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January 2021

ISSUE 1

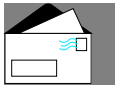
### CLUB OFFICERS

President ..... Martha Colquhoun  
 Vice President ..... Kevin Nelson  
 Secretary ..... Tina Chircop  
 Treasurer ..... Carol Hansen

### BOARD OF DIRECTORS

Keith Collins ..... Wally Nicolau, Sr.  
 Sharon Ott ..... Dan Sciabica  
 Stratt Riggs ..... Linda Weaver

Send Vibrator Correspondence by  
 the 23<sup>rd</sup> of the month to:



Faye Hill  
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 Patterson, CA 95363  
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 e-mail: fhhd@gvni.com



### COMMITTEES

Club House Cleanup.... Thorai and Rosemay Kenner  
 Club Merchandise..... Kevin Nelson  
 Coalition of Calif. Car Clubs ..... John Carvalho  
 Fashions ..... Teresa Gissible  
 Good Guy Award ..... John Carvalho  
 Hard Luck..... Wally Nicolau  
 Historian..... Stan Braden  
 Hubley Cars ..... Joe and Debbie Gonsalves  
 John and Dolly Terra  
 MAFCA and NCRG..... Bob and Sharon Ott  
 MAFFI and 50/50 Drawing ..... Stan Braden  
 Mileage and Attendance..... Janis Martin  
 Name Badge Drawing/Raffle ..... Vada Terpstra  
 Christmas Raffle..... John and Nancy Carvalho  
 Outstanding Member .....  
 Photographer..... Jim and Marci Schellman  
 Publicity ..... Barbara Collins  
 Refreshments ..... Steve and Brenda Smith  
 Roster ..... Linda Mahnke  
 Truck and Property Custodian ..... John Terpstra  
 Scholarship..... John and Nancy Pimentel  
 Scrapbook..... Marci Schellman  
 Sunshine ..... Jo Ann Bledsoe  
 Swap Meet Chairmen..... Wally Nicolau,  
 Strat Riggs, and Al Colquhoun  
 Swap Meet Registration ..... Tim and Jenny Nicolau  
 Swap Meet Treasurer ..... Donna Nicolau  
 Technical Director & Safety..... Keith Collins  
 Tours..... John and Mary Anne Nixon  
 Vibrator Editor ..... Faye Hill  
 Website..... Faye Hill

Some jokes, pictures and other information are obtained from other publications. We would like to thank these publications for sharing this information. We are glad to share any articles in our newsletter that would be of interest to other clubs providing proper credit is given.

## President's Message



HAPPY NEW YEAR GREETINGS TO ONE AND ALL!!

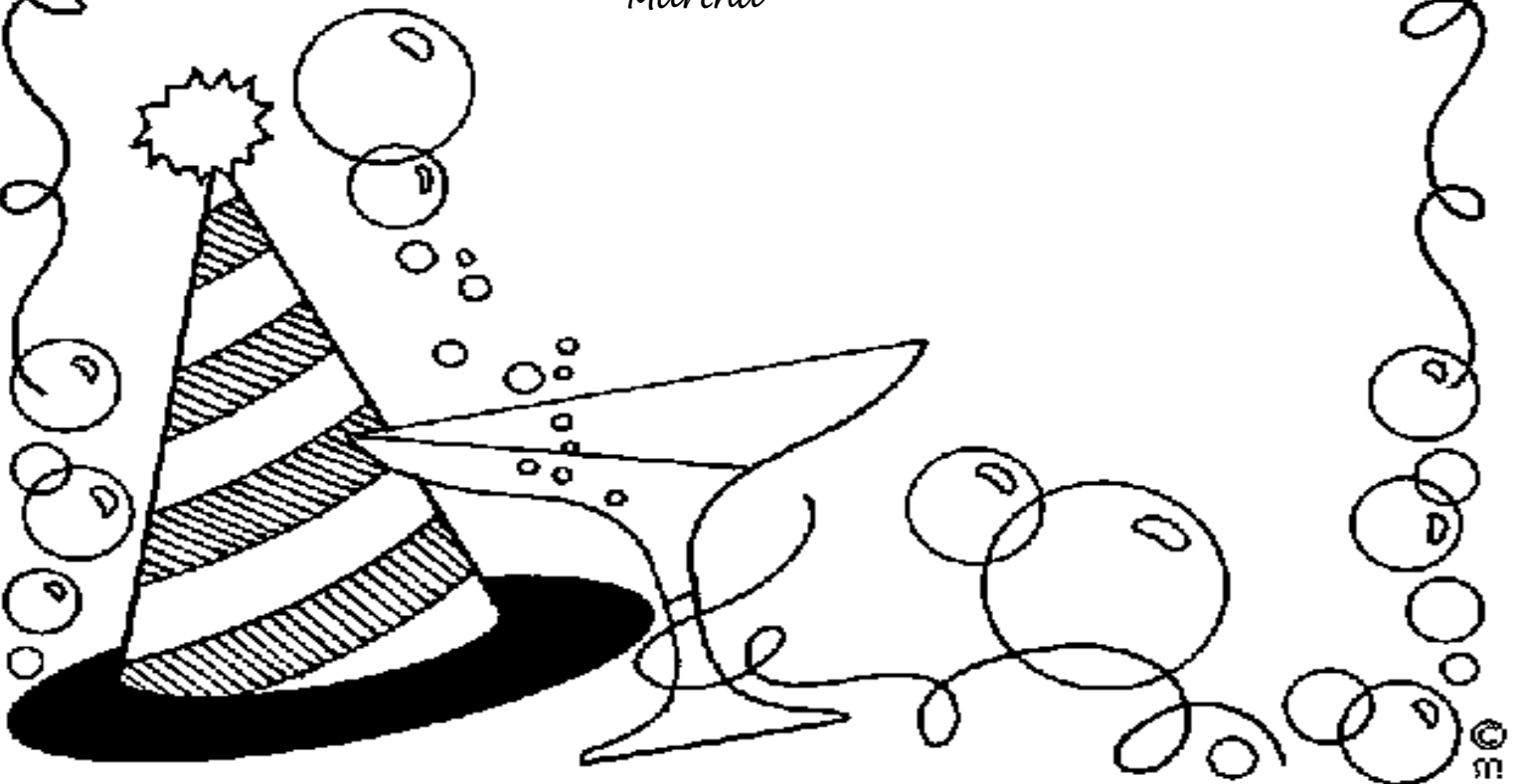
I am sure ready for some Model A Fun in 2021!! I hope we will be able to meet, tour, and see each other in the coming year. In the mean time, keep on keeping on...stay healthy and keep in touch with your family and friends.


We have had a very blessed holiday season, and trust you have had your share of blessings too. I know this has been a rough time for our members who have lost loved ones, so please keep them in your thoughts and prayers. Keep those cards and calls going out.

Al has been working on our car, and I have been busy too, so no driving lesson in December. Still need those freeway miles.

Keep Rolling,

*Martha*



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<div>2021</div> <div>January</div> <div>2021</div>						
				2	3	4
5	6	7 Washington elected 1 <sup>st</sup> president, 1789	8	9	10	11
12	13	14		16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Trains don't wander  
 All over the map  
 'Cause nobody sits  
 in the Engineer's lap  
 Burma Shave

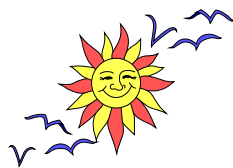
# Club News and Information



January 7..... Joe Ott  
 January 8..... Leroy Stanton  
 January 16..... Gary Bundgard  
 January 21..... Dave Sundry  
 January 21..... Dolly Terra  
 January 25..... Bob Ott  
 January 28..... Richard Chircop  
 January 30..... Stan Braden  
 January 30..... Barbara Collins  
 January 30..... Jim Kriesie



January 7..... Jack and Jean Hanney  
 January 15..... Alan and Martha Colquhoun



## Sunshine

by  
 Jo Ann Bledsoe

Happy New Year from the Sunshine Corner.

Betty Eberwein fell and injured her right knee and then on November 17 had knee replacement surgery and has a lady who stays with her as she is recovering. This is a slow recovery and has home therapy weekly. She is unable to drive and cannot wait to get back in the driver's seat.

Patty Ecker still has back pain, but is much better and able to get around.

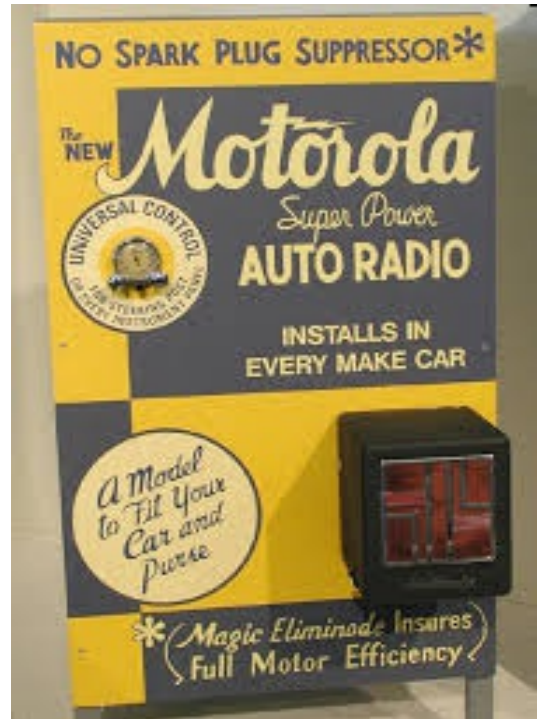
John and Mary Anne Nixon and their daughter Elizabeth as well as Mike, Gwen Shultz and their son got Covid. Mike went back to work December 19th, but Gwen and their son were still not feeling well. John is doing ok, but Mary Anne and Elizabeth were still not completely well.

Gail Waters is still doing radiation treatments five days a week with nine more treatments to go for tumors in the neck area. She feels really tired but is able to drive herself to the treatment center.

Mary DeKasha has moved in with her son and resigned from the club.

On the brighter side Ebbie DeWilms became a Great Grandma to Carson weighing in at 9 lbs 4 oz on September 25<sup>th</sup>.

Take Care, be Safe and Happy 2021



*Advertising, as on this car radio demonstration vehicle in 1932, helped to make Motorola a familiar brand name.*



## The Invention of the Car Radio

As William Lear and Elmer Wavering took their girlfriends to a lookout point about the Mississippi River town of Quincy, Illinois, to watch the sunset, one of the women suggested that it would have been even nicer if they could listen to music in the car. The idea took root in the men's minds and since they had tinkered with radios (Lear served as a radio operator in the U.S. Navy during WWI) it wasn't long until they were taking apart a house radio and figuring how to make it work in a car. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation.

Galvin needed a new product to manufacture and when he met Lear and Wavering he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. The next step was to get a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Nice try, but half an hour after the installation the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked — He got enough orders to put the radio into production. That first production model was called the 5T71.

It was clearly decided it needed something a little catchier. Back in the day, many companies in the phonograph and radio businesses used the suffix "ola" for their names — Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. And it all started with the car radio, suggested by a woman!

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.



**Paul Galvin**



**Elmer Wavering**



**William Lear**

## Era Fashion News . . . From Teresa Gissible

Happy New Year Everyone! New Year, New Start. Boy, was I happy to see 2020 pass. The Nothing Year. No meetings, no events, no toilet paper.

There is some new news in Era Fashions. The Era Fashion committee has created a website for detailed history of the fashion committee visit [www.mafca.com/downloads/Fashions/How It All Began.pdf](http://www.mafca.com/downloads/Fashions/How%20It%20All%20Began.pdf) on the MAFCA website. Also, now there is a Facebook site go to <https://tinyurl.com/MAFCA-EFCFacebook..> There you'll find the most interesting fashion finds. Did you know that in 1928 *Saturday Evening Post* some swimsuits featured Talon fasteners (zippers)? You'll find a treasure trove of Women's knitted golfing attire, leisure shoes to wear at home and wild print on men's ties. Check the Facebook page for more great information.

We also have a new Era Fashion Judge. A gentleman, Perry Jones of Texas. Now, there are three male judges in the line up of ladies. Plus, Sylvia Butler who has already had an article published in *The Restorer*. Now, some sad news. Lynette Maricone is stepping down from *The Restorer* Era Fashion editor. Her knowledge will be deeply missed.

Update your Era Fashion Guidelines Book. Gloves without gores are now approved for fashion judging. See the updates at [www.mafca.com](http://www.mafca.com) article "Never Leave Home Without Them" written by Diann Eason.

Finally, the article from November 2019 written by Peggy Gill titled "The Color of Fashion in Your Model A World, Color Dictionary and Color Table". This is an excellent article regarding colors of the Model A era. Peggy did an outside job of researching all the colors. It covers a great deal of information regarding colors, prints, and patterns. I think it is a must have in your resources. I'd print it out for you, but it's 11 pages of vital information. Great source when shopping for your next Era outfit. Find it at [www.MAFCA.com](http://www.MAFCA.com). Thanks Peggy Gill



Now, something fun. I found this photo on the internet. This is Maria Jose Belgium Clater, Queen of Italy, in Egyptian costume of the 1920's. She looks like she just walked out of Nefertiti's sarcophagus.. The discovery of the Pyramids and the opening of the tombs had a huge effect on the fashion industry. It was adapted to everything from jewelry, garments even shoes. Don't you love her outfit. It's difficult to tell the length of the dress to date it. Notice her shoes with the embellishments with the ankle bracelet. Love the fan too, is it a musical or theater performance. Looks exciting...?





## Simple Tech Talk by Keith Collins

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I thought this article by Tom Endy would be of some help.

### A Broken Rear Axle Shaft

by Tom Endy

#### **A repair made on the car without removing the rear end:**

It is not unusual for a Model A Ford to suffer a broken rear axle shaft. When it happens the break is usually right at the key slot, and it is definitely a show stopper. Many Model A Ford enthusiasts know how to remove the rear end from the car and completely disassemble it. If you restored the car, you probably had the whole works apart at one time. But, if all you want to do is replace the broken axle shaft, you don't have to remove the rear end from the car and you don't have to completely disassemble it. There is a short cut that can be taken if you are sure that the fault is limited to only a broken axle shaft. This article will describe how the axle shaft can be replaced with a minimal amount of disassembly.

#### **Preparation:**

You will need a good safe spring spreader, a hub puller, a jack, and a set of hardy jack stands. Drain the oil from the banjo. Do not remove the floor boards or disassemble the U-joint housing. Jack up the rear of the car and set the frame on the jack stands just forward of the axle housings. Leave the jack in place supporting the banjo, but slightly to the right so that it will clear the edge of the left axle housing. Remove both rear wheels and both rear brake drums (you will need the hub puller). Be sure to remove both axle shaft keys. Do not do any more disassembly to the right side (passenger side) of the rear axle.

#### **Disassembly on the car:**

Insert the spring spreader and remove only the left (driver's side) spring shackle. Remove the left shock arm and both left brake rods from the left backing plate. Unbolt the left brake rod anti rattle springs from the radius rod. Remove the left rear radius rod by unbolting the two forward bolts at the left backing plate and by removing the nut from the bolt up at the front of the torque tube where both radius rods are held together. This is why the nut is supposed to be on the left side of the torque tube and the bolt head on the right side. Lower the jack slightly to clear the left axle housing away from the rear spring. Remove the ten bolts that secure the left axle housing to the banjo. Pull the left rear axle housing clear of the car with the backing plate still attached to it. With the left axle housing removed, pull the entire axle shaft and differential assembly out of the rear end housing. Both right and left axle shafts, the carrier assembly, and the ring gear will come out as a complete assembly. Take the assembly to a work bench and disassemble the carrier to replace the broken axle shaft.

#### **Disassembly of the carrier:**

Center punch both halves of the carrier so that you can reassemble it exactly as it was. Remove the safety wire and the 9 carrier bolts and nuts. Remove and replace the damaged axle shaft. Reassemble the carrier assembly just as you took it apart. Torque the carrier nuts and bolts to 30-35 ft. lbs., and reinstall safety wire. The carrier assembly is ready to be reinstalled in the axle housing.

#### **Axle shaft oil seal replacement:**

At this point of the disassembly both axle shaft seals can easily be replaced if desired. Reach in the hub openings of both axle housings with a long screwdriver and knock out both of the old seals. A special seal installation tool that screws onto a length of pipe will be required to install the new seals.

### Banjo gaskets:

It is important to take special note of the quantity and total thickness of gaskets that were installed between the left axle housing and the banjo. If possible, measure the total thickness with a micrometer. It is extremely important that you reinstall the left axle housing with the same total thickness of gaskets. The total gasket thickness determines the carrier bearing preload and ring and pinion backlash that was set (if it was) the last time the rear end was overhauled. If you only install a single .010 gasket back on the left side, the carrier bearing preload may be too tight and you chance burning out both carrier bearings when you are back on the road.

### Reassembly of the rear axle:

Reinstall the axle shaft and differential assembly back into the banjo and right axle housing that is still attached to the car. The ring gear should be toward the left side of the car. Make sure that the ring gear is properly engaged with the pinion gear before you reinstall the left axle housing. Install the proper thickness banjo gasket on the left side of the banjo and install the housing (the left backing plate is still attached). Torque the ten banjo bolts to 30-35 ft lbs. Reinstall the left radius rod to the backing plate and connect it to the bolt and nut at the front of the torque tube. Reinstall the rear spring to the left axle housing and insert the shackles. Install the two shackle nuts, but only snug tighten them. The shackle bar must have some amount of movement. Install cotter pins in the shackle nuts. Reinstall both left rear brake rods and the shock arm. Reattach the brake rod anti rattle springs. Remove the spring spreader.

### Finish:

Install new axle shaft keys on both sides to preclude breaking another axle shaft. Install the brake drums and torque both rear axle shaft nuts to 90-100 ft lbs. and install the cotter pins. Install both wheels and torque the lug nuts to 60 ft. lbs. **Remember to put oil in the banjo housing.**



## News of the Past

### 50 Years Ago - January 8, 1971

Pres. Jim Bergamaschi called the meeting to order at 8:00 p.m. in the M.I.D. Building. Jim Mankin was introduced by Gene Jamison.

Hank Welch reported that the body work on the club truck will soon be started.. Volunteers are needed!!!

A new committee chairman "Point Chairman" has been started. Everyone gets points for doing something for the club and at the end of the year the one with the highest points is given "The most Valued Member of the Club" award.

Dick Braden reported on the up coming Snow Tour. Marshall Lewis reported on the Swap Meet.

Hank Welch and Jim Bergamaschi will meet with the Delta Chapter at the Swap Meet to discuss to form a judging committee for the regional group.

It was voted to make Louie and Florence Santos along with Bob Lange honorary members of the club.

Joe Stewart of the Northern CA Round-up Comm. asked for a discussion where it should be held on Memorial Day. After a lengthy discussion it was voted to leave the decision up to Joe and the president.

The meeting was adjourned. The cookies tasted good after all the business. Opal Hattendorf, Sec./Treas.

### 25 Years Ago - January 12, 1996

President Ron Crum called the meeting to order after dinner. Harold and Faye Hill were introduced by Elroy Eberwein and welcomed as new members. Guests announced before dinner were Judy O'Sullivan by Earl Heath, Ellen by Marshall Lewis, Dotty Shaffer by Joe Curry, Bud Braden by son Stan, Evelyn by Hank Welch, past presidents Vern Souza and wife Betty, Dick Braden and wife Tess, Joe Stewart and wife Bobbie, and Gladys Cerutti, wife of past president Ole Cerutti. Niclolle and Shaunda, Crum's granddaughters were present.

Mary Woolf, Linda Farrow, Ebbie DeWilms, Nance Carvalho and Linda Weaver were thanked for arranging the Club's 35<sup>th</sup> Birthday dinner.

Dan Daek reported that a detailed time schedule of Swap jobs will be mailed to all members. Robert Stoddard said that he was doing the registration next year.

Roland Barber said there will be a clutch seminar. Stan Braden said that we will follow the first original tour but in reverse this year.

Jim Monaco inquired how the newsletter got its name. Alex said that Louise Nelson suggested we name it the "Vibrator" as that is how it drives down the road. This was about 1965.

The Club received 1<sup>st</sup> place and \$100 from the Christmas Parade. It was decided to donate the \$100 to

the Alzheimer's Organization.

Stan Braden agreed to be the club's historian and organize "Restorers" given to the Club by past president Jim Bergamaschi. Linda Weaver, Secretary

### 15 Years Ago - January 13, 2006

Pres. Jack Adams called the meeting to order at 7:35 p.m. at the Empire Community Center in Empire after a dinner prepared by Netos. A moment of silence was observed for Frank Herger and Linda Farrow.

Introductions by Dottie Shaffer of Nelson Dejong, by Jerry Lutterman of Cliff Glidden (1<sup>st</sup>), Walter Brandhorst of Terry Baker and Jean Sutherby of son Jerry and grandchildren.

Paul Gissible presented Past President Bonnie Weber with a framed gavel and she presented the 2006 officers and board members with name tags.

Elroy & Betty Eberwein announced the following activities: Feb. - workshop and NCRG meeting at Crums and Ripon Almond Blossom Parade (Coelhos), Mar. Workshop at Crums & Crab & Steak Fee, Livermore (Waters & Webbers), April - show at Half moon Bay Airport (Gissibles).

Jan Lutterman announced that Ernie Oletta had a kidney removed, Frank Herger passed away, Elroy Eberwein had cataract surgery, Stu & Suzie Slattery's 18 month old grandson passed away, John Medeiros had surgery and Elsie had a heart attack, Linda Farrow passed away. Leonard Kaiser is doing fairly well and Chrissie Mahnke had surgery on her right elbow.

Jerry Lutterman said the new work schedule is posted for the Swap Meet. Club member should wear club jackets or vests.

Depositions will be taken from Jerry Lutterman, and Bo Eckert concerning a Swap Meet accident. Jack will getting a room for this to be done in.

Meeting adjourned at 9:07 p.m.

Gail Waters, Sec.

**Modesto Area A's  
General Meeting-Audio  
December 11, 2020**

President Martha Colquhoun called the General Meeting to order at 7:11 P.M. by telephone via Zoom. There were 40+ members in attendance.

Martha asked us to observe a moment of silence in the passing of Harold Hill. Martha acknowledged all birthdays and anniversaries for the past six months.

**Minutes** submitted by Elizabeth DeWilms for the June 12, 2020 General Meeting stood approved.

**Correspondence:** Carol Hansen reported that there was none.

**Treasurer's Report:** Carol Hansen said everything is paid up to date and confirmed to Stan Braden that MAFCA dues are also paid.

**Membership:** Tonight is Mark and Michelle Hill's official date of membership. Welcome!

**Old Business:** We made a \$500 donation to Good Samaritans. There will be no toy donation this year; please donate to your favorite charity.

**New Business:** Our meeting place on Woodland in Modesto is secured. Terry Boone confirmed this and does not want money to secure it. A revised 2021 Budget was sent to all this week. Because we have no Swap in 2021, this budget will take care of fixed expenses and still have about \$50,000 startup money for a future Swap. There will be no new roster for 2021. The Vibrator will be emailed with the exception of five members who will get printed copies mailed to them, commencing January 2021. In regards to the dues on the revised budget, Martha said if we can't have a Swap 2022, we may revisit our Club paying our dues in the fall of 2021. Stan Braden spoke of a Gilmore anniversary event in 2021. The vote for the 2021 Budget of \$38,450 passed, with approximately 30 voting in favor and 0 opposed.

The meeting was adjourned at 7:49 P.M.

Respectfully submitted,

Tina Chircop  
Secretary