



Club Officers 2024

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**Motoring together
since 1961.**

“Let’s Make This a Great Year”

THE MUFFLER

A publication for the Central Wisconsin Chapter, Model "A" Ford Club of America (MAFCA) & Model "A" Restorers Club (MARC).

P.O. Box 492, Wisconsin Rapids, Wisconsin, 54494

Notice!! Notice!! Notice! Notice!! Notice!! Notice!! Notice!! Notice!!

Meetings for the CWC

Have been canceled until Wednesday, April 10th, 2024

[illegible]

April CWC Meeting

Wednesday, April 10th, 2024 at the CWC Clubhouse

Potluck at 6:00 PM.

Business Meeting at 7:00 PM.

Please bring a dish to pass and your own table service.

[illegible]

Items for the Newsletter

The CWC Newsletter is published during the last week of the month. If you have event info & or pictures for the Newsletter or info on an upcoming event, please get us the information by the **20th of the month**. Please note that items submitted are not proof read or checked for correct punctuation. You may contact us via phone 715-824-3214 or via Email vidalevoss@wi-net.com

The monthly Newsletter comes out the last week of the previous month.

(Example: The July edition is sent out the last week of June) If you don't get your Newsletter by the first of the month, please let us know. Don't wait a couple of months, contact us at vidalevoss@wi-net.com or 715-824-3214 right away.

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Hi All fellow Model A Members,

The weather has been surprising pleasant. I am not sure where the time has gone. The holidays are behind and spring is just around the corner. We start meeting in two months as April is just around the corner. I am looking forward to seeing everyone. One our first event will be the Road Rally. I am still debating if it is water tower or cell tour. It was one of the first things on Road Rally to list. It was great event and encourage everyone to set aside the time. I think Jay and Mary may have surprise or two for us this year. Please start thinking of leading a tour to favorite food place, or landmark, just to take drive!

It is with sadness, to share we lost a long time Bill McMahon this year. Some may have know him but others might not have. It at these times, I reminisce those time with them and new times with others. The sharing of break down stories, the smiles, laughter, and maybe wondering why are they driving to fast or slow leading a tour. Never happens, we all just smiles as we seen in the Newsletter. A shout out to Dale and Vi getting it out the Newsletter keeping us all in touch.

Tommy Woltman

Trivia Question: According to Hallmark. How many Valentines' Day Cards are exchanged on February 14th?

!!!!!!!!!!!!!!!!!!!!ATTENTION CWC MEMBERS!!!!!!!!!!!!!!!!!!!!

Your help is needed/wanted. Throughout the years that we have been the CWC editors we have asked members to send us interesting articles and/or information on events that might be of interest.

For 2024 we are asking again. If you enjoy attending a certain event, chances are your fellow members would too. Or if you see an interesting article in the Newspaper or magazine, please send it to us or call with the information. Please remember, the Club and its Newsletter, belong to the members, they are only as good or informative as the members make it.

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UP COMING EVENTS

Save The DateSunday May 19th, 2024
The Annual CWC Spring Road Rally



Mark your calendars!! The Annual CWC Spring Road Rally will be on Sunday May 19th, 2024 at 10:30 A.M. At Jay & Mary Kovacik's house at W10225 22nd Street, Camp Douglas, WI. Please **RSVP by Friday May 10th, 2024**. Directions to our house will be given when you RSVP at 608-427-3415.

Last year's Annual Club Spring Road Rally, was planned and hosted by Jay & Mary Kovacik, it was actually won by Roger & Mary Voss and they were crowned the King and Queen but Jay & Mary Kovacik volunteered again to plan and host the 2024 event.



March 10th

March

Birthdays

1 Duane Miskulin
7 Joan Ebacher
11 Bill Winters
14 Pat Thorn
18 Ron Ebacher
18 Doug Jeffrey
18 Dean Nelson
20 Chari Meshak
20 Joe Reid
21 Matt Thorn
23 Bruce Peters
26 Mary Voss
27 Leanne Jeffrey
30 Jay Kovacik

Anniversaries

7 Guy & Joey Burnett

Proposed 2024 Club Activities

Below is a partial list of activities & events that our Club participated in the past. In order to create interest and help with planning, we would once again like to invite interested members to sign-up/volunteer **now**, to lead, organize or make the arrangements for these and/or other events. (Answerer: 145 million) This list is not complete and is meant to be added to, please let us know when things are happening and get involved. **Make it a point/personal commitment to volunteer and help the Club on one of these or other events in 2024.**

<u>Activity</u>	<u>Leader/Planner/Organizer</u>
Open Club House	Mike Bigalke
Club House Spring Cleaning	Dale & Joni Singer
Spring Road Rally Sunday May 19 th , 2024	Jay & Mary Kovacik
Cranberry Festival Parade	
Model A Day	
Amish Auction	
Organize Iola CWC Car Show Parking Volunteers & etc.	Joni & Dale Singer
Iola Blue Ribbon Parking (Setup) July AM (Takedown) July	Dale & Joni Singer
Iola Old Car Show July 11, 12, 13 th 2024	
Model A Reunion July 26, 27, 28 2024	
Club Appreciation Dinner	
Annual Model T & A Tour (A's Turn)	
Celebrate Amherst Days 9-14-2024	
Glacier Ridge Antique Tractor Show	
Hilltop Grand Village/assisted Living	
Fall Color Tour	
Club Chili Dump & Elections Of Officers	
Greater Polonia Christmas Parade	
Wreath Laying ceremony, King WI December	Joni & Dale Singer
Annual Banquet	
Maintain Flower beds @ Club grounds	Vi & Dale Voss
Maintain Club lawn Mowers	
Mowing Club Grounds	Bill Winters
Maintain Club house refreshments	
Close Club House	

Contact President, Tommy Woltman, 715-423-6392 or via Email at twoltman@wctc.net to sign up to lead or coordinate one of these or other activity or come to a meeting and volunteer in person. Don't leave this fun work for others..... put your name on the dotted line.

The first sizeable Polish settlement in Wisconsin was Polonia, Portage Co., in the 1850's.

There is no greater treasure than a good friend.

Remember the years but forget the tears.

Items for Sale or Wanted

If you would like to sell or purchase items, please contact the editor and your ad will be placed in the next Newsletter. Simply contact Vi or Dale Voss via phone or Email and your ad will be printed here and distributed to three other Clubs – Wisconsin Chapter MAFCA; Wisconsin Region MARC; Nickel A Region MARC.

CWC:

FOR SALE: 1928-29, Radiator Fan Shroud, \$40, call Dale 715-347-6166

WANTED: Cowl lights for a 1931 roadster. Please call or text Dave at 715-213-5846.

Wisconsin Chapter MAFCA: No Ads

Wisconsin Region MARC:

WANTED: Headlight reflectors for Model A. Switching to LED, so they don't need to be perfect, but would want them presentable. Tony, (920) 478-4541.

FOR SALE: 1/16 Scale Tractors: Case 800, John Deere Model HN, Massey-Harris 44 Special, made by Ertl. All have rubber tires, steerable front end, and still in original boxes. \$35/tractor, OBO. Call/Text Tony (920) 350-2291.

FOR SALE: 1930 Town Sedan Deluxe. Frame up rebuild, intended for Touring Class judging. New Wood, exclusive Ford Maroon, painted stripe, Firestone tires, professionally installed L-B interior. Really nice car. \$27k or good offer. See pictures at www.concklin.net.

FOR SALE: 1930 Model A Ford Fordor Town Sedan, formerly owned by Ed Moehrke. Blue with gray wheels. Good driver, could use cosmetics on exterior, interior not original. Accepting offers. (608) 838-8668.

NICKLE A Region MARC:

FOR SALE: 1929 Model A Tudor Late 1990 body-off restoration with all original chassis, body and fenders. New interior. Converted to 12V. Runs and drives great. Beautiful car! Asking \$13,900 OBO John Holtan, 920-470-4396

FOR SALE: Project! 1929 Model A Speedster Rootlieb Kit

Original engine & suspension. Chassis is completed. Fenders, running boards, aprons are painted and installed. New tires. Wheels are powder coated apple green. Body work done and is in epoxy primer. Car is 90% completed and has a WI title. I just have too many other projects going on. \$10,000 in parts alone ---just want to break even on parts. All my labor on this project is FREE. Contact Tom Van Gemert, DePere, WI 920-621-7994

FOR SALE: 1929 Tudor Sedan Very good condition. Has not been used for a number of years, but it is stored inside and does run. It is located on County Road H between Readfield and Fremont. The body is a

light brown color. Price is \$10,000.00 Contact owner Jim Paalman at 920-585-3693 or Don Paalman at 920-540-0193.

FOR SALE: One set of front seat extension brackets for a Tudor Sedan. Extends approximately 5" in 1" increments. \$100.00. Don Paalman 920-540-0193

FOR SALE: Model A powered Smith Air Compressor. Trailer mounted factory unit. \$875 AA Marah Tractor, Spoke front wheels. \$775, 2 A powered Saw rigs. \$350-\$650 Contact John Shaetz 920-566-4652

WANTED: Model A cowl. any year is ok. Roy Farley 920-224-5261.

Sad News

Longtime member and Honorary CWC Member, William McMahon, passed away February 13th. Bill and his wife, Dorothy, have been members of CWC since 1970. In his younger years Bill & his family were very active in the Club and participated in most Club activities. Bill had a Model A Fordor, that in the mid-70's, was decked out in Patriotic colors, for the Bicentennial. This was later changed to be a Taxi cab. Bill and his knowledge of Model A's will be greatly missed.

Model A, Engine Overheating Tips

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected. **Fan Belt** - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown. **Fan** - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use. **Hoses/Clamps/Petcock** - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in

driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking. **Water Pump** - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing. **License Plates and Other Radiator Obstructions** - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream. STA Overheating - Ken Nelson.doc Page 2 July 2009 Incorrect Ignition **Timing** - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat. **Incorrect Fuel Mixture** - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary. Brakes/Wheel Alignment - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either! **Bad Head Gasket/Cracks in Block** - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means. **Radiators** - The key word in any radiator discussion is flow rate - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes. **Coolants** - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F. There are some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sierra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating

problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem. **Thermostats** - According to many Model "A" owners, a good thermostat offers two important benefits: • Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds. • The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs. On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow. If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety. A good running engine makes EVERYONE happy!

A few years ago I had an overheating problem with my 1929 Tudor. I'm sure I checked and tried everything mentioned above and nothing corrected the problem until I changed the radiator. One with more liquid capacity and flow.

The newly hired young and aggressive CEO was anxious to make his mark. Determined to rid the company of all lightweights, the new boss went on a tour of the facilities, when he noticed a man leaning against a wall watching the others work. Wanting to make this "slacker" an example he asked the guy, "How much do you make a week? A little surprised, the young man looked at him and said. "I make about \$400 a week – Why?" The CEO handed the guy \$800 in cash and said, "Here's two weeks' pay. Now get out and don't come back." Feeling good about himself, the CEO looked around the room and asked, "Does anybody want to tell me what that goofball did here?" From across the room a voice hollered, "Delivering four pizzas."



National Vietnam War Veterans Day – March 29th