

The Spare Tire

Palmetto A's of South Carolina

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Columbia, South Carolina 29202

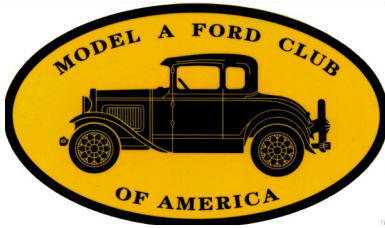
Model A Ford Club of America Chapter

Model A Restorers Club Region

Model A Ford Foundation, Inc.

Website: www.palmettoas.net

Facebook: [Palmetto A's of SC](https://www.facebook.com/PalmettoAsofSC)



“A” Note from the President.....

Our November meeting started at The Flying J/ Denny's with 6 Model A's and 2 “moderns,” that included 13 members. Shortly after starting our tour we had one “A” that developed mechanical issues that after a “roadside” tech session were unresolvable and had to be towed home. A reminder that mechanical issues can occur at inopportune times and it's good to have some type of towing plan in place. This is something I can attest to on more than one occasion. The rest of the group enjoyed a beautiful drive day to McBee and McLeod Farm for lunch and their antique museum. **Our annual Christmas party will be December 9th at 11 am at Cheryl and Danny Austin's home in their “museum show room.”** This is the time of year we have time to enjoy a meal and have time to visit with each other reflecting on the past year and thinking of the coming New Year and future Model A outings.

I look forward to seeing you for a wonderful time of fellowship as we close out 2023. Let's keep those members on our prayer list in our thoughts. We hope to see them rejoin us soon! Remember as always, if your “A” is in the “repair or restore shop,” you can still be part of the fellowship in your “modern.” **So let's dust'um off, gas'em up, and let's go “Model A'ing!”** *John Cockerill*

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*Denotes Officer of the Club

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 Sunshine - We need a volunteer!
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 Swap Meet - Committee
 Christmas Party - Committee
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 Website: www.palmettoas.net

Treasurer's Report, November, 2023

We continue to maintain a balance in line with the club budget as set and approved by the Board of Directors. All bills and receipts are processed promptly. The checkbook is balanced monthly with no discrepancies. The club account balance is reported at each General Membership meeting.

Dick Fraser, Treasurer

December

Birthdays

Dick Fraser - 1st
 Chester Kay - 9th
 Linda Toole - 11th
 Pat Robb - 17th
 Mack Day - 18th
 Twila Cockerill - 21st

Anniversary

Joey & Kay Austin -
 29th

Sunshine Report

Please keep the following folks in your thoughts and prayers: Fay Prince, Pat Robbs and Starke Ward, and Ann Lyons in the recent loss of her mother.

Remember: call, write or send a card to someone who needs encouragement. We are “FAMILY” and it helps to be thought of and prayed about.

If you have any Sunshine concerns, please call or email the newsletter editor to add the name to our Sunshine Report.





Down the Road

Is there a destination to which you would like to drive your Model A? Is there a lunch spot to which you would like to drive your Model A? Call or email Cheryl and Danny Austin at 803-351-5687, daustino02@sc.rr.com. They are looking for your ideas and input!

Palmetto A's Schedule for 2023

December 9 - 11:00am Christmas Party at the Austin's, 246 Calcutta Drive, West Columbia

2024

January - TBA

February 17 - Annual Budget Meeting and Chicken Bog at the Austin's.

June 14 & 15 - Palmetto A's Annual Swap Meet

PLEASE NOTE: DATES AND PLACES ARE SUBJECT TO CHANGE!

Other Events of Interest

2024

April 4 -7 - [2024 MARC Membership Meet in Joliet, IL](#)

April 19-20 - Old 96 Annual Swap Meet

May 21-23 - [MARC 2024 National Tour in Berlin OH](#)

June 23-29 - [MAFCA 2024 National Convention in Ruidiso, NM hosted by the Southwest Model A's](#)

December 11 - 14 - MAFCA National Awards Banquet in Salt Lake City, Utah. Hosted by the Beehive A's and the Salty A's.

2025

June 15-22 - [MAFCA National Tour, Waynesboro, VA](#) Hosts: Dallas Chapter



November 18th tour to McLeod Farms in McBee, SC



DID YOU KNOW.....

Military ships of yesteryear were equipped with numerous cannons, and the ammunition to arm them. Cannons could fire a variety of projectiles: grape shot, bar shot, chain shot, and of course, cannon balls. Since space was at a premium aboard ship, cannon balls were stored in brass racks called "monkeys." Since brass contracts more than iron during especially cold periods, the "balls" would be roll off the brass "monkey." Hence the saying "It's Cold Enough to Freeze the Balls off a Brass Monkey!"

Source: Lake Champlain Maritime Museum

Distributor Roadside Seminar

(revised 2010)

by Tom Endy

A spare distributor:

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on the same running car**. It is a lot easier to swap out the distributor than to be standing along side the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You **do not** have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1/4" round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.

Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car. 😊

Santa Anita A's Member, Tom Endy; Editor of the Victoria Association Newsletter (The Bustle) for the past 20 years, has created the 20+ years of the work. Some of the articles and documents have been featured in the MAFCA Restorer Magazine, other club's websites, and some are not published anywhere but here: santaanitaas.org/tom-endys-tech-articles/. Enjoy, utilize, and learn!



MAFFI Minute

Holiday Greetings! We're fast approaching Thanksgiving and then roll right into our holiday celebrations shortly thereafter. MAFFI Trustees Jerry Dennany and Jerry Morrissey, along with their Grape Country Model A Club crew, have been out at the museum maintaining and fixing the museum's Model A's. They just finished removing and repairing an engine and a transmission in a 1929 Tudor. Next up for work is a 1928 Tudor.

Meanwhile, Executive Director, John Marshall, and his crew have just finished holiday decorating at the museum. The outdoor lighting display is magical and the indoor museum exhibits make for nostalgic memories. If you haven't visited the museum during the holiday season, it's worth putting on your bucket list! There are displays all across the 90 acre campus with a variety of family activities.

Fundraising for the Model A Museum expansion continues with the Grand Opening planned for 2025. As you and your club plan for holiday giving, consider donating to the Model A Museum, one of the best in the country ---and a cause that keeps our cherished hobby growing and in the spotlight.

All contributors in a selected category will be recognized prominently in the new wing of our museum. Donations can be club chapters or individuals. In addition, clubs can give recurring donations by filling out a pledge card found at maffi.org (click on donations). For more information on donating, please contact: John Begg at 803-727-4392-President@maffi.org or Jerry Morrissey at 269-615-3719 - jertrudy@sbcglobal.net

Supporter = \$500
 Patron = \$1,000
 Bronze = \$5,000
 Silver = \$10,000
 Gold = \$20,000
 Platinum = \$50,000

Donations should be mailed directly to
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Happy Holiday Season,
 Cindy Ellenbecker, MAFFI Board of Trustees, Secretary

MAFFI is a 501 C3 organization. All donations are deductible to the limit of the law.



Model A Ford Technical Questions

Paul Shinn has gathered a group to help answer your technical questions about Model A's. The group includes MAFCA's current tech director and several past tech directors. You can email your questions and concerns to: ModelATechQuestions@gmail.com

Who knows, you may even see your question answered in *The Restorer!*

NEED HELP WITH YOUR MODEL A?

IS YOUR PROBLEM SOMETHING THAT COULD BE ADDRESSED BY THE CLUB "TECH TEAM?" WAYNE AREHEART AND THE "TECH TEAM" ARE LOOKING FOR SMALL JOBS THAT WOULD PROVIDE A "LEARNING" TECH SITUATION FOR THE CLUB. FOR MORE INFORMATION, PLEASE CONTACT WAYNE at dareheart@sc.rr.com or JOHN COCKERILL AT johntwilac@yahoo.com.

Just a reminder!!

The club has a library of Model A Technical DVDs for your use. Contact John Cockerill at 803-446-3837 (cell) or at johntwilac@yahoo.com.

The Spare Tire

**Due date for submissions
for the January 2024
issue is December 20th**



CLICK HERE FOR MAFFI APPLICATION

<https://www.maffi.org/WSContent/Download/membershipapp2022.pdf>



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A World Magazine

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<http://www.mafca.com/downloads/Youth/A-World.pdf>

The Palmetto A's is a not for profit organization with chapter affiliations with MAFCA and MARC. The organization is dedicated to the preservation and the restoration of the Model A Ford automobile and supports membership in the national organizations dedicated to the same purpose. Palmetto A's is one of the oldest Model A Clubs in the nation, having been active for over 62 years. Monthly meetings are generally held the third Saturday of the month, time and location announced in **The Spare Tire**, the club's monthly newsletter. Palmetto A's membership dues are \$25 per year.

Members are encouraged to join the following national clubs:

Model A Ford Club of America.

Annual dues are \$50 and include a subscription to **The Restorer Magazine** from MAFCA, 250 South Cypress St., La Habra, CA 90631 and

Model 'A' Restorers Club

Annual dues are \$50 and include a subscription to the **Model 'A' News Magazine** from MARC, 6721 Merriman Road, Garden City, MI 48135

Benefits of National Club Memberships

Membership in MAFCA includes the following:

A one year subscription to The Restorer, our award- winning bi-monthly magazine including free classified ads.

The right to register and participate in all National and Regional MAFCA meets

Voting privileges in National elections of officers and by-laws revisions

Free classified advertising on the MAFCA web site and posting of photo of your car in the Photo Album section

Technical advice to help restore your Model A and keep it in top shape

National MARC Membership Includes:

Six issues each calendar year of our award- winning, international, bi-monthly Model 'A' News magazine.

Includes detailed technical and Era fashion articles, Model A historical articles, coverage of National Meets and Region News, classified ads, and vendor ads - a great source of information for parts and services.

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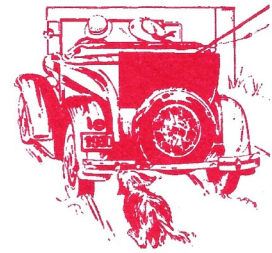
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
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