

SULLIVAN TRAIL A's NEWS

Newsletter of the Sullivan Trail A's Model A Ford Club
- Founded 2008 -



"Coming together is a beginning; keeping together is progress; working together is success." - Henry Ford ● November 2018 - Volume 12 Issue3

Where Friends & Model A's Meet - Northern Tier PA & Southern Tier NY

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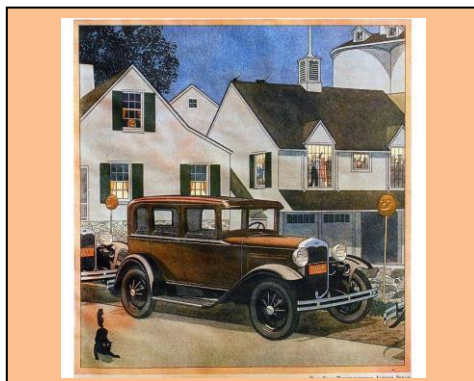
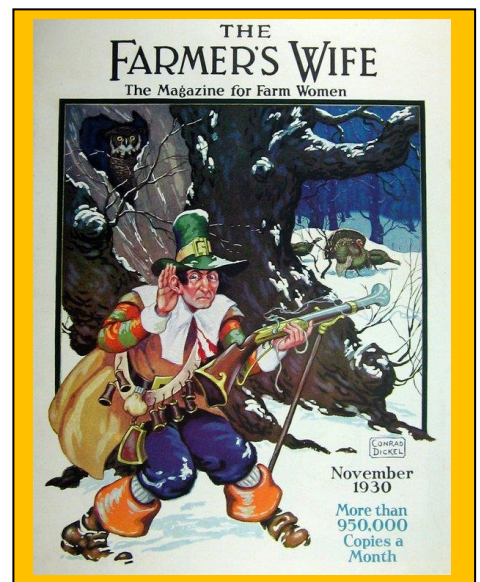
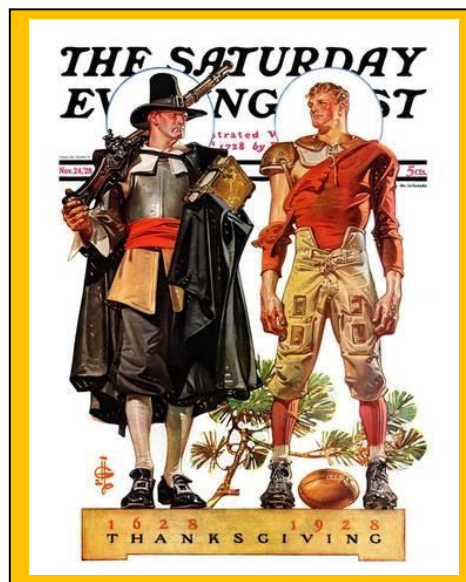
Sullivan Trail A's Meetings:

- Monthly
- 2nd Tuesday Sept- June
- 7pm
- United Methodist Church
1034 W Broad St
Horseheads, NY

<http://sullivantrailas.com/>



<https://www.facebook.com/Sullivan-Trail-Model-A-Ford-Club-456895717849225/>



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FROM THE PRESIDENT'S GARAGE



A small, hearty group of us met at the Outback Restaurant on Sunday November 4 for lunch and table chat. We enjoyed the chilly, but sunny day, and the good food the Outback offered us. Julie and I drove the Roadster from Ithaca with no side curtains and although we both thought we might regret not taking the Tudor we stayed warm and got plenty of waves and smiles from onlookers who enjoyed seeing us motor by.

It's that time again
meeting in
once again Club
regular meeting
the holiday



for another **6PM Christmas Dinner** in place of our regular December. The last two years have been so successful that volunteers will be preparing our dinner and setting up our room at the First United Methodist Church in Horseheads for celebration. I look forward to it, reminder notice to follow.

In 2019 there are two major regional and national Model A events that are fairly close to our local territory. The 63rd New England Meet will be held next summer in western Massachusetts at the Jiminy Peak Mountain Resort in Hancock, MA (September 13 – 15). Earlier, MARC is holding its National Meet in Dearborn, Michigan (August 4 – 10) during the summer. Keep your eyes and interest on these two events as well as the other activities that are a bit farther from us. A full schedule of events will appear in the Newsletter in early 2019.

Julie and I, Monty and Ginny Hine, and Don Bushart made it to the 62nd Annual New England Meet in Lake George, NY, last September. Although the New England Meet is historically a brief 3-day weekend event the Lake George Meet proved to be huge fun and very worthwhile. The boat excursion on Lake George with a terrific buffet lunch was the highlight event. The raffle room was the largest I've ever seen, the Grand Tour before the Lake excursion was enjoyable, and seeing over 150 Model A's every day was quite the experience. Some photos are in the coming pages. All for now, Jim



PS (If anyone on the Newsletter mailing list prefers to NOT receive the Newsletter then please let me or Secretary Gary Ford know)



Meeting Minutes

Best recovery wishes go out to Steve Organ, Ginny Bruckner, Harold Fishbough, and Sam Lalomia as they work on healing and beating illness. We're thinking of you.

November 13, 2018

Meeting was called to order at 7:05 PM by club president Jim Morris with 15 members present.

- Motion was made by Larry and second by Carole to approve the October meeting minutes. Motion carried.
- Motion was made by Monty and second by Bob to approve the October treasures report. Motion carried.
- Motion was made by Larry and second by Bob to nominate the existing slate of officers and close the nominations. Motion carried.
- Bruce will supply a DVD in January for us to view.
- Festival of Lights parade in Corning was change to a stationary parade. We will not be involved as a group
- We are planning to participate with Lakeshore A's, Steamtown A's and Southern Tier A's in 2020 for a combined event. News will be shared as the planning progresses.
- Our Christmas dinner and White Elephant gift exchange will be held at 6:00 PM on December 11 at the Methodist Church in Horseheads. The cost of the dinner is \$10.00 per person and a \$10.00 gift to exchange. Please note the dinner is at 6:00, an hour earlier than our normal meeting time.
- Thank you to Steve for the refreshments for November.
- Tom will provide refreshments for the January meeting.

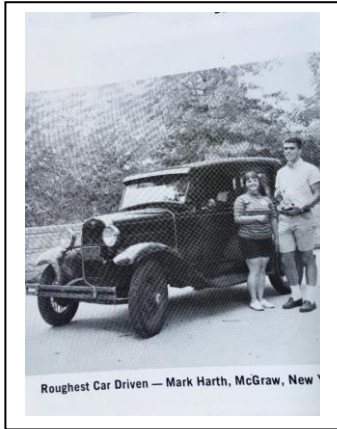
Motion by Steve and second by Larry to adjourn at 7:40. Motion carried.

Respectfully submitted,
Gary Ford, secretary

MEMBER SPOTLIGHT

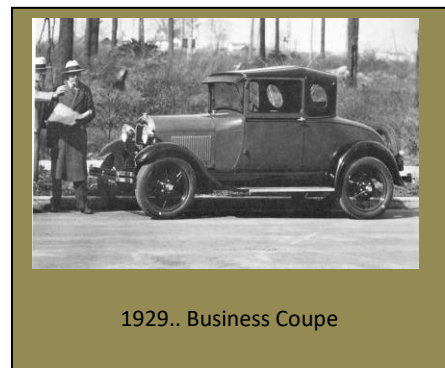
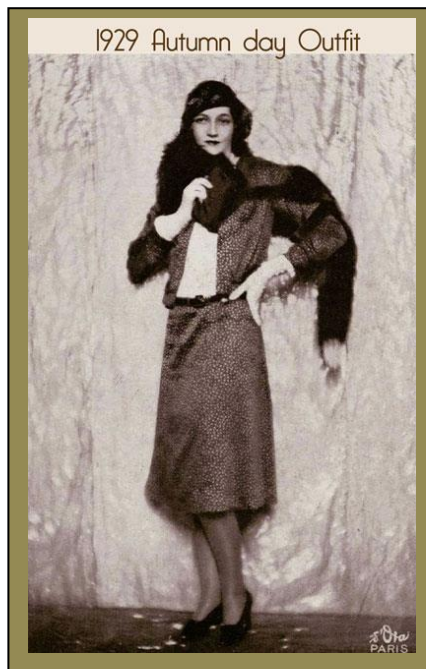
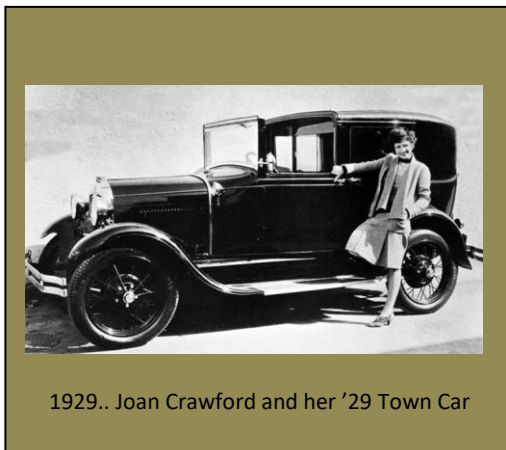
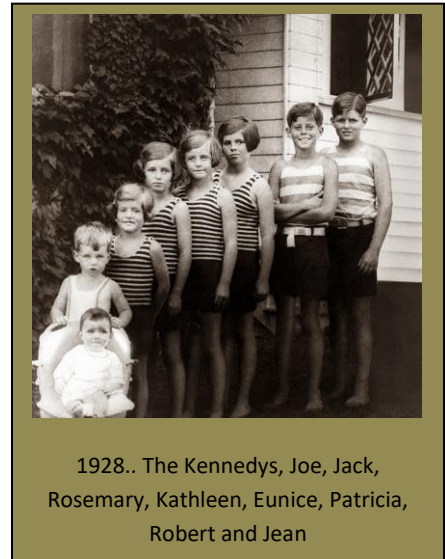


By Mark and Carole Harth



I remember seeing several Model "A" Fords in a parade in the late 50s when I was about 12 years old, and although no one in my family had any particular interest in cars, I was immediately intrigued. I believe it was 1963, just before I turned 16, I purchased a 1931 Model "A" to Tudor Sedan for \$250, probably too much money at the time, as almost everything mechanical needed attention, paid for by mowing many lawns at \$3 each. I didn't know much about mechanics before that, but got an education in a hurry trying to keep it running and make it reliable, changing junk engines and trying to rebuild them 6 or 7 times. (This is the same Tudor that many of you know - we have been driving it continuously for over 55 years, and although it is now reliable, it still looks just about as it did when I purchased it, and will as long as I live.)

Carol and I met in 1967, and of course our first date was a car show in the Tudor, and we were married in 1968 when I was a junior at SUNY Cortland. In 1969 we hoped to drive to Louisville, Kentucky, for the Model A National Meet just after I graduated, but decided we had not yet solved the engine problems yet. [continued page 7]





Reminder: annual dues are being accepted for the coming year, see Treasurer Mark Harth at the next meeting or you can mail your \$10 check to Mark: 4860 Satterly Hill Road, Burdett, NY 14818

- December 11, Sullivan Trail A's Christmas Dinner, same place (**different time: 6PM!**) as our regular meeting.
- Events for 2019 will be posted here when the schedule is more known



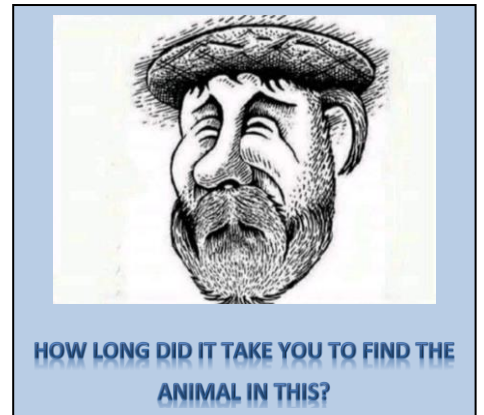
Thanks to the **Hoosier Model A Club** For this tip

Setting Rotor/Distributor Contact Gap

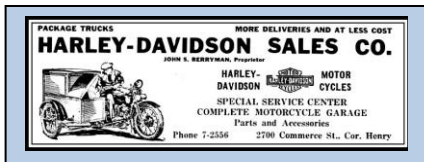
Put on parking brake, place gear shift lever in neutral position, and use the hand crank to rotate the rotor.

Check the rotor at all four distributor contact points. The gap should be .025

The fix: Bend the Rotor and/or file the contacts on the Distributor Housing.



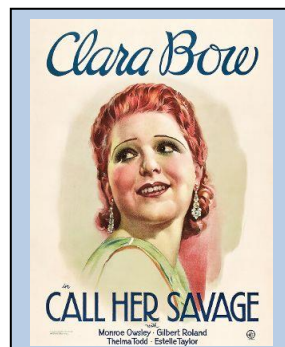
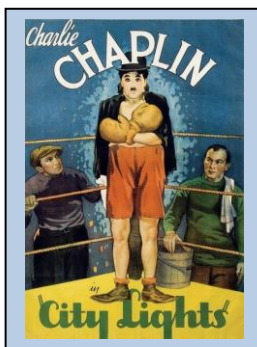
For sale: 1931 Ford coupe, nice, \$10,000. Contact Jim Dix 607-562-3501



ODDS 'n ENDS -From the "A" Era-



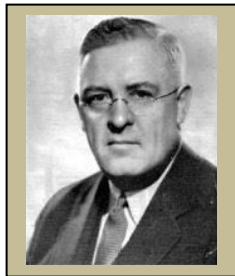
Nehi soda was introduced in 1924 by Chero-Cola/Union Bottle Works. The "Nehi Corporation" name was adopted in 1928 after the Nehi fruit-flavored sodas became popular.



News From The Era

Do you know that Ford used many varieties of K.R. Wilson Tools in its dealerships? In his 1931 catalog K.R. Wilson wrote: ***"I feel my greatest reward is the recognition accorded me by the Ford Organization and its Dealers throughout the entire world."***

K.R. Wilson, Inc. was founded by the late Kirke R. Wilson in the village of Arcade, New York in 1920. Following his death in 1948, the corporation, under the leadership of his brother and sister, carried on the machine tool and special automotive tool business. Over time the business concentrated more on hydraulic equipment



and less on automotive repair tools. Finally it was sold to outside ownership and lost as a separate entity. But while it functioned under K.R. Wilson, it was responsible for efficiently keeping millions of Ford cars on the road.

The rise of the firm and its significance in America's industrial development is a most unusual saga. Kirke R. Wilson's automotive experience began with the early steam and gasoline driven cars. During 1905 through 1907, he operated the first modern garage in Arcade. He held Ford, Buick, and Michigan "40" dealership franchises from 1909-1911, and in addition sold and installed gasoline lighting systems over an area of 100 miles. Manufacturing of Ford automobile accessories was carried on for a year in Arcade, and then transferred to Buffalo where the business was to continue at 732 Main Street until 1915. During 1918, he designed the first "Service Tools" for Ford cars and also did servicing of cars at his garage at 1018 Main Street, Buffalo. During this period he hired his tools made at 10 Lock Street, in the same city, and there he eventually set up his office.

K.R. Wilson continued to invent, perfect and manufacture these Ford service tools increasing quantities, selling to Ford dealers through direct mail advertising and displays at auto shows. Meanwhile, he resolved to erect a factory in Arcade. This new industry was opened August 3, 1920, and consisted of a machines hop and foundry. In 1923, he added another building; and this was repeated in 1924, 1926, and 1927. In 1921, there appeared from the Wilson plant the famed KRW combination machine that revolutionized the methods then used for rebuilding Ford engines. "With this machine"

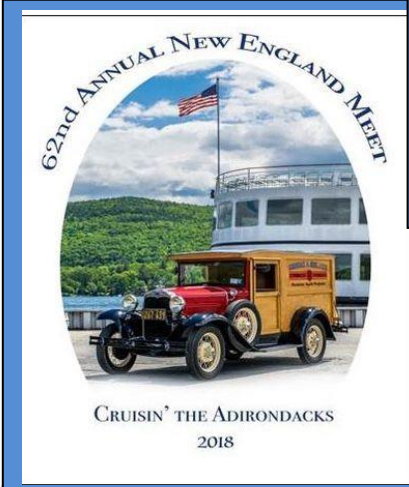
reported an observer, "it was made so easy to rebore crank shaft and camshaft bearings that the Combination became as indispensable to Ford dealers as anvils were to blacksmiths."

During the years 1925 and 1926, K. R. Wilson sold the Ford Motor Company, and Henry Ford himself, the idea of a complete service system for Ford's franchised garages and agencies all over the world. The story is told that Mr. Wilson was visiting a small Kansas town in 1926 when he received a wire from the Ford organization to report to Detroit for consultation. The Kansas train station there was not a scheduled stop for a certain Santa Fe passenger train but Wilson was determined to reach Michigan as soon as possible. He built a bonfire upon the track by burning newspapers and with the additional aid of a lantern flagged the train to a halt. The conductor was exceedingly angry over the delay and the many laws that Mr. Wilson had violated, but he allowed him to get aboard. The next day he reached Dearborn, Michigan, where he met Henry Ford.



During his stay with the great industrialist, K.R. demonstrated what his tools would do and a bargain was struck which united KRW tools with the Ford Empire. Through all these years, K. R. had the invaluable advice and technical skill of his brother, Frank C. Wilson, and of Grant Sillman.

Images Behind Us





(Mark and Carole continued)

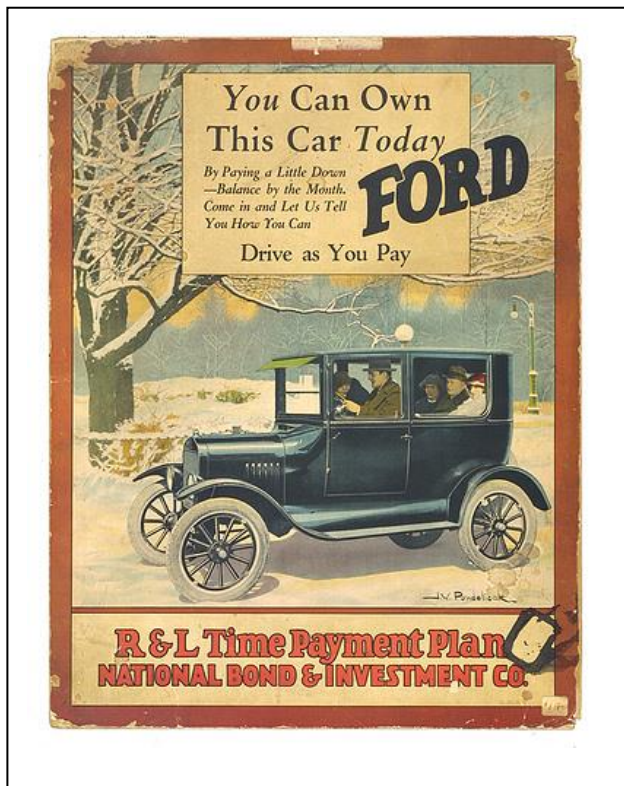
At this point we decided to finally have an engine professionally rebuilt (would you believe \$225 outright) and after we installed it (without the aid of any lifting and device!) we finally had a reliable Model "A" and started making plans for our first really big Model "A" adventure, a trip to the Model "A" National Meet in Indianapolis, Indiana. We took 16 days out and back, and traveled over 1600 miles with only minor repairs, taking in two other shows along the way and seeing the sights. Our Model "A" received a national prize, the roughest car driven to the meet, we even got our picture in the National magazine with all the perfect A's.



We bought our second Model "A" in 1969, a '31 cabriolet in very rough condition - restoring it has been a lifetime project - hopefully we'll get it done before I'm too old to drive it. We have been members of both National "A" Clubs for over 50 years, and our current collection includes 7 Model "A's", the old faithful Tudor, a '31 Standard Phaeton, '29 Pickup, two '31 Cabriolets, '31 slant windshield Town Sedan, and a '29 Murray standard Fordor. Yes, I do have a thing for '31s - the '29 Pickup is Carole's Model "A". We also have three 70s era VW bug convertibles, a 1930 Studebaker, and a very low mileage '79 Mercedes 300 SD Turbo.

We like touring best, and have enjoyed touring to various Model "A" National meets in Toronto, Buffalo, and 3 times to Detroit as well as that first Indy meet, and have driven the Model "A" to all the above. We also participated in the National Tour in Charlottesville, Virginia, with several other members of our club.

This has been a lifetime hobby that has resulted in friendships with many great folks both in this area and around the northeast.

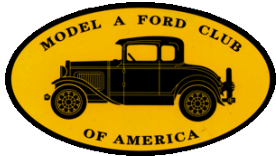




SULLIVAN TRAIL A'S: <http://sullivantrailas.com/membership/>



MODEL A RESTORER'S CLUB [MARC]: <http://Model-a-ford.org/join/>



MODEL A FORD CLUB OF AMERICA [MAFCA]:

https://mafca.com/cart/index.php?mafca_new_member=yes

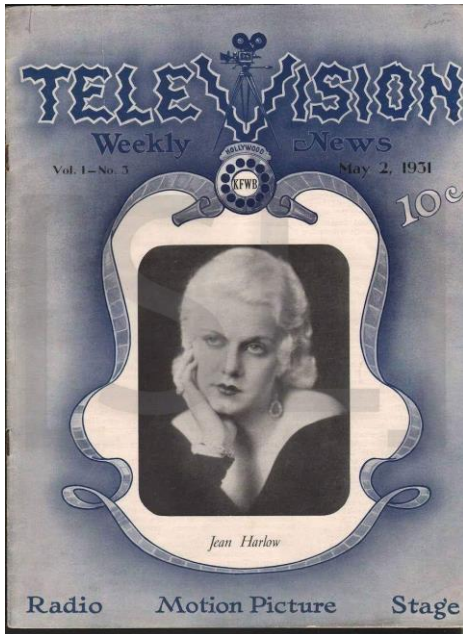


MODEL A FORD FOUNDATION [MAFFI]: MAFFI:

<http://www.maffi.org/WContent/Membership.html>

Benefits of membership in a car club:

- ✓ New friends & fellowship
- ✓ Increased knowledge
- ✓ Activities like tours, picnics, car shows
- ✓ Great magazines & newsletters
- ✓ Tire kicking



Seen on a Sullivan Trail A's Fall Foliage Tour years ago, probably before our Club was formed and we were born....



Ford's River Rouge Plant: Construction began on April 1, 1917 and 10 years later the facility contained 93 structures, 90 miles of railroad tracks, 27 miles of conveyors, 53,000 machine tools and 75,000 employees. By 1930 River Rouge employed 100,000 people in 93 buildings. Steel, engines, rubber tires, glass, plastic—everything needed to make a car was manufactured on site before moving to the assembly line. Raw materials from across the United States and South America went in one side, and cars came out the other. At peak the River Rouge plant turned out a new vehicle every 49 seconds.