



The Grapevine



January - February 2016

Temecula Valley Ford Model A Club

Volume 18 - Issue 1



HAPPY NEW YEAR 2016

From the new Editor - Dan R. Cheatham II

Well it looks like I volunteered. That's a first for me, but it does give me the chance to practice my journalistic skills. It also gives me the chance to do this the way I would like it. For starts, the new newsletter retains the format in which it was previously published, ...with just a few modifications. One slight modification is era authenticity. I have chosen typefaces that were utilised in the period of the Model A (details on page 4). A second modification is that the Grapevine will be published bi-monthly instead of monthly due to my family and professional time constraints and to allow me to get used to a regime of compiling and creating a newsletter with enough interesting content to make reading it fun. So, bear with me. I hope to fulfill all expectations. I am open to all suggestions, input and additions which will serve to make your new newsletter worth your while!

New Years Tour 2016

by Ted Iverson

Happy New Year! Thanks to Rudy and Lori Perez for yet another great New Year's Day adventure. The weather was gorgeous. We left the Temecula Shell station at the end of Front Street a little after 9:00 with 13 Model A's with a few other vintage vehicles as well as a few moderns and travelled south to the Oceanside area, enjoying the scenic back-roads. We picked up the southern contingent of 5 Model A's at the Reche Road junction with Mission Road, south of Rainbow; this brought the total number of Model A's to 18! Our destination for the day was the home of Bruce and Jeannette Howe and their collection of cars (mostly panel vans), yard art and many other odds and ends.

(Continued Pg. 2)



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(New Years Tour 2016 continued from page 1)...

It was very interesting for both the men and women. After spending time with the Howes and learning of their collection as well as some history of the area, we travelled back up through Fallbrook and ate lunch at Denny's; lunch for 40 please! It was a bit hectic, all of us waiting in the lobby while they made space for us. As of Denny's, no one had broken down or run into trouble, so as far as I know, the Chicken remains in the possession of the Porch's. For all those that missed the tour, we hope you'll be able to come next year!



Upcoming Group Tours

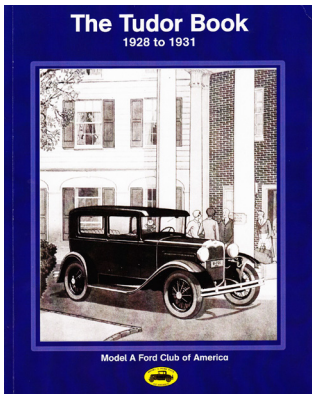
Tour	Leader RSVP	Start or Goal Location
Feb 13 - Take Your Honey to Brunch	Lori Perez	So. Old Town Temecula US Flag
Mar 5 - Tech Day / 9:30am - 4:00pm	Lori Perez	Lake Mathews / Perris
Apr 14-17 - CCRG Central California Regional Group	Larry Beel	Clovis, California
May 28 - Picnic @ Lawrence Welk Resort (Pot Luck)	Bill Lieber	North of Escondido off 15
June 19-24 MAFCA National Meet	Larry Beel	Loveland, Colorado
July 4 Independence Day Fireworks	Ron Hull	Temecula (Lutheran Church)
Sep 10 - International Model A Day		

Upcoming Swap Meets and Gatherings

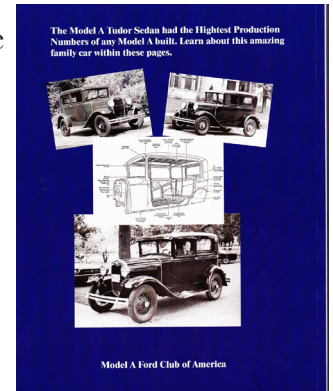
Meet	Location	Notes
Jan 30-31 50th Annual Swap Meet Modesto Area A's	Turlock, CA	MAFCA
Feb 26, 27, 28 - 50th Annual Big 3 Swap Meet	San Diego Qualcomm Stadium	Larry Beel
Mar 29 - Pala Mesa Golf Resort Car Show & Swap Meet	Fallbrook (off the old 395)	

The Tudor Book 1928-1931 - A short review by Dan R. Cheatham II

In the September 2015 Issue of "The Restorer" magazine MAFCA/MARC announced a new publication "The Tudor Book". There was not much in the announcement about its content but I was interested, so I asked Santa for the book. He delivered! As I am a stickler for stock cars I was very pleasantly surprised by the book's scope. It concentrates on the



sedan of the years 1930-31, while discussing some details which differed on the 1928-29 models. The book is specifically for those wanting more knowledge of the original Tudor Sedans and the "how to" of the restoration of many key items associated with the original body form. Almost nothing is discussed about the motor or mechanics of the vehicle. Rather, the book is a compilation of previously published articles and information surrounding all aspects of the Tudor **BODY** form. After the abbreviated historical introduction of the Tudor the book concentrated thereafter on restoration. Chapters include: Body, Top, Paint, Interior Trim, Doors - Handles Keys Regulators, Wiper, Riveting and



Tools. For instance the chapter 'Body' includes gas tank removal, locating and installing body blocks, installing fender wells, applying body solder, and a great article about aligning the hood. I found the hands-on methods of interior material installation and headliner insightful. I have already used the book to check the door handles and wiper motor on my '28 for authenticity. There are a few "Tudor Stories" at the end of the book but seemed to be added as an afterthought. So for whom is this book designed? Hands-on Restorers. It **IS** a technical manual for those involved in the restoration of a 1930-31 Tudor Sedan. It is **NOT** about the marketing or development history of the Tudor or about Ford Industries production of the vehicle. Although it doesn't deal much with my 1928 Tudor directly, the techniques discussed are generally applicable to all Model A restorations, I am glad Santa gifted it to me!

Rudy's Tech & Tour Tips - by Rudy Perez

Today's article deals with your electrical systems. I have noticed that not all of our cars are fused. Ford did not put any fuses in the Model A. Due to 'shaving' caused by the shake of the vehicle, wires commonly become bare and short out resulting in burnt wires, electrical problems and drained



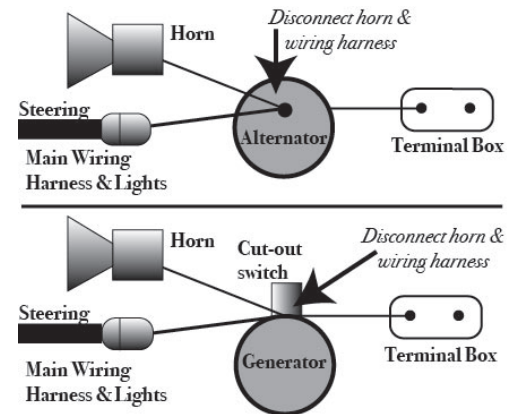
batteries. The best solution is to install a 'Fuse Mount Assembly', sold through the Snyders and Bratton's Catalogs. The assembly mounts directly to the side of the starter using the existing screws. Even the 'MAFCA Judging Standards' allows for this sensible addition. It will save your wires and stop the drain on your

battery. When not using your car you simply remove the fuse and thus disconnect your battery from the rest of the system.

OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
ANTIQUE CAR ADS	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Rudy's Tech & Tour Tips - by Rudy Perez - Continued

When something is shorting out somewhere and causing your battery to drain or even your car to stop running altogether you need to diagnose your electrical problems. Easiest start is to divide the two parts of your electrical system. Remove the two wires from the back of your alternator or generator-cutout switch leading to your horn and the main wiring harness. Leave only the wire leading to your terminal box. This reduces everything down to the basic wiring of your ignition system. Run your car now. If the problem persists you now have less to check. If the fault is on the ignition side of the electrical system it is usually to be found in the ignition switch (90% of the time). From here one can work backwards with the horn and then the lights.



Bodoni, Caslon, and Broadway engraved

By Dan R. Cheatham II - Editor

I was in middle management as a product manager in marketing at the headquarters at Linotype-Hell AG, known back in the day only as Linotype and famous for their hot lead 'line-of-type' typesetting machines used in newsprint and other typesetting applications. These machines were the defacto standard for all print back in the 1920s and 1930s. I believe that a newsletter dedicated to vintage Ford Model A's should also reflect a picture of those times in some form. For this reason I have chosen three typical typefaces common to the period: 'Bodoni (Oldstyle)', 'Caslon' and 'Broadway engraved'. As the newsletter develops I will add a few more, where appropriate, and relay to our readers the history of these period typicple 'type-faces'.

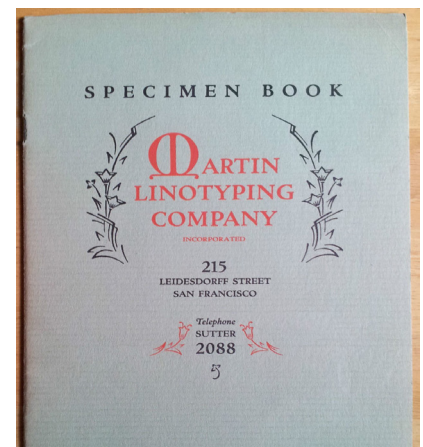
*These images are from a Linotype specimen book dated September 1928
It includes both Bodoni and Caslon.*

Behind each 'font' as we call it was a man who had dedicated his life to the development of these scripts:

- **Giambattista Bodoni** – born 1740 in Saluzzo, Piedmont, Italy, died in Parma, Italy, he was an engraver, type designer, typographer, printer, publisher. The typeface saw a few variations over time but was well accepted in newspaper print during the 1920s-30s.

- **Willian Caslon I (1692-1766), W.C. II (1720-1778), W.C. III (1754-1833), W.C. IV (1780-1869)** All were type designers and type foundry owners, and all developed and controlled the Caslon type family, which stayed in the family until 1837 when Blake Garnett & Co took over operations. We are using the Adobe iteration of this typeface.

- For "key lines" and headlines I have chosen 'Broadway Engraved', a truly Model A era font! Broadway was originally designed by **Morris Fuller Benton** in 1927. **Sol Hess** added a lowercase version in 1929 as well as the famous "Engraved" version in 1928 for Lanston Monotype. Broadway became the classical iconistic "Art Deco" typeface of the period.



MARTIN LINOTYPING COMPANY INCORPORATED	
LINOTYPE FACES	
	PAGE
Old Style No. 3	2-3
Old Style No. 1	4-6
Bodoni Book	8-9
DeVenne	10-11
Modern with Gothic	12
Lining Gothics	13
Old Style Antique with Italic	7
Cheltenham	14
Caslon	15
Typewriter	15
Borders	16

September
1928



January - February 2016 Featured Member Car

Dan and Miriam Cheatham's car is a December 1928 Model A Tudor Sedan. Dan inherited the car from his father in 2013. His father bought the car back in 1992 in Oklahoma but was told that the car was originally from New Mexico. It is an older restoration from the late 1950's but still with much of its original stock parts. The interior is all hand made leather. Currently Dan is planning the overhaul of the motor as it is a 'tired old lady' right now and not running reliably.

New Members

We welcome to our club: Ed & Caroline Constante, Rudy Luma, & Lonnie Williams

Member Birthdays & Anniversaries

Birthdays

1/1 Lou Schweizer	2/2 Joy Lieber
1/5 Patricia Campbell	2/8 Tom Spurlin
1/20 Susan Hull	2/17 Phyllis Bennett
1/21 Bobbie Whipple	2/18 Lonnie Williams
1/23 Dorothy Allen	2/23 Ben Iverson
1/28 Sheila Saxman	2/25 Wayne Brekke
1/30 Judy Spurlin	2/26 Valorie Sparks

Anniversaries

1/17 Joe & Jan Baltikauski
1/21 Bob & Joyce Grieb
2/9 Bill & Joy Lieber

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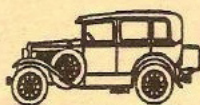
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Thank You's

First we would like to extend a thank you to Bill and Cynthia Lazaris for inviting us on short notice in December to come and view their collection of movie memorabilia and have a little Christmas-time cheer.

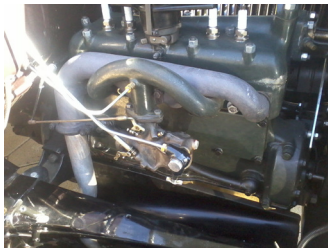
MAFFI - We are also happy to announce that our club is now a member of MAFFI (Model A Ford Foundation, Inc) and thank the foundation for their generous membership. We donated a brick to their foundation this last year and we will now be receiving their magazine and mailings as part of their membership gift. You can read more about the foundation online at www.maffi.org



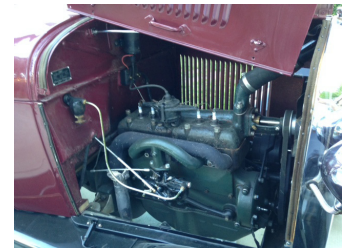
Classifieds

- * Original-style Club Jacket for sale. \$30 Never been worn! Contact **Joe** at (951) 698-9462
- * Original Model A Parts for sale. Contact **Jay Smith** at (951) 679-8086

*1931 Steel Back Victoria - Murry Body - New Restoration
12 volt electrical, 16" wheels / whitewall tires / trunk
Super clean car \$ 25 000 - CONTACT: Rudy Perez



* 1928 Ford Roadster
Car is great shape and runs great. \$ 22000
CONTACT: Sam Clineff (714) 335-6042



COME JOIN US!

Monthly meetings are held on the **third Thursday** of each month (except in December)
7:00pm at Richies Real American Diner
40651 Murrieta Hot Springs Rd.
Murrieta, CA 92562

TEMECULA VALLEY MODEL A CLUB
P. O. Box 542
Temecula, CA 92593

PLEASE VISIT OUR WEBSITE AT:
temvalas.org

ABOUT US

The **Temecula Valley Model A Club** was established in the year 2000 and with an emphasis on touring, has steadily grown into a group of Model A enthusiasts who never miss an opportunity to get out and drive these wonderful old cars. Whether just going for ice cream or across the country, you're invited to join us in celebrating the fun and friendship Model A's always invoke. Membership is \$15 annually and is open to anyone with or without a Ford Model A. We are a chapter club of the MAFCA (Model A Ford Club of America) therefore a MAFCA membership is encouraged.

Contributions or Photos?

Our club thrives on information, both historical, curious and modern. Help us in providing you with an up-to-date and informative news source of our wonderful car club! Send photos, events or articles to Dan Cheatham, Editor at: dan@dancheatham.com