

The Ohio Valley Region's News

# THE AAAAAOOGAH!

Published by the Ohio Valley Region of MARC-MAFCA



P.O. Box 62303 Sharonville, OH 45241

<http://clubs.hemmings.com/ovr/>

May, 2020

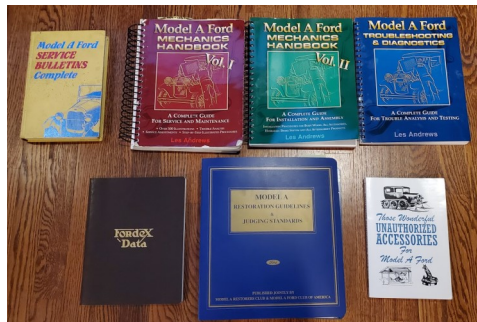
## Director's Column: Jarrod Williams



Our April ZOOM meeting turned out to be a great success. We had 21 participants that joined in for the nearly hour long session! I used the ZOOM app on my computer and was able to see everyone at the same time. I hope everyone had fun learning a new way to communicate and catching up with everyone in the club. Here is the website link if you would like to download the program and join us: <https://zoom.us/>

I have not heard of any illness in the club (which I am grateful for), but if anyone needs anything at all, please let me or anyone in the club know. We are a family and here to help anyone in need.

I hope everyone is healthy and able to catch up on their Model A reading! See you at the May Zoom meeting.



## OVRMAFC CLUB OFFICERS

### Director

#### Membership / Webmaster

Jarrod Williams  
7973 Miami Avenue  
Cincinnati, OH 45243  
(859) 802-7267

[jarrodwilliams81@gmail.com](mailto:jarrodwilliams81@gmail.com)

### Vice Director

Bob Noe  
975 Bandanna Drive  
Cincinnati, OH 45233  
(513) 379-8030

[Noemodela@gmail.com](mailto:Noemodela@gmail.com)

### Secretary

Phyllis Pease  
173 Maxwell Lane  
Harrison, OH 45030  
(513) 484-8530

[phyllis.pease@gmail.com](mailto:phyllis.pease@gmail.com)

### Treasurer

Tim Schmidt  
12215 Pickwick Place  
Sharonville, OH 45241  
(513) 489-9140

[trchmidt46@gmail.com](mailto:trchmidt46@gmail.com)

### News and Special Events

Margie Blomer  
(513) 769-3029

### Technical Director

Bob Zitney  
(937) 584-2033

### Club Email

[ovrmac@gmail.com](mailto:ovrmac@gmail.com)

## Let's ZOOM into our May meeting

As of today, the Governor of Ohio has extended the stay at home order until May 29. Because of this we are going to try and have another ZOOM meeting in May. I know it is not ideal, but the club's top priority should be to preserve everyone's health and well being.

### 2020 MAY OVRMAFC ZOOM MEETING

May 27, 2020

7:30PM

Join Zoom Meeting

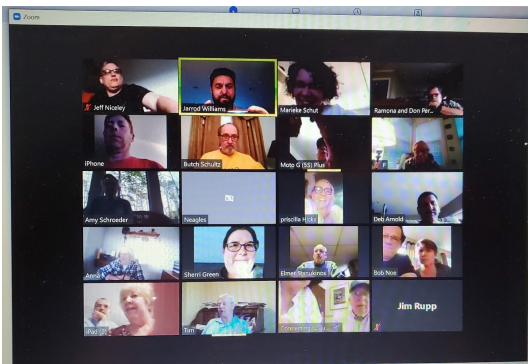
<https://us04web.zoom.us/j/72301935945?pwd=RHFGVmlGWkZpTjJHeU8vRjg0NVhoZz09>

Meeting ID: 723 0193 5945

Password: 025867

This meeting will not have a solid agenda because of the uncertainty of when things will start to improve or a change in the Governor's policy. If you have topics you would like to talk about feel free to bring them up. We can take a group consensus on if and how future events should proceed.

There will be an event created on our Facebook page with the above information as well.



## National Club News

### Model A Restorer's Club (MARC)

- Each member receives an award winning magazine "The Model A News" published bi-monthly. It features fantastic articles and information about the Model A Ford.
- If you are looking for a Model A you may find one in the "Cars for Sale" section in the Model A News which is free to all members of MARC. The same is true if you are looking to sell a car or parts. The "Wanted" section will give you an opportunity to find a part you may be looking for.
- You and your family will be able to attend national conventions designed for "Fun for the Whole Family".

MARC: <https://model-a-ford.org/>

## National Meet in Oshkosh WI. Postponed until 2021 For more information visit:

[https://model-a-ford.org/event/national-meet-in-oshkosh-wi/?instance\\_id=221](https://model-a-ford.org/event/national-meet-in-oshkosh-wi/?instance_id=221)

### Editor's Column: Jarrod Williams

A friendly reminder that any submissions for the monthly newsletter need to be submitted by the 3rd of the month. We send the newsletter to the printer on the 5th of each month to be printed, mailed, and in your hands by the 10th of each month. My email address is [jarrodwilliams81@gmail.com](mailto:jarrodwilliams81@gmail.com)

If there are any topics that you would personally like see in your newsletter, please do not hesitate to suggest. If you have your own content I would love to publish it for you. Just contact me.

### OVRMAFC Personalized Club Name Tag

Personalized name tags in the shape of a Model A Ford can be ordered from:

Brenda Owens  
5937 McMicken Drive  
Milford, OH 45150  
(513) 254-1035



Cost: \$10.00 (tag with pin)  
\$12.00 (tag with magnet)

### OVRMAFC Personalized Apparel

OVRMAFC club shirts, jackets, etc. can be purchased at Black-Out Tee's located in the Eastgate Mall. The company has our logo in digital format and can help you place an order.

Please Contact:  
[Black Out Tee's](#)  
[4601 Eastgate Blvd](#)  
[Cincinnati, OH 45243](#)  
[\(513\) 604-8337](tel:(513)604-8337)

# Back Flush!

By: Tom Endy

Taken from: <http://www.santaanitaas.org/wp-content/uploads/2014/08/Back-Flush.pdf>

The cooling system on a Model A Ford can get loaded up with rust, calcium, and also with grease from the water pump. If the radiator has been in service for a long time it is best to remove it and take it to a radiator shop (preferably to one that is knowledgeable of Model A radiators) and have it rodded out.

The engine block and the head are also usually loaded with contaminants, especially rust. This is where a technique called back flushing can be effective. Back flushing of the radiator can also be effective if the cooling tubes are not hopelessly plugged up. The trick is to force water through the system backwards to the direction it normally flows.

Various cleaning solutions have been suggested for use in dislodging the cooling system crud. Some have suggested a combination of oxalic acid with a baking soda rinse. Others have suggested liquid Cascade dishwasher solution. There are also commercial cooling system cleaning agents available from most auto parts stores. Whatever cleaning agent is used, it is best to finish up by back flushing the system.

It has also been suggested that a newly overhauled engine should be back flushed before being connected up to the radiator. A considerable amount of rust can become dislodged inside the water jackets when the engine was hot tanked and in all likelihood is still inside the water jackets, as well as machining chips. If the engine is immediately connected up to the radiator all the loose particles will be dumped into the radiator.

In order to back flush the Model A cooling system some special adapters need to be fabricated. Two plugs with a hole drilled in them must be made up, one to fit the large upper radiator hose, the other to fit the smaller lower radiator hose. The holes in the plugs should be tapped with a pipe thread. The plugs are then fitted to provide garden hose connections. The two plugs can be cut from steel or aluminum round stock.

All the other hardware can be obtained from a local hardware store. Standard Model A radiator hoses and clamps are used to connect up the flushing apparatus.

To back flush the radiator, connect the adapters to the two radiator hose bibs. With a garden hose connected to the bottom hose bib adapter run water through the radiator backwards to the normal flow. Be sure to put the radiator cap on. A suggestion, connect the garden hose to your laundry machine hot water spigot and back flush with hot water. A second garden hose may be connected to the top radiator hose bib adapter to carry the exiting water to a suitable drain.

To back flush the engine, disconnect the radiator from the engine and install the two adapters to the engine. The large adapter is connected to the water outlet on top of the head. The small adapter is attached to the water inlet on the left side of the block. It is also suggested that the water pump be removed and a blanking plate be installed over the opening in the head. Connect a garden hose from the hot water spigot to the large adapter on top of the head. Connect a second hose to the smaller adapter on the side of the block and lead it off to a drain. Begin the back flushing. You can also start the engine up to add some vibration if desired. The hot water will not only aid in flushing the engine, it will also prevent the possibility of cracking the block with the use of cold water if you run the engine.



Shown above are the two adapters and the water pump blanking plate. The long hose is the upper (larger diameter) hose. The short hose is the lower (smaller diameter) hose.

## Another approach to back flushing

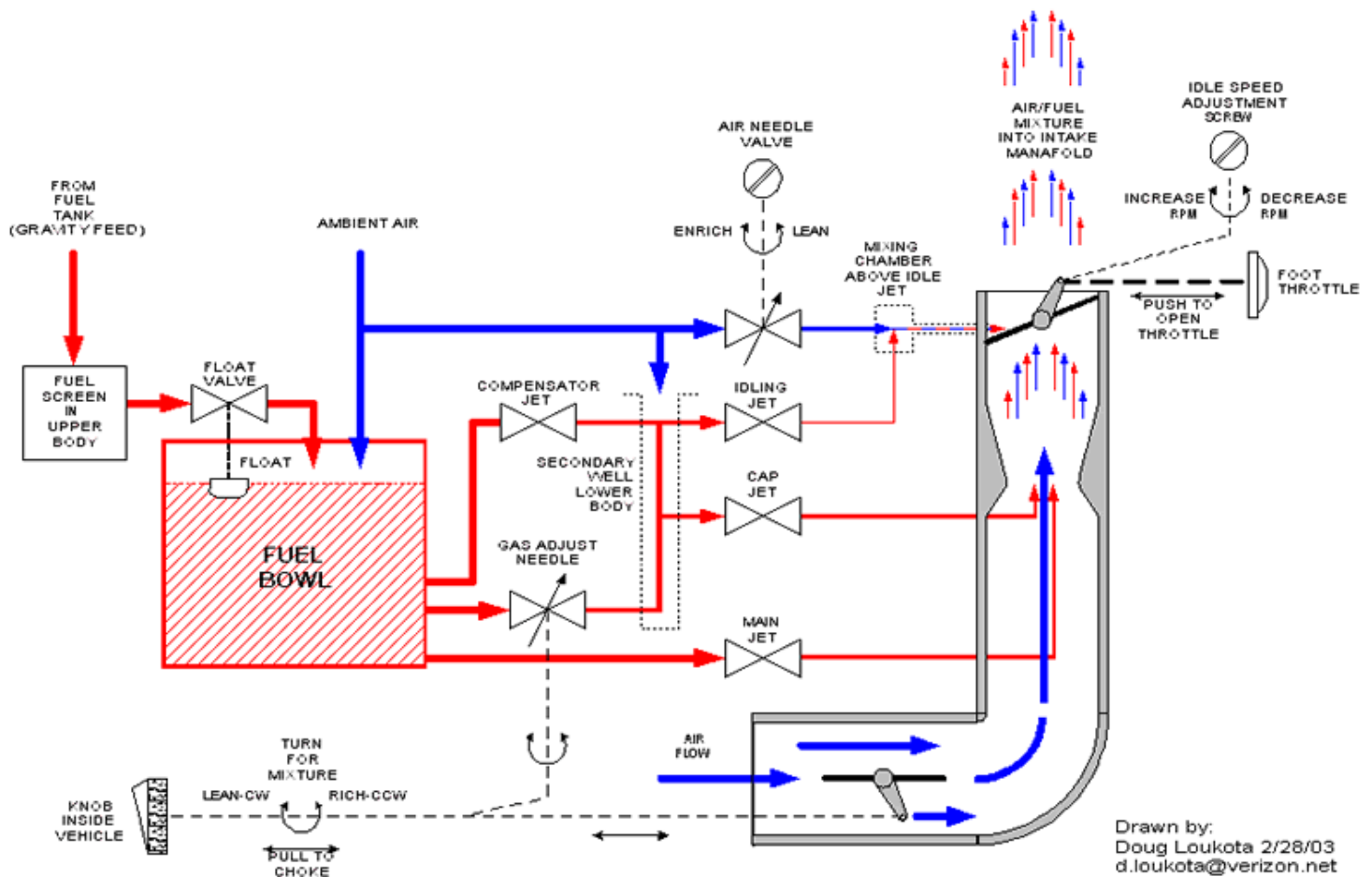
By: Tom Wesenberg

Taken from : <https://www.vintagefordforum.com/forum/model-a/1932-back-flushing-the-cooling-system#post1932>

To do a good cleaning of the Model A cooling system, you need a good strong flow of water to dislodge the junk in the rear of the block, and to remove the junk laying on top of the radiator tubes. Even after running vinegar for 30 days in my Model A, I wanted to give it a good back flush, so I removed the radiator and turned it upside down then back flushed it with a sump pump. I used a large radius 90\* elbow, so as to not impede the flow. I then connected the pump to my engine and flushed it out also. I got a lot of rust particles out of the system by doing this. I'm sure just running a garden hose wouldn't have done much for the system.

# Zenith Carburetor Flow Chart and Issues

Taken from: [https://www.modela.org/flow\\_diagram.html](https://www.modela.org/flow_diagram.html)



## Single Venturi Zenith Carburetor Flow Diagram

### False Carburetor Symptoms

- Ignition not properly timed
- Distributor points are adjusted incorrectly or they are defective
- Spark plugs are defective, worn, or dirty
- Condenser is defective
- Ignition coil or high voltage coil wire is defective
- Valves are not properly adjusted or they have excessive carbon deposits
- Fuel line is clogged, dirty, or leaking
- Air filter is restricting flow causing carburetor to run rich
- So, don't be too quick to assume that the problem is the carburetor
- Try putting a "Known Good" carburetor on to see if it changes

Poor idling can usually be traced to some particle of foreign matter getting into the carburetor idling jet. To correct this, remove the jet and blow it out with compressed air, then hold it up to the light to make certain that it is absolutely clear. Once in a while in the machining operations a little burr so small, that it can hardly be detected without the aid of a magnifying glass, is formed in the jet and affects the idling. Removal of the burr corrects the trouble.

The GAV knob does not control the entire fuel supply. A minimum amount of fuel is constantly drawn from the float chamber through small fixed openings even when the dash adjustment is fully closed. For best operation under usual driving conditions, the dash adjustment should be backed one-quarter turn off its seat. Running with the adjustment more than one-quarter turn off its seat may be necessary on new stiff engines, but otherwise this will result in poor economy. The dash adjustment may be turned less than one quarter turn off its seat to obtain a lean mixture suitable for driving at steady speeds on level roads. Do not force the adjusting needle down on its seat as this will score the parts.

# Carburetor Idle RPM and Idle Air Mixture Adjustment

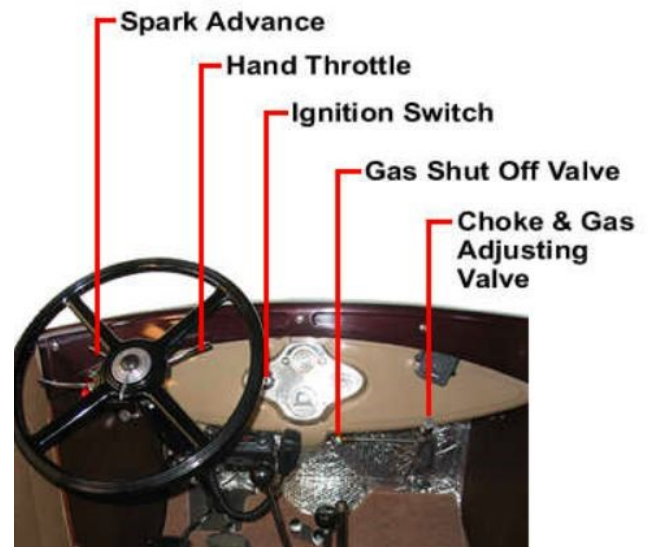
Taken from: [https://www.modela.org/idle\\_adjustment.html](https://www.modela.org/idle_adjustment.html)

## Carburetor RPM and Idle Air Mixture Adjustment



1. There are two external carburetor adjustments, and they affect only the idle performance. They are the idle RPM and idle air mixture adjustments
2. Turn Gas Valve under dash on passenger side to open (Pointing down)
3. Preparation: Fully warm the engine up, move spark control (on left side of steering wheel) up, turn the under dash choke control knob full clockwise and then counter clockwise about one turn, and move the hand throttle lever (on the right side of the steering wheel) all the way up. If engine tend to die, pull the throttle lever down a little.
4. Preliminary Idle RPM adjustment: Turn the adjusting screw on the carburetor throttle arm until the end of the threads is making contact with the stop. You should now be able to put the hand throttle lever all the way up without the engine tending to die. Go back to the adjusting screw on the carburetor throttle arm and adjust it to a low RPM, just faster than where engine tends to stall. This will ensure that the carburetor idle circuit is functioning.
5. Idle Air mixture adjustment: Slowly turn the idle air mixture screw clockwise until the engine begins to stall, and note the position. Slowly turn the idle air mixture screw counter clockwise until the engine begins to stall and note the position. Now, adjust the screw about half way between the two positions, and you will often hear a very slight increase in engine RPM. (Idle air mixture screw should be about 1–1/2 turns out from full clockwise.)
6. Final Idle RPM adjustment: Pull the spark lever about 3/4 down. Readjust the idle RPM adjustment for the idle speed that you prefer. (If adjusted too high, you will likely tend to grind gears when driving.)

## Using Carburetor to Check Engine Timing



1. Increase engine speed to twice that of idle RPM by pulling down the throttle lever at the steering column.
2. Gradually open the gas adjusting valve 1/2 to 1 full turn. The engine should start to run richly, and some smoking at the exhaust may occur. This verifies that the fuel passage, regulated by the Gas Adjusting Valve, is open. Turn the GAV clockwise until the engine RPM returns to where it was previously
3. Slowly pull the spark lever down. Engine RPM will increase up to a point. When the maximum RPM is achieved, note this as the position where you will want to place the lever for normal driving purposes.
4. Raise the throttle lever up to the top of its travel. The engine should idle smoothly. With the spark lever still in its "ideal" position for everyday driving, go around the car to the carburetor and ram the accelerator control rod (i.e., from the accelerator linkage) forward. The engine should accelerate to maximum speed within about two seconds if the engine timing is correct. Don't hold the accelerator rod in this forward position for more than a few seconds, because you could damage your engine. If the engine accelerates smoothly and without stumbling, your idle and ignition settings are correct.
5. If acceleration of engine speed is slow or sluggish, ignition timing is probably somewhat retarded. Move the spark rod up to the top of its travel, and adjust the timing. Once the timing has been adjusted, restart the engine, pull down the throttle rod until engine RPM is twice idle RPM, and return to step 3.

## Calendar of Scheduled Events

- **May 27, 2020**  
**OVRMAC May ZOOM Virtual Meeting**  
 Meeting will start at 7:30pm  
<https://us04web.zoom.us/j/72301935945?pwd=RHFGVmlGWkZpTjJHeU8vRjg0NVh0Zz09>  
 Meeting ID: 723 0193 5945  
 Password: 025867
- **Postponed until 2021**  
**MARC National Meet**  
**Oshkosh, Wisconsin**  
**Visit the website for more information:**  
[https://model-a-ford.org/event/national-meet-in-oshkosh-wi/?instance\\_id=221](https://model-a-ford.org/event/national-meet-in-oshkosh-wi/?instance_id=221)
- **June 7, 2020**  
**Oeder's Lake Picnic**  
 Join OVRMAFC at Oeder's Lake for our annual club picnic. Fishing, playing cards, and a cookout around Noon. Let's hope for some great Model A weather.
- **June 24, 2020**  
**OVRMAFC Club Meeting**  
 Hosted by Sherri and James Green.  
 Details to come.
- **July 12, 2020**  
**OVRMAFC Poker Run Tour**  
 Hosted by Debbie and Larry Arnold.  
 Details to come.
- **July 22, 2020**  
**OVRMAFC Club Meeting**  
 To be held at Debbie and Larry Arnold's home. Details to come.
- **August 26, 2020**  
**OVRMAFC Club Meeting**  
 To be held at Jarrod and Melissa Williams' home.  
 7973 Miami Avenue  
 Cincinnati, OH 45243  
 Dinner served at 6:30pm  
 Meeting starts at 7:30pm
- **September 13, 2020**  
**OVRFMAC Show 'N' Tell Car Show**  
 10am-4pm  
 Show will be held on the grass at:  
 VYO Haffey Fieldhouse  
[1559 West Street](https://www.cincinnati-oh.gov/1559-West-Street)  
[Cincinnati, OH 45215](https://www.cincinnati-oh.gov/45215-Cincinnati)
- **September 12-13, 2020**  
**The Henry Ford - Old Car Festival**  
**Dearborn, Michigan**  
**Open Saturday until 9pm**  
 Feel the passion behind America's longest-running antique car show, featuring hundreds of authentic vehicles bringing the early automotive era to life and culminating in a gaslight parade and dancing in the streets of Greenfield Village.  
 For more information:  
<https://www.thehenryford.org/current-events/calendar/old-car-festival>
- **September 19, 2020**  
**10th Annual Model A Day at Gilmore**  
 The host hotel for Model A Day is the Four Points Sheraton at:  
 3600 E. Cork Street  
 Kalamazoo, Michigan  
 Phone (269) 385-3922  
 The room rate is \$111.00 per night and the reserved room block will expire on August 16, 2020.  
 For more information:  
<http://www.maffi.org/WSContent/MAD.html>

## OVRMAC Classifieds / Services

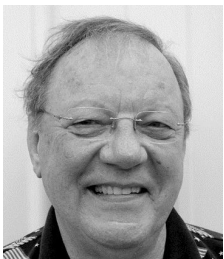
- 3.27 ratio gear set for sale.  
 \$700 Steve Gillie (513) 571-5276
- 5 very nice wheels painted Apple Green  
 \$875 Steve Gillie (513) 571-5276
- Model A horns. Several to choose from.  
 One 1932 B model horn.  
 Steve Gillie (513) 571-5276
- 1931 Tudor Coupe. New engine, new cast iron drums, new brake liners, 5 speed transmission, original engine in box. A great driver.  
 \$17,500 Terry Owens (513) 254-1035
- 1931 Coupe. New metal top and new paint. Roll down back window and hydraulic brakes. Second owner car!  
 \$13,000 Conrad Gerdes (812) 584-5639
- 1931 Coupe. Black with red 16" wheels and trim. New carburetor and distributor. Look good and drives good.  
 \$12,000 Conrad Gerdes (812) 584-5639
- Two good used Model A engines available. Inserted engines available as well. Used wheels and parts.  
 Conrad Gerdes for prices.  
 (812) 584-5639
- Car cover for a 4 door sedan. I used this cover on my 1931 Buick. I believe it is a California Car Cover "dust stop" type cover (for indoor use). The cover is in good condition. The Buick was a bit larger than a Model A, but it is a great deal.  
 \$50.00 Dale Blewett (513) 793-2900.
- Wanted: 1930/31 Rear Sedan Fender, passenger side or pair  
 Conrad Gerdes (812) 584-5639

## The OVRMAC "Car Care Gang"

Tom Blomer and Terry Owens are club members that help run and maintain the "Car Care Gang". These two gentleman will graciously volunteer their time and knowledge about Model A's to help you get through an issue with your car. Just remember they will help you, they will not repair the car for you. After all, knowing how the Model A works is just as much fun as driving one! Give them a call if you need any help or advice.



Tom Blomer  
H: 513-769-3029  
C: 513-477-8257



Terry Owens  
H: 513-831-8580  
C: 513-254-1035

## Youth Report



MARC and MAFCA both offer a youth scholarship program to help youth get started in the hobby and to support them as they may make repairs on the car. If you know someone that is 12-22 years old they may qualify for the program. For more information please visit the below website links:

[MARC Youth Scholarship Program](#)

[MAFCA Youth Scholarship Program](#)

## Looking One's Loveliest in 1930

By: Jill Barrett, Santa Clara Valley MAFCA Chapter, California

[https://www.mafca.com/downloads/Fashions/Articles/Looking\\_Ones\\_%20Loveliest\\_in\\_1930\\_2020-05.pdf](https://www.mafca.com/downloads/Fashions/Articles/Looking_Ones_%20Loveliest_in_1930_2020-05.pdf)

Fashion magazines in 1930 emphasized women's beauty and personality with a fresh and new, sporty look. Women playing sports were seen in Ford's "New Ford Coupe" ad. In 1930, the waistline moved upward toward a more natural waistline. Hemlines were generally even for daytime wear. Uneven hemlines were worn at formal afternoon and semiformal events.

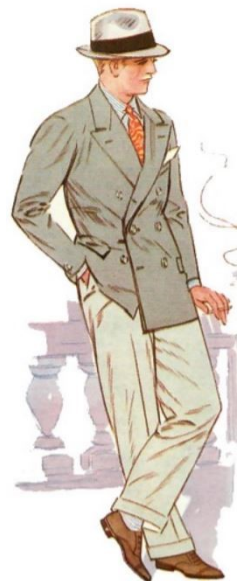


Flattering capes, flounces, cap sleeves, scarfs, short and three-quarter jackets accompanied simple, sleeveless sport frocks with a narrow belt at the new waistline. Blouses contrasted with a matching skirt and jacket.

Sundresses with open backs were new and in style for both women participating and watching on the sidelines. Silhouettes were more varied than in previous years, with fit and fullness skillfully introduced. Sleeves took on a new interest described as delightfully fascinating, trimmed or cut to widen the sleeve at the elbow or above it, which gave the same effect as the popular short cape silhouette. New collars were elaborate to give importance to necklines, belts were more evident and there were coats with bloused lines.

In the spring of 1930, Men's Wear distributed a sales tool that provided trends to help boost sales. The forecast gave details of the latest trends in Palm Beach, Florida, the fashionable destination filled with the cream of society in the sunshine state. In March of 1930, Men's Wear conducted a survey for popular summer wear and revealed that the sports jackets and the sense of informality would be a part of the well-dressed man. Single breasted jackets with notched or peaked lapels, and three buttons would be the fancy of most men with the majority of the jackets having a plain back verses belted. Close behind in popularity were the double-breasted jackets. Men's Wear wrote, "It was said the hat marks the man. How a hat was worn told a great deal about the man beneath it. Perched unbecomingly on the foremost part of the head, it denoted ultra-simplicity; set rakishly on the back, it shows abandon; while cocked on the side, it implied sophistication." Felt hats in gray were the most popular with a black band. Straw hats were popular too with a fancy band compared to a band in basic black. Sport shoes for men were a necessary part of every man's wardrobe. Salesmen were coached to convince customers that more than one pair of shoes were needed.

Shoe preferences were for wing tip spectators with brown trim followed by all-white buckskin with plain toes and soles were varnished black. And for the sock market, clocks and vertical motifs were prevailing with blue as the favorite color.





## Ohio Valley Region Model "A" Ford Club Membership Application and Roster Information

Last name: \_\_\_\_\_ First name: \_\_\_\_\_

Spouse name: \_\_\_\_\_ Home Phone: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Cell (optional): \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_ Work (optional): \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Email : \_\_\_\_\_

Model A's Owned: \_\_\_\_\_

Make checks payable to : Ohio Valley Region Model A Ford Club (\$25.00 per year)

Mail dues to : Jarrod Williams 7973 Miami Ave Cincinnati, OH 45243

### 2020 OVRMAFC Tentative Schedule

- May 27- OVRMAFC Meeting  
(Virtual Zoom Meeting)
- Jun 7 - Oeder's Lake Picnic
- Jun 24 - OVRMAFC Meeting  
(Host - Sherri and James Green)
- Jul 12 - Poker Run  
(Host- Debbie and Larry Arnold)
- Jul 22 - OVRMAFC Meeting  
(At Debbie and Larry Arnold's)
- Aug 26 - OVRMAFC Meeting  
(At Jarrod and Melissa Williams')
- Sept 13 - Show N' Tell Car Show
- Sept 23 - OVRMAFC Meeting
- Oct 28 - OVRMAFC Meeting
- Nov 18 - OVRMAFC Meeting  
and Auction
- Dec 6 - OVRMAFC Christmas Party

May 2020 Newsletter

Ohio Valley Region Model A Ford Club  
P.O. Box 62303  
Sharonville, OH 45241

