



THE
SOUTHSIDE
A'S

MODEL A RESTORERS CLUB

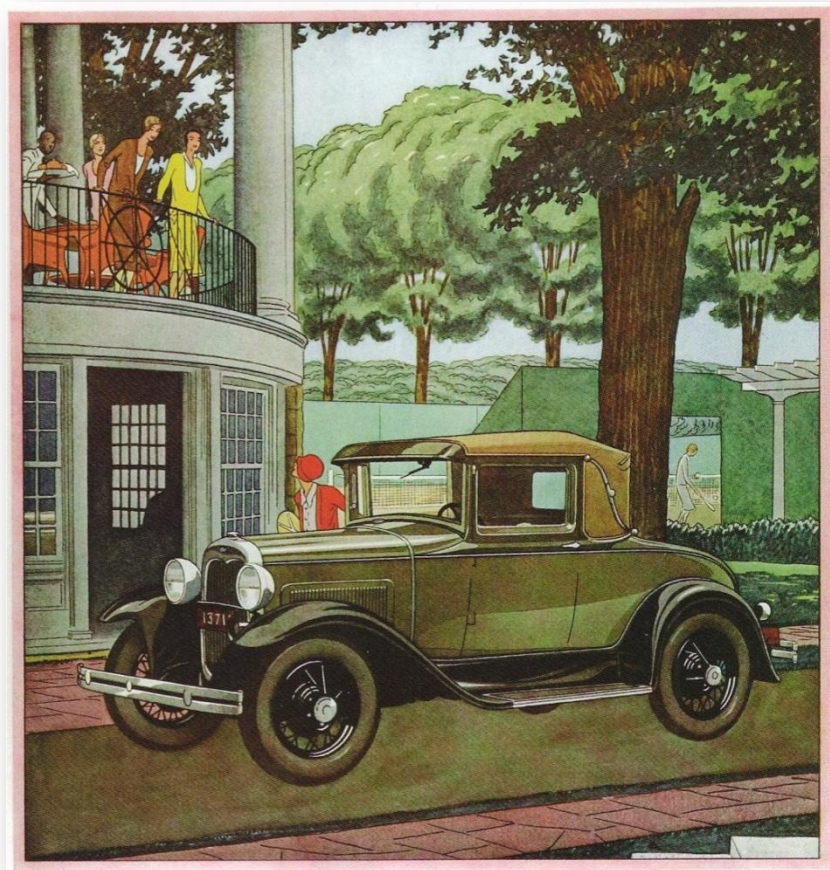
CHARTERED MARCH 1989

Newsletter

PUBLISHED BY THE SOUTHSIDE A'S – MARC REGION

April, 2011

Volume 4, No. 4



“The ladies of the Southside A's eyeing a new Sport Coupe.”

Southside A's 2011 Board of Directors

Officers:

Director: Fred Huey 770-463-1951
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Rec. Secretary: Teri Besch 770-487-9215
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Treasurer: Jim Hunter 770-487-0140
ytguy@aol.com

Corr. Secretary: Eugene Willingham
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ewwill@numail.org

Past Dir./Advisor: Tom Miller 770-502-8131
tc_bmiller@yahoo.com

Committee Chairpersons:

Activities: Dick Carne

Newsletter: Mike & Gwyneth Shotwell

Mileage keeper: Eugene Willingham

Membership: Jackie Johnston

Historian/Scrapbook: Ann Hunter

Tech Activities: Tom Romine

Phone Tree: Merle Bennett

Fashion: Teri Besch

2011 Club Events

****April Board Mtg.:** Wed. the 6th at IHOP in Fayetteville, 705 N. Jeff Davis Dr. (770 460-7550). Meeting starts promptly at 7:00.

Southside A's 2011 Calendar of Events

April 29-May 1	Antebellum Tour Pilgrimage
May 13-15	Social Security Tour (HCCA)
May 21	Tractors & Chevrolets Tour
June 3-5	Chattanooga Tour Joint w/ Central Alabama A's
July 16	Local history tour and picnic
August 20	Moonlight Tour - Restaurant TBA
September	Rome Tour
September 10	Int'l Model A Day
November 19	Business Meeting
December -TBD	Christmas Party

2011 Events of Interest

April 9-15	Natchez Trace Tour (MAFCA)
April 15 & 16	All Model A Parts Swap Meet Old 96 District Model A Club, Greenwood, SC
April 23	Wendy's Cruise - Hogansville (Every 4 th Saturday)
May 14 th	Coweta-Fayette Rotary Chassis for Charity Car Show
May 21	Moreland Car Show Moreland United Methodist Church
June 4	Cruisin' For a Cure - Car & Truck Show LaGrange Mall
June 27-July 1	National MARC Meet in San Diego
October 21-23	Sweet Home Alabama (CAMAFA)

Editor's Notes:

This edition features "Meet Wiley Higgins," on the occasion of his 80th birthday, in honor of his vast contributions to our hobby.

From Tom Romine, Tech Editor: With acknowledgment to Wiley for all of his knowledge, interest and years spent in the Model A hobby we thought it would be appropriate to share one of his Tech Articles this month.

April Birthdays

10th Cec Justice
16th Wiley Higgins
17th Dan Bookwalter
19th Dale Fogg
23rd Liz Enney



April Anniversaries

4/16/1978 Bob & Susan Sims
4/16/2010 Hugh & Judy Brandon
4/21/2001 Robert & Julie Carden



Notes from Our Director

Greetings, Everybody,

Spring has finally arrived and it appears we're headed into a great season of touring.

The tours to St. Augustine and The Blue Willow in Social Circle are complete with excellent reports from all who attended. Upcoming trips include The Antebellum Trail and Chattanooga. Look for updates in this newsletter.

Mike and Gwyneth have reported that the MAFFI fundraiser is nearing completion and I urge all who have not done so to please send in your donations.

The next board meeting is scheduled for Wed, April 6. It will be held at the IHOP in Fayetteville, same place and time as last month. Come and hear about things going on with the club, and participate too, if you can.

Director, Fred Huey

**The Southside A's
currently has 40 active families
on our roster.**

Minutes of Board of Directors Meeting

March 2, 2011

The March 2, 2011 meeting of the Southside A's Model A Club was called to order at 7:10PM by Vice Director Phil Myers at I Hop in Fayetteville. The following members were present: Ray & Teri Besch, Liz & Tom Romine, Tom & Betty Miller, Jim Hunter, Mike Shotwell, Lisa & Merle Bennett, Dick & Jane Carne, Eugene & Kathleen Willingham, Phil Myers, Jim Johnston, and Ray Crisp.

The minutes were approved.

Treasurer Jim Hunter reported a balance of \$1,066.96. Member Ray Crisp overpaid but said to keep the extra in the club treasury. Motion was made & approved to accept the treasurer's report.

Committees:

Membership: There are 39 members. Four members did not join again for the 2011 year. They are: Jimmy Justice, John Nowak, The Stewarts & Billy & Marilyn Dean.

Corresponding secretary: Eugene article was in the latest edition of the MARC National Newsletter. Eugene also reported that the mileage report has been submitted.

Fashion: Teri said the February 5th fashion show was a huge success. The ladies like the fashions and SSA club members enjoyed modeling.

MAFFI: Mike Shotwell is hoping for more donations. He urged club members to donate if at all possible. He reminded all that Rick Horne has graciously agreed to match all donations collected by club members.

Newsletter: The March issue of the newsletter is out. Nice job.

Recording secretary: no report.

Scrapbook: It is up to date.

Tech: No report.

March 19 is the date for the Blue Willow Inn Tour in Social Circle. It is a joint tour with the

Gold Mine Region. Members will be notified of the route at a later date. It is approximately a three hour drive. The tour will not be going through Conyers.

April 30-May 1st is the antebellum tour in Madison. Kathy Huey is working on several options. A more detailed report will be given later.

June 4-5th The June tour to Chattanooga will be planned by Tom & Betty Miller. Paul Majerick & the AL group is interested in participating in this event. "Horsing Around" is one of the outings planned along with a riverboat cruise and dinner. Other suggestions of activities are wanted.

New Business:

Phil asked if there would be any interest in going the Commerce, GA to see NHRA drag racing the weekend of June 11-13. There was enough interest so Phil will get more information.

Brusters in Peachtree City is closed. It was suggested that we try Dairy Queen on Hwy 34 East of Newnan. It is across from The Summit and next to QT quick stop. It will be on Wednesdays as soon as the weather permits. Ray Besch will e-mail when it warms up a little more.

A suggestion was made that we look at Shirley's Country Buffet for a meeting place. It is close to the Newnan Dairy Queen. The only problem is that it closes at 8PM.

No information available yet on cruise nights for this season.

Jim Hunter reported that the Coweta Fayette Rotary Club is having a car show May 14th. Dick Carne said the Goldmine Region is having a Model A Car Show in Jasper on April 16th.

Several club members are having their cars in a movie. Mike Foran's car will be in many of the scenes.

Old 96 Model A Club is hosting a swap meet April 15 & 16.

Greg Marshall, Douglassville offered to give lunch & show some collections to SSA's. Date is May 21st.

Phil showed a glass sediment bowl, recently purchased that was purchased from Mikes Affordable. The threads don't match. Mike is aware and is working on the problem. The location of the April 6, 2011 meeting will be announced later. Motion was made by Ray and seconded by Teri to close meeting. Meeting was adjourned at 7:55PM.

Respectfully submitted,

Teri Besch,
Recording Secretary

Treasurer's Report

Balance as of January 31, 2011	\$990.86
Deposits	\$118.00
Expenses	\$41.90
Balance as of February 28, 2011	\$1,066.96

Featured Photo of the Month: (Editors note: Each month we'll feature photos that glorify the Model A in all its varied styles, and enhanced by beautiful or intriguing settings. At the end of the year we'd like the members to vote for their favorite Month, and we'll publish the results in the January, 2012 Newsletter.)



APRIL

Tour to Blue Willow Inn

The advent of a beautiful Spring was witnessed in full by the Southsiders on our wonderful tour to the Blue Willow Inn in Social Circle, on Saturday, March 19. The event was organized by Wiley Higgins as a joint venture between the Gold Mine Region, Georgia Region and the Southside A's. The rolling hills on the journey were blooming with white and pink cherry blossoms, and a general assortment of spring color which, coupled with the spectacular 80-degree weather, conspired for a perfect day of antique motoring.



Gwyneth Shotwell, touring
in Era sportswear.

Our touring route was planned and led by our intrepid Dick Carne. We left from Fayetteville, zig-zagging eastward, partially to avoid busy highways and freeways, but also to be able to enjoy the Georgia country roads and farms. The wonderful sounding road names traversed included "Jimmy Mayfield," "Helen Sams Parkway," "Jeff Davis Drive," "Panhandle Road," and more.

After a couple of hours on the road we arrived in Social Circle, the charming antebellum town that grew out of the juncture of two Creek Indian crossroads. Legend has it that a group of men were having a drink around the central well of the fledgling village when a stranger approached. Receiving wonderful hospitality, the stranger declared that this was, "surely a social circle."

What a perfect location, then, for the hospitable Blue Willow Inn, which provided our congregation

of 40-plus enthusiasts with delicious southern fare within a lovely house, surrounded by flowering gardens.

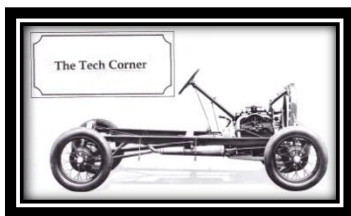


The one fly in the ointment was the breakdown of two Gold Mine "A's," including tour organizer Higgins'. But all arrived safely, nonetheless, with the buffet still fully stocked for their luncheon.

After a little perusing of Social Circle's main street, the SSA'ers parted company with our friends, and headed back home. Most of the crew completed the day with a Partner's Pizza Cruise Night in Fayetteville, where we were joined by Phil and Kathie Meyers. A wonderful ending to a simply sublime day, enjoyed thoroughly by all the participants.

Present from the SSA's were: Tom & Betty Miller, Merle Bennett, Eugene & Kathleen Willingham, Mike & Gwyneth Shotwell, Larry & Jackie Peterson, Dick Carne, Eric & Cynthia Williams, Natalie Carne & Chris Swanson, Jason & Tina Carne, and Tina's daughter Devin.

The Editors



The Tech Corner

Improving Model A Steering

Making Your Model A a Pleasure to Drive

By Wiley Higgins, Cumming, GA

(Reprinted from Sept/Dec 1994 Model A Trader, with permission)

A Model "A" doesn't have to "drive like a Mack truck." I'm speaking of Mack trucks built during 1928-'31, of course, not the modern versions which, I am sure, drive about as easily as a modern passenger car. There are several easily made repairs which will greatly improve Model "A" steering. The accompanying suggestions and comments are based on 20 years of working on Model "A's" and over 60,000 miles of driving them.

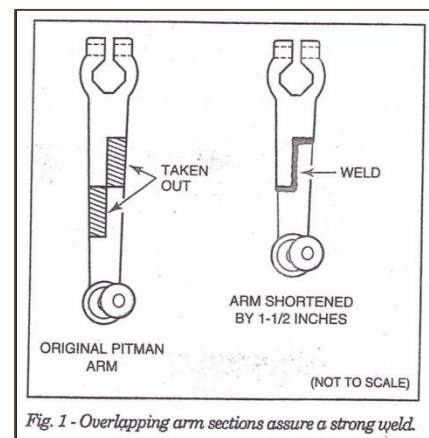
1. SHORTEN THE PITMAN ARM.

The original length pitman arm gives relatively quick steering which also makes steering a little difficult. Contrary to some opinion, shortening it makes steering a little easier. I cannot give a scientific answer based on physics why this happens, but offer a simple illustration. Remember when we were kids and played on a see-saw? If you shortened the other guy's end, you could easily lift him, even if he was much bigger than you. Shortening the pitman arm sort of works on the same principle. Henry Ford recognized this and made the 1933-'34 Ford pitman arm 1 1/2" shorter than the Model "A" pitman arm.

The usual choices of shortened pitman arm lengths are 2", 1 1/2" or 1". In my opinion, 2" is *too* short; 1 1/2" seems to be just right; and 1" – why bother? Despite myth to the contrary, shortening the pitman arm 1 1/2" *does not* adversely affect turning radius. However, shortening the pitman arm is not *the* answer and won't help much if you have other major steering problems.

A word of caution here. If not done properly, shortening the pitman arm is potentially dangerous. Figure 1 shows the method I use, which has proven to be very

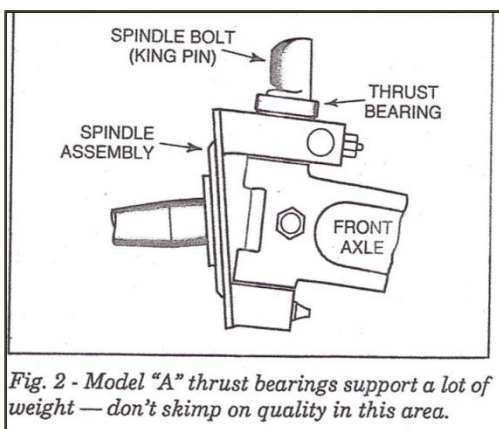
strong. Simply cutting out a section and butt welding the ends is taking an unnecessary chance.



2. REPLACE SPINDLE BOLTS, BUSHINGS AND BEARINGS.

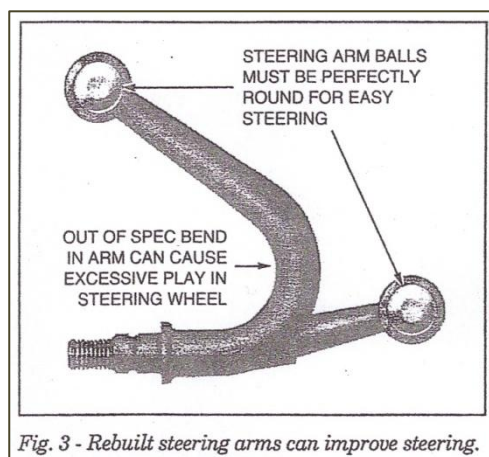
Whenever you replace the spindle bolts (A-3115-C & A-3116-C, a.k.a. "king pins") on your Model "A," take a close look at the thrust bearings (A-3123) supplied with the kit. "Thrust" bearings take a load from the side, rather than the circumference like regular roller or ball bearings. Many reproduction spindle bolt kits today are imported. While the quality and precision workmanship of the spindle bolts seem to be adequate, I question the quality and durability of the thrust bearings.

When you consider that more than half of the weight of the Model "A" rests on the two spindle bolt thrust bearings, you know you need good, long lasting, relatively friction-free support. The bearings are there to make steering easier. *No*, repeat, *no* weight should rest on anything but the thrust bearings (Figure 2).



3. REBUILD STEERING ARMS.

Check the slotted plugs in the ends of the tie-rod and drag link. If they are screwed way in, that is a good sign the balls are worn egg-shaped. They originally had a perfect 1" diameter balls (Fig. 3).



If they are worn egg-shaped more than .025", replace them with rebuilt arms with new balls. Also, to further make steering easier after you install new balls, consider the use of low friction Teflon ball seats instead of the original steel type. Be careful to not over tighten the slotted plugs. I have been using them for years and have had *no* problems.

4. USE THE "GEMMER" 2-TOOTH STEERING GEAR.

Unless you are a purist, or are intimidated by "Judges," discard the old 7-tooth steering gear and install the excellent "Gemmer" 2-tooth type, regardless of the year of manufacture of your Model "A." Why? First, Henry Ford recognized the superior quality and steering of the "Gemmer" and discontinued the 7-tooth steering gear without ending up with excess steering wheel "play." That is mostly

caused by poor quality, poor fitting, non-Ford replacement parts, which are about all you can buy today. NOS parts are very rare. Even if NOS 7-tooth parts *were* available, I would install a 2-tooth steering gear anyway.

Make sure the 2-tooth assembly is adjusted properly with no binding. Complete and correct adjustment can be made only with the 2-tooth steering gear assembly out of the car¹.

Needle bearings installed in the sector housing (instead of bushings) also significantly reduce steering effort². You must have a full size sector to do this. The needle bearings are made for a 1.125" shaft. The bottom line is a sector shaft no less than 1.123" in diameter, or else you will get excessive looseness. A modern oil seal installed with the needle bearings stops a common leak around the sector shaft. Don't rely on an "O" ring. They are made for a "static application," meaning only on a non-moving shaft.

A replacement after-market seal plate/tube stops oil from leaking out around the light switch rod at the bottom of the steering gear. A word of caution here - when manufactured, the tube is just stuck tight into the plate. It should be brazed to the plate before you install it to make sure it won't leak.

Finally, use only "600W" gear oil (actually about 140W these days) in the steering gear. (It is OK to add a little STP with the gear oil to make it slicker and a little more viscous, but *never* use STP alone.) The parts *must* have a constant oil bath. Chassis grease pumped into the steering gear has ruined many a worm and sector.

A little added information here: The Gemmer steering gear has about 3 turns, lock to lock. When the steering gear is rebuilt, the tightest adjustment, with virtually no backlash (play), is set at the center, or 1 ½ turns from either locking position. As you turn the steering wheel left or right away from the center position, a built-in backlash sets in and you will get *some* play in the steering wheel.

You would expect that when installed in the car, the steering wheel would be centered as you drive straight ahead. Don't count on it. Remember, you are working with a car at least 65 years old which may have suffered abuse in the past. If the curved arm on the left (2-ball) spindle arm (the one the drag link is attached to) is bent more or less than

originally set at the factory, or if the pitman arm or axle are bent, you will have to turn the steering wheel away from center to compensate and you will get some play in the steering wheel. It usually won't amount to much, but it is a rare thing to end up without a *little* play at the steering wheel. If it is more than one inch, check for the bent parts mentioned above.

In summing up, do *one* of the things described above and improve the steering in

your Model "A" a little. Do them *all* and it will drive like a dream.

¹Model "A" Ford Service Bulletins Complete, pgs 318-321, pg 363. Post-Era Books, Arcadia, CA 91006.

²Several major Model "A" parts and service vendors offer needle bearing installation with oil seals.

Update on our April Antebellum Tour

On Friday morning, April 29, we will start out on our quest for "Auntie Bellum." We will search for her in places like Juliette, Milledgeville, Eatonton and Washington. She might be in the village where *Fried Green Tomatoes* was filmed, the house where Brer Rabbit came to life, maybe the old Governor's Mansion. She could be hiding out in Robert Toombs' house or even in the Retro Cinema in Washington.



Plans now are to depart at 8:30am from the Sam's Club parking lot at the corner of Hwy 34 and Fischer Rd. in Sharpsburg. We will lunch at the Whistle Stop Café (site of *Fried Green Tomatoes* fame), then motor on towards Milledgeville, the historic former capitol of Georgia. A tour of the Governor's Mansion will round out the afternoon.

Saturday we will head for Eatonton and Washington. We are hoping our lunch in Washington will be a group affair somewhere on the square; this is still in the works. Some of the sightseeing opportunities include a



wonderful driving/walking tour of many amazing antebellum homes and buildings, as well as a tour of the Robert Toombs home. The Retro Cinema and wine bar - a very eclectic little shop - will open early for our shopping - in addition to many antique shops on the quaint square. Our drive back to Milledgeville will take us through some very scenic roads and state parks. Dinner on Saturday will be on your own. There are quite a few dining establishments for any price point within easy driving distance of the hotel.

Our hotel, Comfort Suites, has very nicely appointed oversize rooms, and breakfast is included. There is a small indoor lap pool for those interested. Don't forget that April 1st is the deadline for the special rate for our group. Give them a call!

Sunday we head home, taking a different route our Model A's will surely enjoy. Upon our return home, we will know that Auntie Bellum gave us a marvelous offering of some of the beautiful highways, byways and unique history of Northeast Georgia.

Looking forward to seeing everyone there. Please email Kathy Kelly Huey (huey@numail.org) to let her know if you are planning on coming on the tour so she knows how to plan for lunch in Washington. Thus far, we have only heard from four cars, noting their intent to go on the tour. Hope you can join us!

Model “A” Fashions

The April, 1930, Good Housekeeping Magazine headline was the following: “Paris Openings Confirm Silhouette of Higher, Normal Waist and Longer Skirt.”

The article went on to explain the higher waist and longer skirt was definitely established and with the silhouette line tighter and straighter with fullness toward the hem with hems for day and sports now being even. Uneven hems were still suitable for evening. Day hems were 3 to 4 inches below the knee whilst evening dresses were 10 to 12 inches maximum from the floor for night time or ankle length.



Jackets could be sleeved or sleeveless and there could be capes and capelets attached and detachable.



This was a turning point in the fashion history silhouette happening right at the start of the decade. Fashions held this similar type of appearance for about 6 years and it was only in 1937 that quite a different look emerged and which we associate more with the lines of the war years. Fashion points highlighted the importance of the more feminine elements that could be used on female dress. Flares were still good, but pleats were back.

Important fashion colors for Spring 1930 were defined as 'blue shades, black, navy blue and white, pinks, greens, all the strong and neutral shades (beige), all the pastel shades and grey....' The two outstanding fashionable fabrics mentioned were shantung and jacquard prints which sometimes were dotted or striped silks. Washable crepes and wools, handkerchief linen, printed chiffons and georgette all got mentioned.

By: Teri Besch

Meet Wiley Higgins



Wiley Higgins is a true Son of the South. He was born in 1931, near Waterloo, AL, located in the northwest corner of the state, just a stone's throw from the Tennessee and Mississippi borders. Wiley's grandfather, *"a man of means,"* owned a 700-acre farm complete with a grist mill, a blacksmith shop and a country store. His six sons and daughters built homes on the large property and worked and managed the operation.

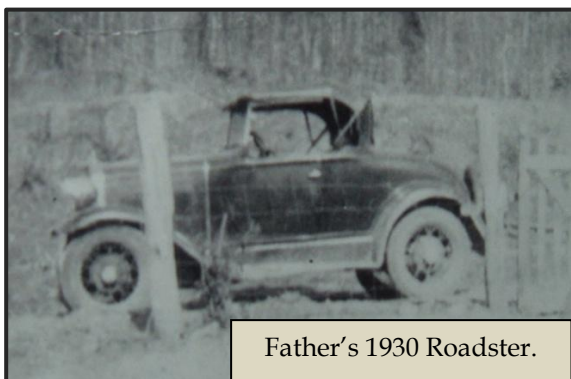
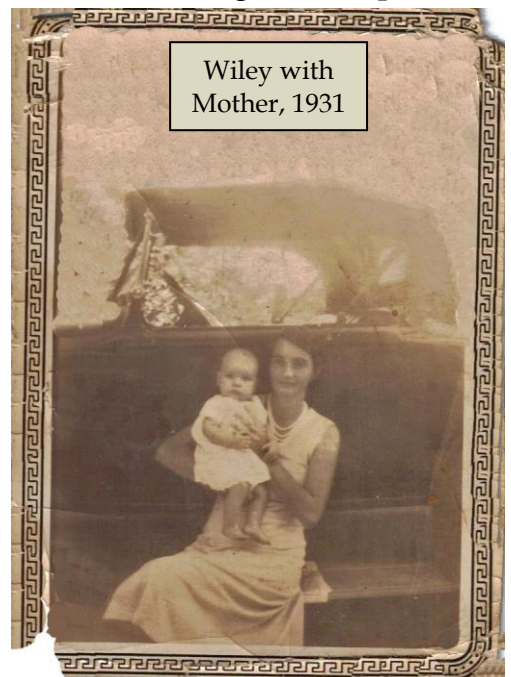
In Wiley's words, *"My father, out of necessity, was a farmer, a mechanic, a carpenter, a veterinarian, and a paper hanger. He taught me how to work with my hands from an early age."*

In 1936, the entire family relocated to Coldwater, TN, due to the Tennessee Valley Authority's new Pickwick Dam project. The river bottom farm and buildings were soon buried under hundreds of feet of water.

Young Wiley attended local schools in Tennessee and eventually graduated from Florence State College, Florence, AL, in 1953 with Bachelor of Arts degrees in chemistry, biology and German. He fondly remembers *"My father paid \$27 per quarter for tuition and my room and board was \$30 per month. Times have changed,"* he chuckled.

Aside from his academic pursuits, Wiley was a member of the ROTC and, upon graduation, was awarded a Regular Army commission as a Second Lieutenant in the US Army where he served for nearly 23 years, attaining the rank of Lieutenant Colonel. He served his country in Germany, Hawaii, Viet Nam and Thailand, as well as at various posts in the US. During his military career, he earned numerous medals and awards, including the Expert Infantryman Badge, Legion of Merit, Meritorious Service medal (1 oak leaf cluster), Air Medal, the Army Commendation Medal, the Joint Service Commendation Medal, some foreign medals and awards, as well as marksmanship and various overseas service medals.

Wiley married Helen Coggins in 1957. She worked for many years as a guidance counselor. They had two children, daughter Rosemary, who graduated from Georgia Tech and has worked in industry positions, as a



police officer, and in the teaching profession during her professional career; and son Travis, who served in the 82nd Airborne and, sadly, passed away at 32 years old. This active military family accompanied Wiley to Hawaii and Germany, and many other assignments in the US. They also enjoyed the Model A community functions and tours together.

Wiley's history with Model A's began on the farm riding in his father's 1930 Model A Standard Roadster, both before and after he was born. Even though his father sold the car when Wiley was six years old, those strong early memories never left him. His experiences with different Model A types is varied and interesting. Before retiring from the army in 1976 he began restoration on a 1928 Model A Tudor AR which he had purchased three years before. Restoration was completed in 1977 and the car was driven more than 22,000 miles before being sold in 1985.

More Model A's followed...in 1979, a 1931 Deluxe Roadster, a 1929 closed cab pickup, and a 1930 Deluxe Fordor. Later, he worked with son, Travis, to restore a 1928 Open Cab pickup which Travis drove until his passing.



1931 Deluxe Roadster



1929 Pickup



1930 Deluxe Fordor

The individual stories about Model A ownerships is often interesting. In 2008, Wiley bought back the 1928 Tudor that was the first car he had restored and sold in 1985. The car had only been driven about 1,000 miles in the intervening 23 years and looked almost exactly as it was when it had been sold.



Tudor AR - BEFORE



Tudor AR - AFTER

Wiley has owned and driven several other Model A's through the years and estimates he has accumulated approximately 135,000 Model A miles over the past 35 years, a record not often surpassed in our hobby.

In order to do most of his own restoration work, Wiley took a one-year body and fender repair course at Atlanta Area Technical College in 1979. He then attended a one-year machinist course

at AAT. He put together a small machine shop and has a paint room in his large garage. He limits his restoration work to maintenance of his four Model A's. When questioned about how his interest in writing about his restoration experiences evolved, his answer was simple. *"At first I purchased books and read articles on how to do restoration, but soon found that there were vacant spots and gaps that needed to be better explained. I also learned a lot from mistakes which I had to correct."*



Travis' 1928 open cab pickup.

Wiley served on various Board positions in the Georgia Region, MARC, Georgia Chapter of MAFCA, and the Southeastern Region, AACA. He now is the Treasurer of the Gold Mine Region, MARC, his only Model A club affiliation. His accumulated writings are lengthy. He has published about two dozen Model A Technical articles in *"The Model A News"* and *"The Restorer."* Some of the articles have also been published again in the MAFCA "How to Restore Your Model A" series. In addition, he has been awarded the prestigious Bill Reeder Literary Award from MAFCA and the George DeAngelis Literary Award from MARC.

As Wiley reaches the age of 80 in April 2011, he looks back with pleasure on his many friends and adventures while driving his Model A Fords and is all set to continue enjoying Model A touring and activities.

The Southside Spy



(Editor's Note: this section reports rumors, sightings and other miscellaneous pertinent data. Factual information is always sought, however, misstatements, distortions and outright fabrications will also be strongly considered).

From the insider corps: Jim Johnston and Fred Huey are reported to be collaborating on



a new Model A touring engine. (photo at left) They're reputed to be fed up with the slow speed of Model A's and have adapted their

combined knowledge from Delta and Pratt Whitney to produce a product that can push a fully loaded Model A in excess of 700 mph! Two advantages are seen by the duo, one, *"police escorts will no longer be required through*

towns," two, *"arduous tours will be able to be reduced to five minutes in each direction."*

Bravo, guys! Keep at it. **Question from the editors...**will this new engine be painted Ford green?

An impromptu interview with Clyde the friendly ape produced the tidbit that the Petersons are sporting a new B engine in their spiffy roadster.

Entertainment news: Filming continues on "The Wettest County in the World." Many Southside member's A's are being featured in this '30's bootlegger film. An article will appear upon conclusion.

The Bennetts, Merle and Lisa, are enjoying, and tinkering with, their new Mitchell overdrive.

Bits and Pieces



The first annual **Jasper ArtFest** will be held on April 16-17. John Martin of the **Gold Mine Region** is organizing a group of Model A's to be featured on Saturday, the 16th, in a parade, and display on Main Street. He has asked for as many folks as can make it, to launch the festival. Main Street will be closed off, with a special section for all of the cars. John has also arranged for all participants to receive a 10% discount at the "61 Main" restaurant, a "top 10 Dining Destination" for Georgia, according to Georgia Magazine for 2010.

For those who plan to attend (and there are a few of us!) meeting up in Jasper will be at 10:30 at the Pickens County Sheriff's Department at 2985 Camp Rd. At 11:00 the cars will be led over to Main Street in Downtown Jasper parade fashion where we will be parked down the middle of Main Street from 11:00 until 3:00.

DIRECTIONS

If you are coming from the Atlanta area come up 75/575/515. The first red light you come to will be highway 53/108. The second light will be at the Piedmont Mountainside Hospital. The next road on the right will be Industrial Blvd. Turn right on Industrial Blvd and the Sheriff's Department will be on your right. Should you miss this turn come to the next red light by the Quick Trip and that is Camp Rd. Turn right and the Sheriff's Dept will be at the intersection of Camp Rd and Industrial Blvd.

Please contact John Martin as soon as possible so he can have an accurate head count for the committee.

Contact info:

Email: john@gsi-executes.com or poppysuse@windstream.net.

Phone: 706-692-7626

Southside A's In The News:

Our intrepid fashion models were featured in the Fayette County Citizen the week of March 14 for their wonderful appearance in the Beta Sigma Phi Sorority luncheon fashion show.



Antique find:

Betty Miller made a fun "buy" recently, when she and Tom were out and about with their new camper. Visiting an antique mall, Betty found several button hooks that she picked up in case any of the ladies were interested in these fun treasures. If you need a way to fasten those high boots, or just want a unique item for your collection, give Betty a call!

Cruise Nights Have Started: (Schedule courtesy of Ray Besch)

- 1st Saturday** Partners in Fayetteville
- 2nd Saturday** Newnan close to the Bowling Alley
- 3rd Saturday** Partners in Fayetteville
- 4th Saturday** The Big Chic in Senoia

The usual start time is around 4 PM til dark. All locations have more than one restaurant close by. Hope to see everyone out with their car and enjoying the hobby and reacquainting with all of our friends.

Daisy does St. Augustine, 2011

Although many of the Southside A's had good intentions for attending the national membership meet in St. Augustine, life and circumstances intervened, with the result being attendance by only the Millers and Bennetts. (Benny & Pam Bohanan and Don & Barbara Murdock are Southside A's club members but were travelling with the Georgia region.) Betty and I linked up with the Bennetts and met ten cars from the Georgia region on US19/41 in Griffin on Wednesday morning, March 23. We were immediately invited into the group and made welcome –you just meet the nicest people in a Model A! We travelled as a group to Waycross, Georgia, and stayed at the Holiday Inn where the Georgia region had a contracted rate. We dined together (Mexican with margaritas for Betty) and had a quiet stay. We arose and completed the trip to St. Augustine and the World Golf Village. We had two beautiful days on the road in the company of others in the Model A hobby...smooth and uneventful.



The World Golf Village is a beautiful place and in St. Augustine we met up with others who share our interests. At this meet we had a flea market area, unusual for a national membership meet. We had the many meetings that are the

very reason for membership event, and an assortment of classes to further knowledge and interest. MAFFI had a small booth as did the Nickel A Region, sponsor of the 2012 National Meet, and Chattanooga, sponsor of the 2012 National Tour. There are always raffles and this meet had more than seventy donated products and services with a total value of over ten-thousand dollars. We had more than seventy tickets in play (yes, I am a sucker for a raffle) but unfortunately, no winners.

A highlight of the trip was our group tour from St. Augustine to Daytona via back roads and US A1A, the original coast highway. More than 60 cars participated and we had a beautiful day for a 2 ½ hour tour. Upon arrival at Daytona, we entered the speedway, went for a short

distance on the track, along pit row and into the winners circle for photos. I am not a rabid NASCAR fan, but I am a genuine car nut



and it was a real rush to enter the speedway imagining that I was on the same surface that had carried my childhood heroes 50 years earlier. This was the spring meet for Daytona so there were beautiful cars of all types, a huge car corral and a flea market. I couldn't walk far enough to do it justice, so I could only see most of it from a distance. Daisy does well on Florida highways so we took our own personal tour for the return to our St. Augustine base.

We left Sunday, with the threat of both rain and forest fires, to return home; we experienced both. North of Waycross, we passed several miles of still smoldering fires. In a downpour with fierce lightning, one of the cars in our caravan lost power and stalled. It turned out to be a failed condenser attributed to lightning – that's right, lightning. We all had our heads under a metal hood, surrounded by umbrellas with, of course, metal framework, in a spring rain complete with frequent lightning. It sounds funny now to tell about it, but it seemed like the thing to do at the time. The condenser was the only automotive setback for the round-trip, although the weather for the return gave us a little more to talk about. We stopped in Perry for the night on Sunday and came home on Monday.



We had a great time! Daisy performed flawlessly. We are sorry that more of you could not have been there, with us. We have a great touring season ahead. Come on in, the water's fine!

--Tom Miller

Items For Sale

FOR SALE: 1928 Model-A Ford Phaeton. Car was bought new by grandfather and has been in family ever since. Have original bill of sale from Atlanta Ford dealer. Niagara blue, black fenders and wheels, side curtains; restored in the mid 70's, and garaged since. Good appearance and mechanical condition.

Car is located in Charlotte, NC.

Contact John Hall at 704-948-1964.



FOR SALE: 1929 Ford roadster. Rumble seat, luggage rack, stone guard, quail, side curtains. Completely restored. \$24,500.00

Call Tommy Davis. 770-634-6113 or email me for pictures. todavis@bellsouth.net



FOR SALE: 1930 Coupe. Car has new interior, 12-volt system with alternator, and runs well; all metal and solid. Car located in Union Springs. \$13,000.00.

Contact: Larry Stewart: 334-320-6462.
yoyo2@bellsouth.net



FREE! Two 19" Universal black walls with more than half tread, five years old. Good for spares or a season or two of touring. Also five 19" tubes and rim liners, also five years old. Like-new condition. I don't want to have them lying around. Price of all items--**free**. Call **Tom Miller** at **770-502-8131**.

MODEL A's FOR SALE: Roadsters, Coupe, Sedans, Victoria's, even a T model.

todavis@bellsouth.net or Call Tommy Davis @ 770-634-6113 or email for photos.

FOR SALE: Several 17 and 18 inch Ford spoke wheels, sand blasted, powder coated, cream in color, \$135.00 each. **Call James Stewart 706- 846-2157 9:00 a.m. to 5:00 p.m.**

FOR SALE: 1931 Model A Tudor with C engine, trunk rack, cowl lights, Pawnee tan with black fenders in good condition. Older restoration of car, engine and running gear by Harold Bennett --\$12,900 OBO. **Contact June Bennett 706-654-1683**

Items Wanted

WANTED: 1930/31 Rumble Seat Lid wanted. Need the inter panel but will take any 30/31 rumble seat lid. A trunk lid might work also. **Call Wayne Mandeville, River City Model A Club @ 205/655-8641.**

Club Items

Shirts and Hats

We have Vendors that supply embroidery for hats and shirts. If you are interested contact **Eugene Willingham** @ 770-253-6518 or eewill@numail.org

Note: There is almost no limit to what you can have embroidered. Teri Besch recently had our Logo applied to a middle weight sweat shirt for those cool evenings. Use your imagination, talk to Eugene and see what you can come up with.



Name Tags are available by contacting Teri Besch @ 770-487-9215 or besch105@comcast.net

Club Banners: We have designed a Club Banner to display on your car when touring or just to hang in your shop. Call **Jim Johnston** @ (678) 423-4344 or john8191@bellsouth.net



The Southside A's Newsletter:

The **Southside A's Newsletter** is published monthly by the Southside A's Model A organization, members of the Model "A" Restorers Club, and is distributed by the club's members and selected others. Non-copyrighted materials contained herein may be reprinted if credited to The Southside A's Newsletter. Reprints of copyrighted articles must have the approval of the original author. Views expressed herein do not necessarily reflect the views of the Southside A's Board of Directors or the National Model "A" Restorers Club.

Model A Restorers Club Purpose:

The purpose of the Model "A" Restorer's Club is to encourage its members to acquire, preserve, restore, exhibit, and make use of the Model "A" Ford vehicles (models 1928-1931) and all things pertaining to the historical information, and to promote the introduction of ideas and fellowship among its members.

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