



The Running Board



March 2026

Vol. 24 No. 3

President's Memo

MODEL A CLUB MEMBERS,

Another month has passed, and we have possibly seen the last of our winter freezes. That may mean we can drive our Model As to luncheons, meetings, and possibly car shows. There will be a car show at Whataburger in Athens on March 26 from 4:00 PM to 6:00 or 6:30 PM.

The Dallas Model A Ford Club is inviting everyone to a "Route 66" tour from Shamrock, Texas to Miami, Oklahoma from May 22 to May 24. We can talk about that more at our next meeting.

We're glad Nancy Cheshire is up and doing better. Nancy is a strong person and we are glad for the Cheshires.

See all of you on March 3rd at 3:00 PM.

Sincerely,

Herman Dentler

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Mabank, Henderson Co., Texas

NAME AND PURPOSE

This club shall be known as the Cedar Creek Model A Ford Club, a non-profit organization, hereinafter referred to as the "Club."

The purpose shall be to maintain, preserve and restore the vehicle known as the Model A Ford (1928-1931) and all things pertaining to the Model A Ford, including literature, historical and technical information.

MEMBERSHIP

Application for membership shall be made in written form. Applications shall be filed with the Secretary and accompanied by dues for the current year.

RESTRICTIONS: All members of the Club shall be restricted to members of either the Model A Restorers Club or Model A Ford Club of America national clubs. Members may be accepted without ownership of a Model A Ford; however, no member shall be permitted to hold office unless said member has owned a Model A Ford within the six month period prior to the official election date.

DUES

The annual dues shall be fifteen dollars (\$15.00) per year. Dues are for the calendar year. The annual dues shall include member and wife and shall be payable before February 1st. Any member may be suspended by the Treasurer for non-payment of dues at the expiration of thirty (30) days from February 1st.

MEETINGS

Regular meetings of the members of this Club shall be held on the first Tuesday of every month unless said day shall fall upon a legal holiday, in which case the meeting date shall be established by the Board of Directors.

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The Cedar Creek Model A Ford Club (CCMAFC) was formed in 2002 in Henderson Co., Texas. The club's meetings are held at the Dairy Queen in Seven Points, Henderson Co., Texas near Cedar Creek Lake.

Charter Members:

- John and Wanda Bell
- Jim Bellah – deceased
- Bill (deceased) and Sue Capps
- O. V. and Lorene Cliver – deceased
- S. D. "Shorty" Johnson – deceased
- Olin Lewis – deceased
- Ola Powell – deceased
- Gene Tregre – deceased



A MAFCA Chapter



**MEETING
MINUTES**

**Cedar Creek Model A Ford Club
Monthly Meeting
February 3, 2026**

President Herman Dentler opened our meeting by having everyone join in reciting the Pledge of Allegiance. He then asked Gary Vick to lead us in prayer.

Our guest for this meeting was Ronnie Daniels, a friend of Larry Wagliardo. He lives in Payne Springs and has a 59 Edsel and a 72 Pickup truck. Welcome, Ronnie. So glad to have him join us for our meeting.

Everyone agreed the lunch last month at the Silver Spur was outstanding. The rain made it a bad hair day, but no one cared.

Last month's minutes was accepted by Fredye Quain and Carolyn Vick. The financial report was given.

SUNSHINE REPORT: Herman reported that Nancy Cheshire's aneurysm was much larger than the doctor expected. They had to send her home in the middle of the procedure and schedule a second one after they ordered a different fix for it.

BIRTHDAYS: Jess Parker was our birthday boy. He is 78 years old. We enjoyed singing him the birthday song.

LUNCH: We are going to try a new Mexican restaurant in Kaufman. We will meet there at 1PM on Tuesday the 17th.

REPAIRS: John's Auto Shop in Athens works on Model A's. Herman Dentler has used him.

RAFFLE: Herman Dentler won the raffle. He chose the magnetic light.

ADJOURNMENT: Carolyn Vick and Lynda Dentler made a motion to adjourn.

Respectfully submitted,
Lou Carpenter Secretary/Treasurer

TRIVIA

Radiators & Hardware

Model A radiators evolved from short/wide in '28-'29 to taller/narrower in '30-'31, featuring design changes like tube shapes (round to oval/flat), fin counts (6 to 10+ per inch for better cooling), and shell materials (steel with painted inserts), with aftermarket upgrades offering even more fins (4+ cores, 10+ fins/inch) for better heat dissipation than the original 3-core, 6-fin design, and owners often add iconic accessories like the Ford Quail cap.

Radiator Shells: The iconic stainless steel shell got updates, including painted recesses and separate inserts in '30-'31 models, reflecting design changes for appearance and protection.



1929 copper and brass original radiator



Green Model A Fords (1927–1931) featured several shades of green, with Kewanee Green (1928–1931) being a prominent factory color for sedans, coupes, and trucks. Other popular shades included Vagabond Green, Rock Moss Green, and Light Mossy Green, often paired with contrasting pin-stripes like Apple Green or Tacoma Cream.



Sunshine News

By Lou Carpenter

Thank you all for your prayers and concern for my recent health problems. The aneurysm is fixed and now just waiting on the shoulder to heal – *Nancy*

Please let Lou Carpenter know if you are having health problems.

We Care!

From the Editor

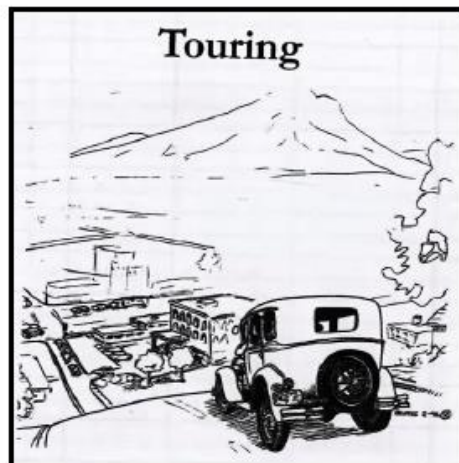
Hello Everyone,
Happy March! Spring will arrive this month and thoughts of Model A trips.

Aaah! Dreaming of a Model A trip. Got one to suggest?

Nancy Cheshire



"A-Toons" by Stan Blinks



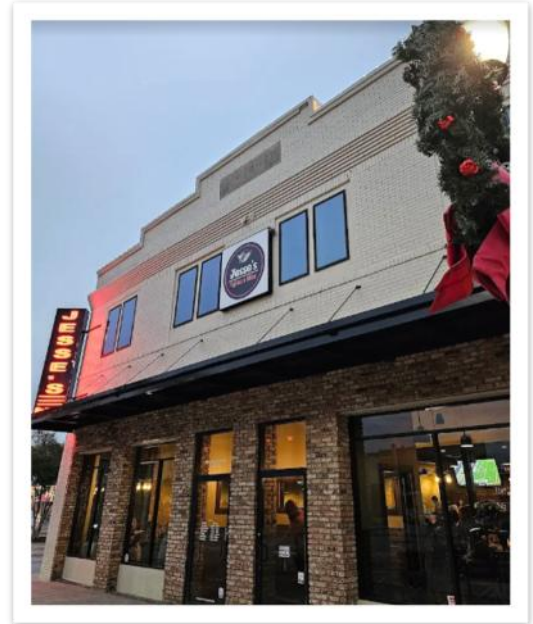
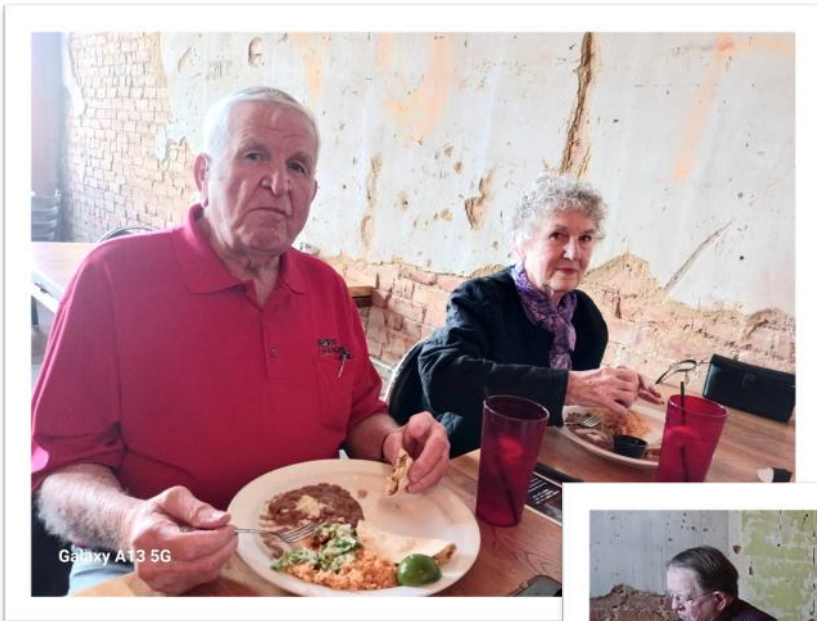
"Wish me luck. Here goes nothing "



"In your Dreams!"

February Lunch on the 17th

Nine CCMAFC members enjoyed Mexican food at Jessies Fajitas 'n Ritas on the square in Kaufman. It was a nice time of fellowship. We were delighted to have Bill Lee join us. The food of course was very good.



Historical Tidbit



Driver Eddie Pullen

Fast Eddie Pullen and the Phoenix Flyer: A Desert Dash Into Automotive History

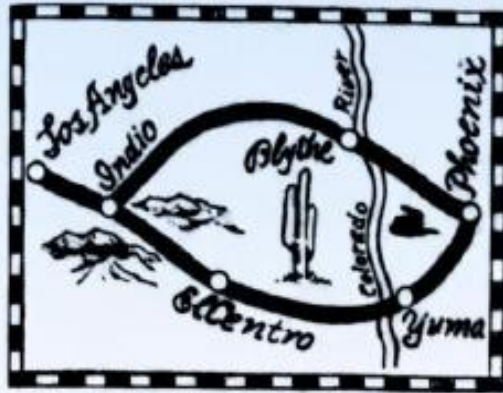
By John Emmering

When the Ford Motor Company wanted to prove the mettle of its brand new 1928 Model "A," it didn't turn to test labs or wind tunnels. It turned to a man who already knew how to coax speed and stamina out of a machine: retired champion race car driver, 45 year old Eddie Pullen. Beginning in 1912 Eddie had made his fame racing Mercer automobiles. In time he switched to Hudsons and Duesenberg's before retiring from competition. Ford enlisted Pullen to take on the punishing desert stretch between Los Angeles and Phoenix—an unforgiving expanse of heat, dust, and open road to show the world exactly what the Model "A" could do.

Pullen chose a bone stock 1928 Tudor Sedan, motor serial no. 1283, and gave it a name as bold as its mission: "The Phoenix Flyer." With little more than fuel, grit, and mechanical confidence, he catapulted the car from Los Angeles toward Phoenix—448 miles of relentless terrain—in just eight hours and fourteen minutes. Averaging 58¼ mph, according to reports the Flyer occasionally surged to an astonishing 76 mph, impressive numbers for a factory fresh automobile cutting through desert winds.

After a quick refuel in Phoenix, Pullen turned the Flyer back west. The return trip proved a tougher challenge, with headwinds hammering the sedan across the sand flat horizon. Even so, the Model "A" completed the reverse run in eight hours and fifty minutes, sealing the out and back feat as one of the era's most striking demonstrations of automotive durability

Record Breaking Model "A" Ford on Display



The PHOENIX FLYER

Model "A" Ford No. 1283 which shattered Phoenix-Los Angeles road records by 1 hour and 59 minutes.

The drivers (reading from left to right) are: "Jack" Frost, Dud Day and Frank French.



But Pullen was just getting started. Back in California, he aimed to push the Phoenix Flyer even further. On the Muroc dry lake—now legendary among speed enthusiasts—he piloted the same car around a six mile circular track for 500 grueling miles, maintaining an average speed of 62.51 mph. It was a test not just of speed, but endurance, punishing both driver and machine in the barren Mojave

Three years later, in 1931, the Flyer once again took to the desert for a second Los Angeles-to-Phoenix-to-Los Angeles run. This time, Pullen shaved two hours and twenty four minutes off his original round trip time, pushing the car's average speed to 61.03 mph—an extraordinary improvement for a machine that had by then logged 64,000 miles

Perhaps it was the break in. Maybe it was the driver. More likely, it was the Model "A" itself—a testament to Ford's engineering and Pullen's unshakable faith in its capability. Whatever the reason, the Phoenix Flyer secured its place in automotive lore: not as a stripped down racer or a factory experiment, but as a stock 1928 Ford Model "A" Tudor that conquered desert miles with the heart of a champion. After the race the Model A received it's unique markings and was displayed by Ford dealerships in the Southwest as a testimony to the speed and endurance and reliability of the Ford Model A automobile.

Technical Tips

Jim's Tech Tip

Working Around Your Car's Battery

Whenever working on the electrical parts of your car, it is a good idea to de-energize everything to prevent an accidental short circuit. For example, one of the horn wires is "hot" all the time, so any time you do anything with the horn cover, it's a good idea to disconnect the battery. The same is true of the brake light switch and the wires inside the instrument panel in the car.

If you have a fuse on the yellow wire that comes off of the starter switch, just removing the fuse will do the trick. Or if you have a battery cut-off switch on the car, that will kill the power to everything.

But in many cases you need to disconnect the ground strap from the battery in order to make sure everything is without power. Perhaps you need to remove the starter cable, or the battery itself. **Whenever you remove cables from the battery posts, it is a really good idea to cover the battery post with something to prevent accidental contact between it and the other battery post.**


For example, if you dropped a wrench or other metal tool while working around or above the battery, it could land on top of the battery touching both posts. This will short out the battery, which can be a really big problem, resulting in a fire or perhaps the battery exploding acid all over.

When you buy a new battery for most cars today, they are sold with one or two small plastic caps over the battery posts. I see them in red and black plastic. If you go to your local auto parts store, the people there may even give you a few of these caps, if you ask.



I keep several of them in my box of battery-related tools and things, to put over the posts of any battery I am working around. It is easy to do and only takes a minute.

Take a minute to be safe. Enjoy! And Have a Model A Day! Jim Cannon




FORD MODEL "A"

MECHANICAL TIPS

Locking Down Your Pressure Plate Adjustors

By Tim Diehn



Doing a clutch job on a Model A is a true "adventure"—and by adventure, I mean you're either pulling the engine or the rear end. Neither is a quick afternoon task. When you finally get that clutch replaced, you want the peace of mind that you won't have to see the inside of that bell housing again for a long, long time.

The Pursuit of "Silky Smooth"

A critical step in any clutch job is adjusting the pressure plate fingers. The trick is ensuring each finger is exactly the same depth from the surface of the pressure plate collar. The specification is tight: no more than 0.002" difference. If they are uneven, the throw-out bearing will engage the fingers at different times, causing the clutch to engage unevenly against the flywheel. This results in dreaded clutch "shudder." We all want that silky-smooth engagement that makes a Model A a joy to drive.

The Problem with Traditional Lock Nuts

Once you've dialed in that perfect adjustment, you need to ensure those nuts stay put. The original design used distorted-thread lock nuts. These work by having the threads punched in two places to create a friction fit. The downside? They are essentially one-time use. Once you remove them, the threads reform, and they begin to behave like a regular nut—making them prone to backing off due to vibration.

The Solution: Flex-Top Expanding Nuts

For my builds, I prefer Flex-Top locking nuts. These work on a similar principle to distorted threads, but with a clever engineering twist: the top of the nut is sectioned and tilted inward. This creates a spring-like grip on the bolt that doesn't damage the threads. Therefore, they are reusable*.

I recommend the "thin" (low profile) version as the flex top sits lower on the screw, gripping securely below the screwdriver cutout where the screw itself is more rigid. You might be tempted to use Nylocks, but don't. Nylon inserts typically soften around 200°F. On a hot summer day after a long cruise, your clutch housing can approach those temperatures, risking a failure.

While you may not find these at Menards, you can get them overnight from McMaster-Carr. Part Number: 94830A525 (Bag of 10) Specs: 5/16"-24, Thin Profile
It's a small investment for the "set and forget" confidence every Model A owner deserves!

** - Even flex-top locknuts will need to be replaced after a few uses, but probably not within the ownership life of a typical Model A hobbyist.*



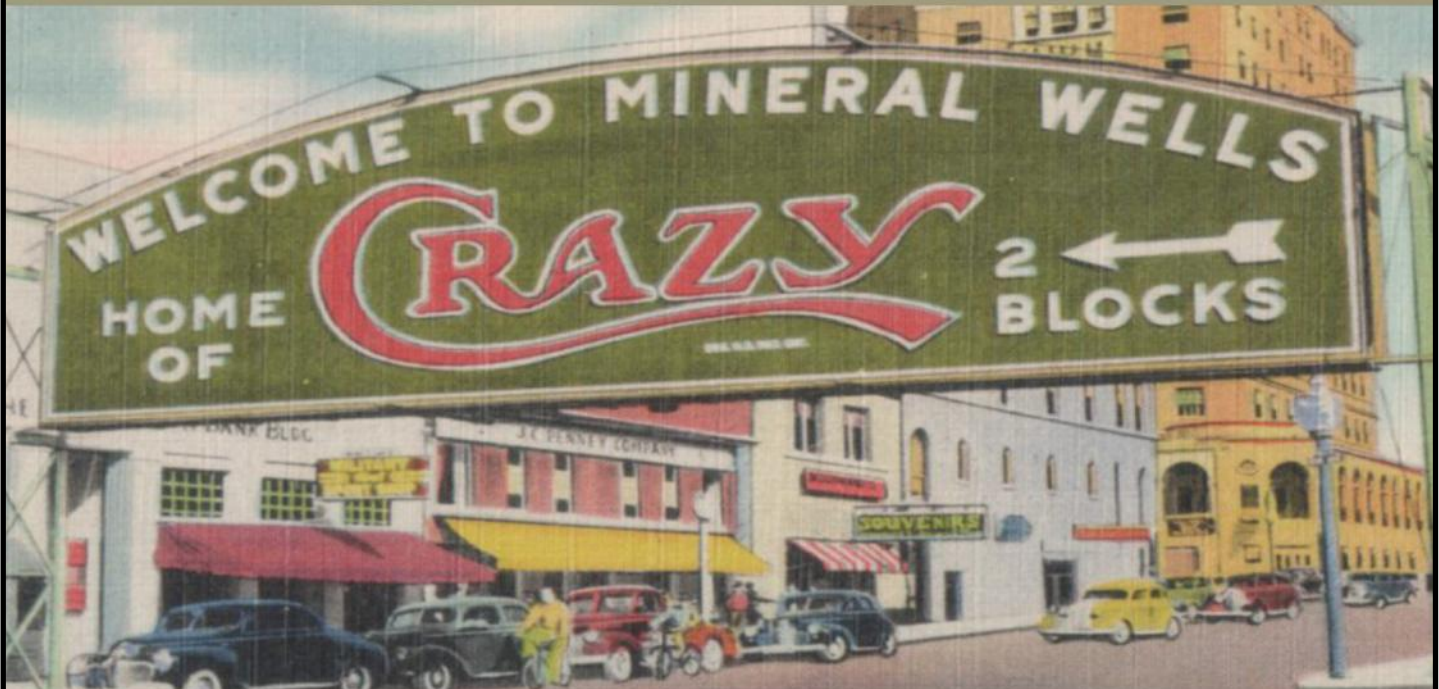
UPCOMING EVENTS

63rd MODEL "A" FORD TEXAS TOUR

Hosted by the Fort Worth Model "A" Ford Club



June 11-14, 2026



Host hotel & event venue: **940-325-4605**

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940-325-7829 \$115/night + taxes & fees

NATIONAL CLUB NEWS

The Model A Restorers Club, Inc.

THE RUNNING BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

March 2026

Members, we are now offering a MARC digital membership on a promotional basis for 12 months at \$30. You get all of the privileges of full MARC membership except that the Model A News is only available on the MARC website. This promotional offer is in addition to our FREE 12 month digital membership for members of your Region who have never been MARC members previously. Call the office at 734-427-9050 to enroll.

Don't forget that we have some additional membership options to our regular 12 month membership.

-Junior Membership, for young adults between the ages of 18-25, digital Model A News, FREE!

-Surviving Spouse Membership, for those who wish to continue to participate in club activities, digital Model A News, \$15

-Complimentary Membership, to attend a specific MARC event including dignitaries, vendors, companions or others not involved in the hobby. No other benefits except ability to attend events and MARC liability insurance, FREE (short duration).

-Temporary Membership, for speakers, vendors, others who profit from the event. No other benefits except ability to attend the event and MARC liability insurance coverage, \$15 (Board approved required)

Regarding our new social media strategy, our website development team continues to add new features to our website. Members can now register for the upcoming French Lick National Meet on our website. No more mailing/lost registration forms, hard to read names and addresses and addition errors. Just log in to the MARC website and scroll down to French Lick 2026 online registrations, click read more and it will take you to the registration form. Electronic payment is welcome, or you can still send a check!

Cold weather has delayed or cancelled many Region events. Time now to get your cars ready to attend MARC's spring Finger Lakes Tour/Membership Meet. There are still a few registrations available so plan to make yours today.



2026



Event Calendar

- MAR 3, 2026 Meeting at 3:00 PM. Dairy Queen at Seven Points
- MAR 17, 2026 Monthly Lunch
- APR 7, 2026 Meeting at 3:00 PM. Dairy Queen at Seven Points
- APR 21, 2026 Monthly Lunch
- MAY 5, 2026 Meeting at 3:00 PM. Dairy Queen at Seven Points
- MAY 19, 2026 Monthly Lunch
- JUN 2, 2026 Meeting at 3:00 PM. Dairy Queen at Seven Points
- JUN 11-14, 2026 Texas Tour in Mineral Wells, TX
- JUN 16, 2026 Monthly Lunch



What do you call a rabbit with fleas in spring?
Bugs Bunny!

Why did the bicycle fall over in spring?
It was "tired"!

What did the tree say to spring?
What a re-leaf!

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