

Model A Club News

August 2011

www.CedarCreekAs.org

PRESIDENT'S MESSAGE

President's Message

Hello Members.

Hot, what else can we say, This last couple of weeks was probably the time to visit family and friends and stay indoors.

Our July meeting and Double Dip party went well with 27 members, two guests and five Model A's.

Thank you again, Bob and Mary, for hosting this event and thank you all for bringing the homemade ice cream and delicious cookies and cakes.

With this warm weather not letting us do any tours, lets all keep in mind Sept. 10th International Model A Day. *(Late information: we will be joined by Autumn Trails and the Dallas MAFC! - Ed.)*

Plans are in the works right now and I believe we have a great day planned. Mark your calendars and leave this day open. It is time to get the A's back on the road.

On July 1st the MAFFI drawing for the 1930 Ford Tudor was held. The winning raffle ticket went to Larry Loffredo of New York State.

In the July/ August Restorer Magazine, there were two good articles, one being about the Poor Boy Tour held this year in LaGrange and MAFCA's National Tour- The Natchez Trace Parkway. Both well written and with great pictures.

Remember August 2nd for our next meeting. See you there.

Walter Hellebrand

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Cedar Creek Model A Ford Club

Minutes of meeting
June 28, 2011 (July Meeting)

President, Walter Hellebrand, called the short meeting to order at 5:45 PM at the home of Bob and Mary Harris. Walt led the group in the Pledge of Allegiance.

(Continued on page 2)

There were twenty-seven members present and five Model A's driven to enjoy the Double-Dip party hosted by Mary and Bob. Two guests were present, Brenda and Reggie Marino, friends of the Harris'.

Walt welcomed everyone and asked for any additions or corrections to the previous minutes. Since none were offered, Johnny Bell motioned to accept the minutes as written; John Shore seconded the motion.

Secretary/Treasurer, Bill Wittner presented the financial report for the period ending June 30, 2011. Total income for the month was \$107. There were no expenses. Tool Fund balance was \$100 and the Tour Fund balance was \$80.

There are four member birthdays in July; Ken Parker, Judy Clay, Harris Lege and Johnny Bell.

Texas Tour 2012, June 14-17 in Marble Falls: The host hotel is full, but rooms are probably still available at the Holiday Inn. The closest RV park, Riverview RV Park, is one minute from the host hotel, the La Quinta. It does not have many spaces.

International Model A Day, to be observed on September 10, was briefly discussed. It is intended that we attempt to join with the Tyler and Autumn Trails Clubs at Brooks and Rese Gemmels Wildlife refuge near Ben Wheeler. Walt will work on the details and advise by e-mail.

On July 3 there will be an air show in Tyler at noon. An e-mail will be sent to see who is interested in going.

Bill Lee has completed an up-to-date directory of all members of the club. It is a very nicely presented and very useful directory. Thanks Bill ! Those families at the Double-Dip party received a copy.

Gigi Henderson won the six-month "losers raffle". Gloria Brockoff won an additional prize of a Model A apron, furnished by Mary and Bob Harris

There being no other business, Walt asked for a motion to adjourn so that all could start on the ice cream and other good eats brought for the Double-Dip event. John Shore so motioned and Johnny Bell provided the second. The meeting was adjourned.

Bill Wittner
Secretary/Treasurer

Sunshine Report – Sue Capps

I have not heard from anyone or seen anyone since the ice cream social --hopefully everyone is well and cool!!!

Sue Capps

Our members have many needs--please keep them all in your prayers.

**Happy
BIRTHDAY**

Birthdays in August

Lillian Parker	08/14
Gennis Powell	08/15
Sherry Beck	08/23
John Poldrack	08/31



Happy Birthday

It's never too late to have a happy childhood. But the second one is up to you and no one else.

Your job won't take care of you when you are sick. Your friends and parents will. Stay in touch.

A bumble bee or a yellow jacket is considerably faster than a John Deere tractor.

Coming Events

For more information visit: www.CedarCreekAs.org

AUG 02, 2011 -- CCMAFC Meeting - Held at the Dairy Queen in Seven Points, TX. Tire kickin' starts about 5:00 PM; meeting starts at 5:30 PM.

AUG 05-07, 2011 -- Lewis Auto Swap Meet - Held in First Monday Trade Days Hwy 19, Canton Tx. Free Admission Free Parking.

SEP 06, 2011 -- CCMAFC Meeting - Held at the Dairy Queen in Seven Points, TX. Tire kickin' starts about 5:00 PM; meeting starts at 5:30 PM.

SEP 16-18, 2011 -- Southwest Swap Meet - New Location: Wise County Sheriff's Posse Rodeo Arena at 101 S. FM51 in Decatur, TX. Hosted by DMAFC and others.

OCT 04, 2011 -- CCMAFC Meeting - Held at the Dairy Queen in Seven Points, TX. Tire kickin' starts about 5:00 PM; meeting starts at 5:30 PM.

OCT 05-08, 2011 -- Hershey Swap Meet - Probably the largest antique auto shows and flea market in the US. Held at Hershey Park and the Giant Center in Hershey, Pennsylvania.

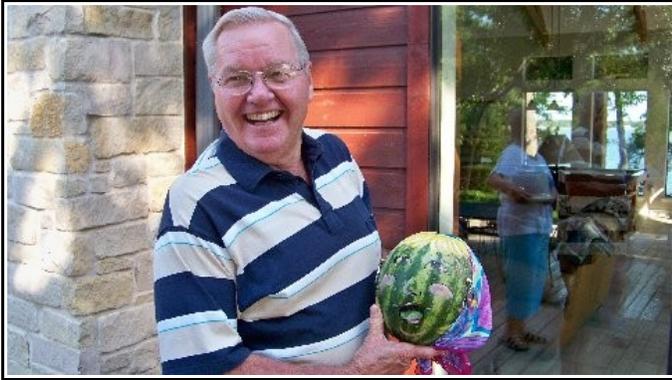
OCT 07-09, 2011 -- Lewis Auto Swap Meet - Held i First Monday Trade Days Hwy 19, Canton, TX. Free Admission Free Parking

OCT 21-23, 2011 -- Autumn Trails - Autumn Trails, Winnsboro, TX. Auto Show, Parade, Swap Meet, Great Food. A great getaway weekend.

NOV 01, 2011 -- CCMAFC Meeting - Held at the Dairy Queen in Seven Points, TX. Tire kickin' starts about 5:00 PM; meeting starts at 5:30 PM.

CCMAFC Double Dip - 2011

Johnny brings Shorty a blind date:



Shorty seems pleased:



Jilted! Where did everybody go?



Double Dip – Wallace Kemp

There was a large group in attendance on a scorching late afternoon, but it was made comfortable with fans and by the misters around the pool and cabana (bar) area. The camaraderie, along with the most delicious home made ice cream ever made, created a great climate. A perfect host and hostess were the key to the evening's successand a good time was enjoyed by all.

Bob took some of the guests to look at their other cars and bikes, and through questioning, we also learned about his work in defending his property from wild hogs. Did the others detect the electric fence at the base of the split rails? Bob and one helper have done a huge amount of maintenance work during this hot summer. I was most impressed.

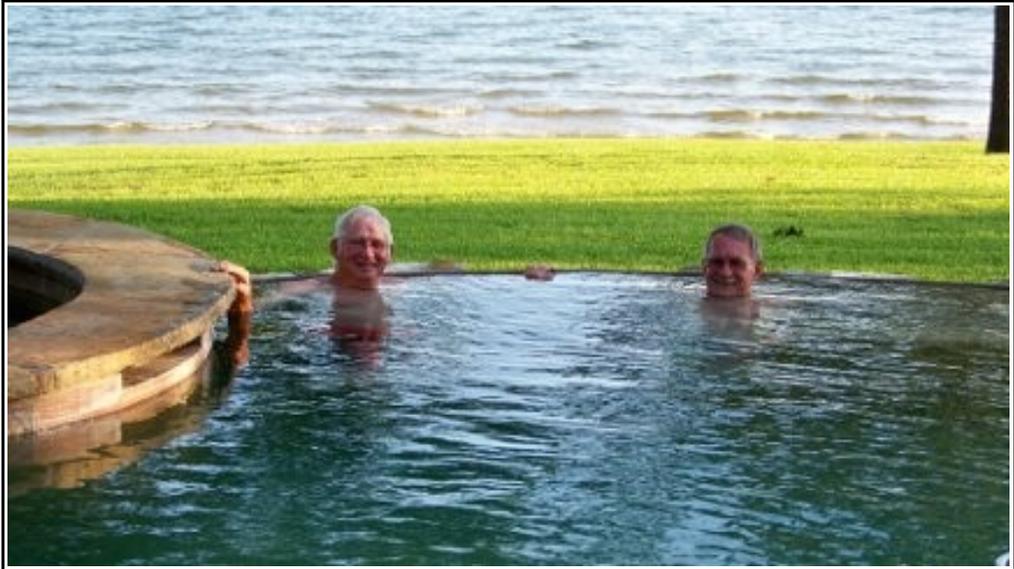
Our president was one of the first to launch into the pool, but many of the group did not hit the water. I suspect that they did not wish to display huge, distasteful tattoos ??

It was a grand evening and with the afterglow from the summer sun fading in the west, Model A's, like fireflies, came to life for the journey home. It really was a lot of fun. Nancy and I thoroughly enjoyed the evening. **(It ain't the cars: it's the people)**

Wallace Kemp

Photos by Mary Harris

More Double Dip
(Does that make it a double double dip?)



Photos by Mary Harris

Why we missed the Texas Tour – Bill Lee

The trip started normally. Got about 50 miles from home to Palestine, TX, and pulled off on the side to do a walk-around of the trailer with the Model A on board. All was well and we started off again. There was a stop light just ahead, and as we decelerated to it, the "Check Trans" and "Shift Inhibit" lights came on and the transmission was stuck in 4th gear. Was able to get through the light and off on the side to safety. Checked the transmission fluid level with the keypad on the console, and then looked at/recorded the diagnostic codes that were there. After sitting with the engine off for about an hour, restarted the engine and the lights were all off and the transmission was back to operating normally.

Decided to head on back home, so we turned around and headed back. Made it back through the stop light and onto the exit ramp for northbound TX155. And as we decelerated, the lights came back on and the transmission was stuck in 4th gear again. We made it on up the road a piece until we could find a place to pull over. Checked the codes again and they were the same as before. And, again, 20 minutes later, restarting the engine and all the lights were cleared and trans working normally.

Off down the road again. Made it another 20 miles to Frankston where we had to decelerate for a stop light. Just as before, the lights came on and the trans was locked in 4th gear. We found another place to get off the road and decided enough was enough. Called CoachNet (RV road service company) for the wrecker.

Now we were faced with the problem that we had a dead RV with a flatbed trailer with an antique car on it. CoachNet told me that I was on my own as far as the trailer and the car were concerned. I unloaded the Model A and drove it the last 26 miles home. Picked up my pick-up and drove back to the RV. Unhooked the trailer and was able to move the RV to get the PU in to attach the trailer. Sandra had the RV ready to unpack into the PU: cats, refrigerator food, clothes,...etc. Back off to home to get the cats back there and settled.

Took the Mazda back to the RV and got there just as the tow truck was finishing up hooking me up. Since this was the second tow I have had over the years, and since we have discussed this on the Tiffin RV forum many times, I was pretty sure I knew what to look for. But he did two things that surprised me. First, instead of unhooking the driveshaft, he removed one axle. This has the same effect: no motion of the tow being transmitted into the transmission. But in doing so, he lost a quart or two of rear axle fluid (the lubrication also ends up in the hubs) out on the ground. Made a h*ll of a mess all over the wheel and tire.

The second thing caused the fiberglass damage. When he put the beam across under the front end to capture the front wheels, he inadvertently had the back edge under the center cross member where the front suspension arms attach. He had the Bus in the air and started to pull it forward and it slipped off that point and dropped about an inch. The bounce on the suspension bottomed out the bottom edge of the generator front door just under the license plate and mashed it pretty good, as well as coming down on the side just behind the steps which flexed/cracked the 'glass there. Over \$1,000 to get it fixed.

CoachNet had us set up at the Dallas Freightliner shop. The tow driver said he didn't think they would be able to service the Allison transmission and suggested a couple of authorized Allison shops. But since CN had told him to tow to Dallas Freightliner, that's where we went. Finally got there about 11pm, parked in the area where they have electric hook-ups, and then decided to just spend the night so we would be there first thing to get the coach checked in. Next morning we checked in at the FL Oasis shop and left for home (about 2 hours away). Got home and got a little more sleep only to be awakened by the phone: CoachNet calling to say that Dallas FL said that they couldn't fix the problem and that we would need to be towed (again!) to Stuart Stevenson in Dallas (one of the shops the first wrecker driver

had suggested! 🚧). But CN wouldn't call a tow until Dallas FL had been paid for their aborted efforts.

Called Dallas FL and suggested a credit card over the phone, but found they would not accept payment that way! So back off to Dallas to pay in person. Got there just before they closed and paid the bill. Now back to CoachNet: they would not accept my word that I'd paid! Even though I had the receipt in my hand. And it was now after 5p.m. and Dallas FL was closed. It was fortunate that the Oasis service manager, Walter Crowe (a really GOOD GUY!) was just leaving as I came by and he re-opened his office and made the call to CN.

But it was too late in the day to get a tow so, one more time, we stayed in the RV in the Dallas FL lot and got a tow the next morning.

Next morning, CN lined up another tow. This time they showed up with a low-boy. Tried to back it on but couldn't clear the edge of the trailer with the "stuff" under the back of the bus, primarily the mud flap. So he turned the Bus around and loaded it front end first. A collection of 4"x4" boards to get it situated with out snagging the generator exhaust pipe. But upon loading we discovered that the front jacks were only an inch or a little better above the frame of the trailer. I pointed it out to the driver and he made the comment "We won't be breaking any speed records." or some-such. Well, following him down the freeway I was a bit dismayed that he was driving faster than I would have preferred, but he seemed to know what he was doing. Sandra and I watched the Bus bouncing on its suspension every time he hit roughness in the road, and it got bad enough that the exhaust pipe was really rattling up and down with every jounce in the highway. Finally he hit a bad one, one of what I call "Whoop-dee-dos" that really bounce you around when you go over them. The Bus came down hard enough that the driver-side front jack slammed into the trailer frame hard enough to dislodge one of the two big springs, which we saw go bouncing down the highway and off into the grass.

I stopped and walked back to see if I could find it. I walked clear back to the "Whoop-dee-do" (you can see the big black splotch in the middle of the pavement where the vehicles drop oil and other debris). I did not see the spring. And just exactly the moment I stopped and turned around to try looking as I walked back to the car, one of the roadside grass mowers came blasting by mowing the grass right up next to the pavement. No, he did not hit the spring. No he did not uncover it. Yes, he blew 5' of grass clippings right over on top of the unmown grass where I needed to look! I never did find the d*mned spring! 🤦

On over to Stuart Stevenson where the tow driver had just finished unloading the Bus. I showed him the missing spring. Fortunately, the base plate and the front spring were still hanging from the Bus. The next week, I got Tiffin to ship me replacements and I installed them myself. Another \$160!

Stuart Stevenson was real good. They were able to diagnose the problem and get it fixed within three hours and we were able to get on our way back home. Dealing with the extended warranty folks is a whole other chapter of frustration!

Got home o.k., parked the Bus in the barn and collapsed in the house. Only to have the electric power go off at about 7p.m. for about five hours!

Sheesh! What a strange and miserable three days!

**F.A.S.T. SOUTHWEST
Model A & SPEEDSTER
HILLCLIMB**

November 11-12, 2011 Mineola, Texas

**Hosted by
F.A.S.T. Southwest and Autumn Trails Model A Ford Club
co-operating with the
City of Mineola**

**Friday afternoon Workshop/Seminar on Insert Model A Engines
Friday night get together 5:00 p.m.
Workshop/Seminar and Friday Nite GetTogether held at PopShop
Ken's shop at 607 Oklahoma St Van, Texas 75790
Call or email Ken for update information and/or map**

**Practice Runs begin at 9:00 a.m. until 12:00 Saturday
Timed Runs begin at 1:00 pm Saturday
Competition held on West Patton Street
(in front of Mineola High School)**

**Awards and Brag Dinner immediately after Timed Runs finish.
Ranchero Restaurant, Mineola, Texas
Reservations 903-569-5331**

**Each contestant MUST be a Member of F.A.S.T.
And be current subscriber to Hot for Hot Fours magazine**

Host Hotel is Best Western of Mineola
Hwy 69 South, Mineola, Texas

Entry Fee of \$30.00

For further information and current updates call
Ken Parker 903-963-1650
or email kenparker0703@aol.com

This is preliminary information to be adjusted in the next few weeks.

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Thought Provoking Statements:



Forgive your enemies. It messes up their heads.

It don't take a very big person to carry a grudge.

Most of the stuff people worry about ain't never gonna happen anyway.