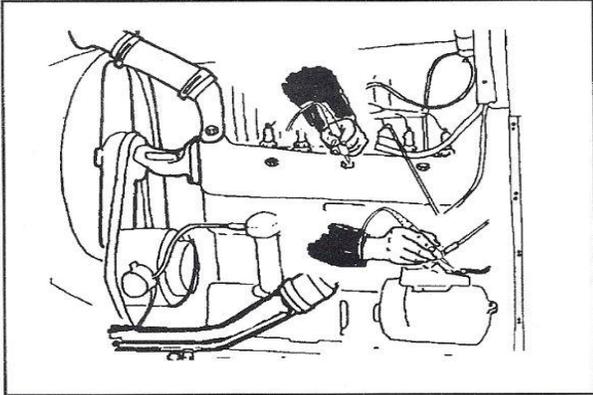


A 0 volt reading passes, any reading of ½ volt or more indicates a poor ground connection.

“THE RETARDED SPARK”

(2) Starter Motor test

Turn ignition switch off. Using a voltmeter, on the 10VDC scale, attach the positive lead to the engine for a good ground. Attach the negative lead to the starter switch post.



Press the starter rod to energize the starter while reading the meter. The starter should turn over at a good rate of speed for at least 10 seconds.

A reading of 4.5 volts or more is a pass. If the meter reads less than 4.5 volts or slows down you could have a bad starter motor.

A defective starter switch may prevent good electrical contact with the starter motor and is an easy place to start checking. Either replace or rebuild the switch.

The starter may need brushes or a complete overhaul. A good ground path from the frame to the engine is essential for correct operation of the starter motor. This can be improved by adding an additional ground cable from the battery ground strap bolt at the frame crossmember, to one of the flywheel to bell housing bolts behind the starter motor. Installing the original engine dust pans will greatly improve grounding between the frame and the engine.

*Thanks and a tip-o-Smokey's fedora
To Les Andrews
“How to restore your Model A”
Volume 7*



Remember!

Membership in MAFCA is required for club membership to keep our Chapter alive. MAFCA dues are \$40.00 per year which includes a one-year subscription to the magazine, The Restorer. Membership commences on the date paid and entitles the member and spouse to the rights and privileges of membership in the Model A Ford Club of America. Send your membership dues to:

Model A Ford Club of America
250 S. Cypress Street, LaHabra, CA 90631
telephone: 562-697-2712

E-mail address:

HYPERLINK "<mailto:info@mafca.com>"
info@mafca.com

Make sure you send your MAFCA number to me so I can put it on the official membership roster.

Some Automotive Trivia In 1906

Vehicle production climbs to 33,200 passenger cars and approximately 800 trucks.

8729 were Fords!

Six cylinder engines become more popular with models from several manufacturers.

Some of them were fords!(Not many)

Fords huge six cylinder 1906 Model K costs \$2500 and is guaranteed to reach 60 mph.

With 405 cid it put out a whoppin 40hp!

(Oh yeah, the average wage in 1906 was \$526 per year)

All 1906 Buick models come with a storage battery as standard equipment

Front bumpers are optional on many makes!

Ford introduces the forerunner to the Model T. the low-priced, 45 mph Model N

Five hundred bucks! 15 hp, 45 mph.