

President's Message

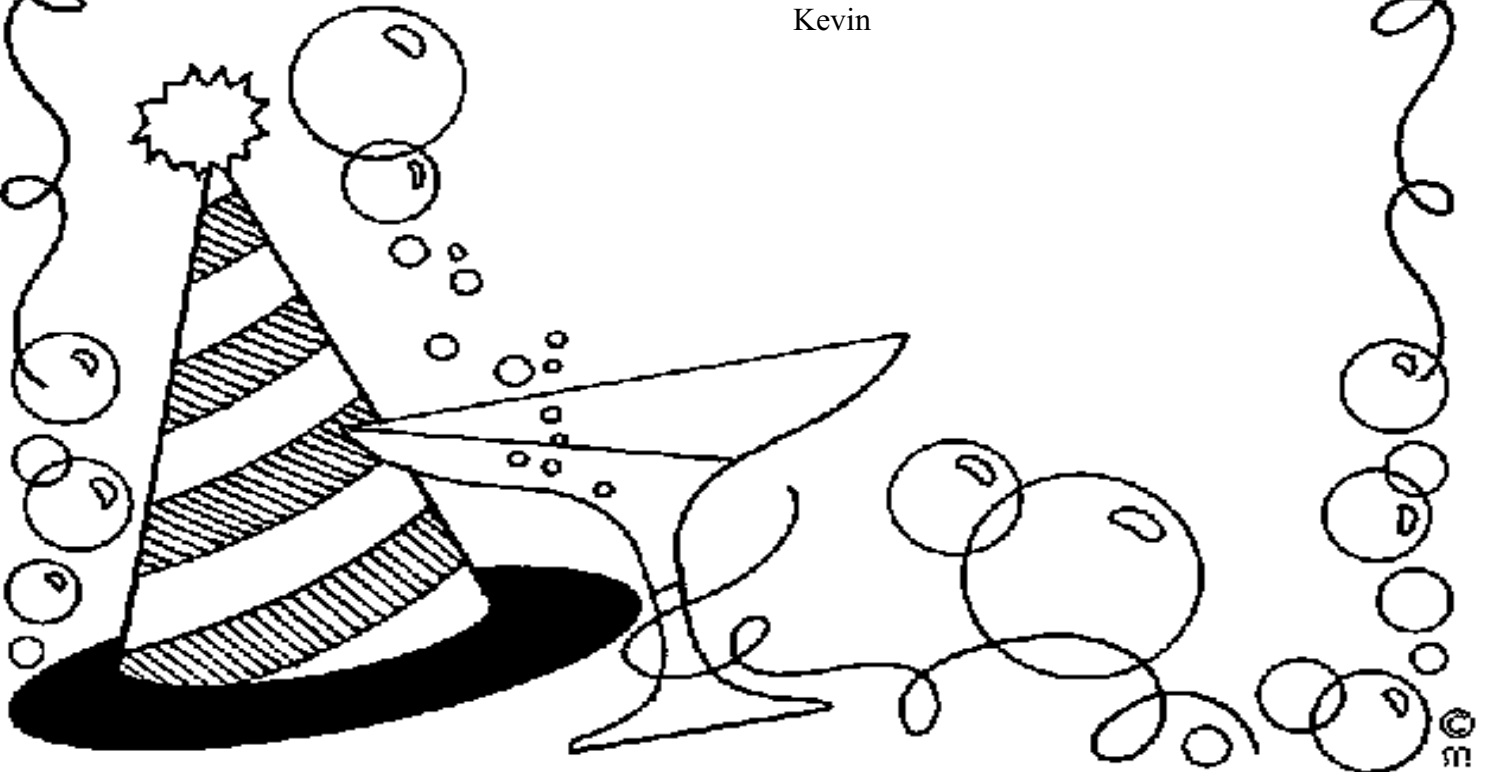


HAPPY NEW YEAR!

I can actually say that with some conviction this year. I'm not sure if I even uttered those words last year and if I did I wasn't sincere about it. I believe at this point the worst is behind us and I am looking forward to what I think will be a very fun year for the club. If you have any ideas for a tour you think the club might be interested in, please bring it up with the tour director.

With what has turned out to be a very stormy end of December, let's keep our fingers crossed for at least one dry weekend in January. (and I think we all know which one that is) As I mentioned at the Christmas party, if you can recruit a family member or friend to help out, that would certainly be appreciated. In the meantime, let's get those Model A's tuned up and roadworthy so we can get back to what we do best, having fun.

Kevin



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<div>2022</div> <div>  </div> <div>2022</div>						<div>1</div> <div>  </div>
2	3	4	5	6	7	8
9	<div>Board Meeting 7:30</div>	11	12	13	<div>Regular Meeting 7:00</div>	15
16	<div>  </div>	18	19	20	21	22
23	24	25	26	27	<div>Swap Meet</div>	<div>Swap Meet</div>
<div>30</div> <div>Swap Meet</div>	31					

Club News and Information



January 7 Joe Ott
 January 16 Gary Bundgard
 January 21 Dave Sundy
 January 21 Dolly Terra
 January 24 Lorna Cook
 January 25 Bob Ott
 January 28 Richard Chircop
 January 30 Stan Braden
 January 30 Barbara Collins
 January 30 Jim Kriese



January 15 Alan and Martha Colquhoun

What Did You Say Ol' Henry Ford Invented?

Henry Ford gets credit for more than his Model T you know. His ingenuity is responsible for launching America's passion for outdoor cooking. You might even say he's the original "Baron of Barbecue"; all because he couldn't stand waste.

In the early 1900's, Ford operated a Northern Michigan sawmill that made wooden frames for his Model Ts. He looked on in frustration at the ever growing piles of wood scraps and wondered how they could be put to productive use. He came up with the idea to "chip the wood into a powder and compress it into small cubes". These now familiar "pillow" shaped briquettes were originally sold thru Ford automotive agencies.

Henry put his brother-in-law, E.G. Kingsford, in charge of this new charcoal operation. Together they helped make the backyard Bar-B-Q an American tradition. "Ford Charcoal", later re-named "Kingsford" is the original, and by most peoples standard, the best brand sold in the nation today.

by Ron Von Trapp, Henry's A's, August 1992

Thank You

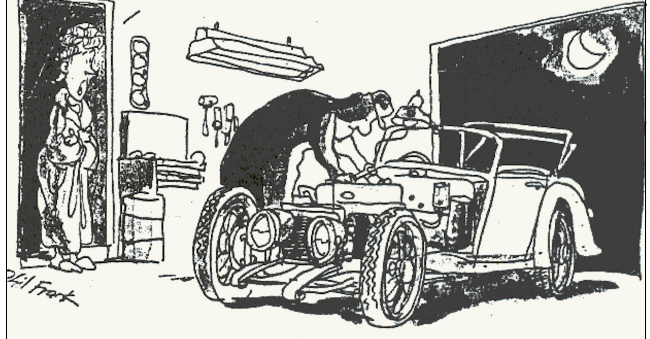
Johnny and I would like to thank all of the people who donated for the raffle. And to those who braved the rain and came to help set up!

Nancy Carvalho



Frank & Troise

Honey, why don't you come in now? You've been out here a long time. Both of the kids have graduated from high school. Josh has joined the Peace Corps and Eileen is expecting her first child...



Era Fashion News . . . From Teresa Gissible

HAPPY YEAR EVERYONE!! Welcome to 2022. I'm happy to see 2021 in the past. We have a lot of things to look forward to this year. Again, I'm open to any suggestions from the club. Crafts, shopping or other events it's your club. So, enjoy it.

In June there is a National Convention in Texas we need to prepare for. I'm going to try again for a Fashion Swap meet in April, a crafty project in June, then a Lady's Day in November, plus a Ladies Driving day. Watch for the dates.

Now, this young lady is waiting for her ship to come in. It looks like maybe ...it sank? So, rather christen the ship with the champagne, she drank it. You GO Girl! This is my kind of gal. Shows class with using a glass.

She's wearing a perfect day dress with coat, topped with a very nice clothe hat. Also, wearing a comfy pump style day shoe.

Ready for a cruise this lady decided to put her boat on the back of her coat. Beautiful coat, however I have to wonder if I'd advertise a boat on my be-hind. Glamorous look, couture no doubt.





Found this article on gear ratio and engine RPM by Charlie Yapp and thought it would be of help.

RING & PINION

By Charlie Yapp

What happens at 2,119 RPM

Ford delivered four differential gear sets during its production and one aftermarket set was relatively common but rare today (but still available). If racing is your goal, usually top speed and getting up there fast is the issue. Engine durability is only required to complete the task. But for daily drivers a good top speed and a low engine rpm is quite desirable. The low rpm gives thousands of dependable extra motoring miles.

The 3.78:1 is the most common gear set, having 9 pinion teeth and 34 on the ring (9-34). This gear, 30" diameter tires, a stock transmission, at 2119 rpm, equals 50 mph. A 31" tire gives 51.7 mph at the same rpm. These gears are found in the majority of Model A vehicles. This is a good strong gear set useful over a broad range of body weights and top speed needs. Used with a 30% overdrive and a strong engine, at 2119 rpm you'll get 65 mph. These seem to sell new around \$450 to \$500.

The 3.70:1 (10-37) gear set is rare. It was available only for a short time (1927 to early 1928) in the U.S.A. and is found in overseas assembled cars. The speed change from 3.78:1 to 3.70:1 is a negligible speed change (see side bar). Some experienced men have said that "it's not worth the time, money or effort to install it". A tire change, with a slightly larger diameter, will probably do as much.

The 3.27:1 gear set (11-36) can really make you're A-bone fly down the straight and narrow...level highway with the wind at your back! Primarily an aftermarket part. At 2119 rpm mph she goes 57.8 mph. A very strong, power full engine and light body style should be used with this set. Performance up the hills and mountains may be difficult. An overdrive can be used, but unless your sailing through the "flat plains of Kansas" it will require down shifting often. At 2119 rpm you might reach 75.1 mph, in high gear, with a 30% OD. In theory it could go 106.5 mph at 3000 rpm.

But with almost no appreciative useful torque and well past the safety and "legal" range you might want to think twice. Folks, to get up to that kind of top speed, with this gear set, would require a very, very light car with huge HP (80+) and lots of useful torque, "down hill and with the wind at your back." It can be done but study up first. Bonneville racers can probably add to the 3.27:1 knowledge base better than I can. Some dealers have these at \$640 to \$700.

The 3.54:1 gear set (11-39) is commonly called the "high speed" gear set. It works best in light cars like Roadsters or Speedsters. This set of "optional" gears gives 7% more speed over the 3.78 in all gears. 2119 rpm turn out 53.4 mph. A good strong 5:1 or more compression ratio engine works well with gear. Combine that with a 30% OD, you will be flying at 66.2 mph and the engine will be humming along like 50 mph. On the steep grades you'll feel the need to be in lower gears to keep going.

An interesting note provided by Murray Fahnestock, an early Ford technical writer, from a September 1930 article, stated; "Some 10,000 (out of 2 million plus) or so Model A Ford Roadsters were supplied with the 3.54: ring and pinion, which proved satisfactory for light Roadster use...these higher gears ratios did not really make much difference in top speed but lowered the engine rpm and provided sufficient power in general."

How To Find Your Rear Gear Ratio

- 1: Put car on level ground
- 2: Mark one rear wheel. Centered and down where it makes contact with the ground. This is to be able to see and count the revolutions.
- 3: Mark top dead center on the pulley.
- 4: Put the transmission in high gear.
- 5: Remove spark plugs.
- 6: Rotate rear wheel exactly 3 revolutions. Roll the car or jack up one rear wheel.
- 7: View illustration to find your gear ratio by noting the final resting place of your chalk line.

* If you suspect a 4.11:1 gear ratio, only 1-1/8 turn at the rear wheel is required to get you to the pulley mark. The other marks are shown after the rear wheel has made exactly three (3) revolutions.

Start @ TDC

4.11:1*

3.27:1

3.54:1

3.70:1

3.78:1

If you should ever need to replace your gear set and you have an engine loaded with "speed secrets", then this would be a good choice at a bargain \$360 to \$400 new, from most dealers.

The 4.11:1 gear sets (9-37) were found in pickup trucks sold across the country and new cars sold in mountainous areas. The 4:11:1 gearing would impart more torque to pull loads and get up over steep grades. The gearing is slower than the 3:78 by about 8% (46 mph at 2119 rpm). Drivers with this gear set tend to over rev the engine in an attempt to get up to modern speeds, affecting the engine's long term durability...Unless an OD unit or OD-transmission is installed...An OD plus 4.11 gears is an excellent combination, especially if you have more horsepower. The added HP and torque will improve the get-up and go dramatically. Some hill climbers and track racers prefer this gear with a powerful engine. An OD will drop the RPMs down to safer level for cruising. A 30% OD will bring you back up to 56.9 mph at 2119 rpm. Some dealers have these new around \$640.

Torque: Each engine has it's own torque curve. There is an rpm point on the curve where torque and horse power are at their very best. Usually, you can feel or sense the best torque at an rpm where shifting to the next gear is obvious and strongest. In a stock Model A this is about 1000rpm. This performance/torque range can improve with higher compression and better breathing. A hopped up engine assembly with a healthy torque curve, that is fairly level, up to the redline (3000rpm+-), is of great advantage for cruising, especially with high speed rear gears and overdrives. (CY)

It's wine time see you next time

Engine RPM to MPH

30" diameter tires in high gear (1:1).

3.27:1 Gears

4000 rpm = 109.0 mph
3000 rpm = 81.9 mph
2500 rpm = 68.2 mph
2119 rpm = 57.8 mph (59.8 mph/31" tire)
1000 rpm = 27.3 mph

3:27:1 same with 30% OD

4000 rpm = 141.7 mph
3000 rpm = 106.5 mph
2500 rpm = 88.7 mph
2119 rpm = 75.1 mph
1000 rpm - Not Recommended - Low speeds in OD are stressful to engine, cause extra heat and could hasten a blown head gasket.

3.54:1 Gears

4000 rpm = 100.8 mph
3,000 rpm = 75.6 mph
2,500 rpm = 63.0 mph
2,119 rpm = 53.4 mph (55.2 mph/31" tire)
1,000 rpm = 25.0 mph

3:54:1 same with 30% OD

4000 rpm = 131.0 mph
3000 rpm = 98.2 mph
2500 rpm = 81.9 mph
2119 rpm = 66.2 mph

Top speed is dependant on HP, torque, terrain, weather and time allowed to get there.

3.70:1 Gears

4000 rpm = 96.5 mph
3000 rpm = 72.4 mph
2500 rpm = 60.3 mph
2,119 rpm = 48.7 mph (52.8 mph/31" tire)
1000 rpm = 24.1 mph

3:70:1 same with 30% OD

4000 rpm = 125.5 mph
3000 rpm = 94.1 mph
2500 rpm = 78.4 mph
2119 rpm = 51.1 mph

3:78 Gears

4000 rpm = 94.0 mph
3000 rpm = 70.8 mph
2500 rpm = 59.0 mph
2,119 rpm = 50 mph (51.7 mph/31" tire)
1000 rpm = 23.6 mph

3:78 same with 30% OD

4000 rpm = 122.7 mph
3000 rpm = 92.0 mph
2500 rpm = 76.7 mph
2119 rpm = 65.0 mph

4:11 Gears

4000 rpm = 86.9 mph
3000 rpm = 65.1 mph
2500 rpm = 54.3 mph
2119 rpm = 46.0 mph (47.5 mph/31" tire)
1000 rpm = 21.7 mph

4:11 same with 30% OD

4000 rpm = 113.0 mph
3000 rpm = 84.6 mph
2500 rpm = 70.6 mph
2119 rpm = 56.9 mph



Special thanks to: http://wahiduddin.net/calc/calc_speed_rpm.htm for the online RPM calculator.

INSTALLATION MEETING



News of the Past

50 Years Ago -January 14, 1972

Pres. Joe Stewart called the meeting to order at the Ripon J.C. Building at 8 P.M.

Joe Curry presented Jim Bergamaschi with his retiring gavel.

Guest Harold Weaver was introduced by Marshall Lewis.

Stan Braden gave a run down on activities. The Swap Meet where Loretta Wend will take care of the publicity, Feb 13 will be a tour to Paul's Boarding House and Feb. 27 an ice skating tour.

Hank Welch wants a truck work day each Saturday from noon to dark. Bud Hattendorf discussed the rules and regulations for tours and will put them in the *Vibrator*.

It was m/s/p by Alex and Louis Santos that the *Vibrator* be sent to Dan Sutherby.

It was m/s/p by Hank and Alex that Bob Lange be made an honorary member.

Marshall asked all who could to be at the Fairground Friday the 28 to set up for the Swap Meet and asked each member to bring a raffle prize.

It was m/s/p by that minutes of the Board of Directors meeting be read at the regular club meeting. Refreshments were served by Penny Braden and Barbara Stewart.

Vada Welch, Sec. Treas.

25 Years Ago - January 10, 1997

The meeting was called to order by President Ernie Oletta after a dinner cooked by Ernie and his brother, Geno.

Guests were Shawnda and Shelby, grandchildren of the Crums and Mahnke's respectfully as well as Megan.

VP Linda Weaver announced that jackets had arrived and that patches can be purchased to sew on them.

Hank Welch said that he ran into Michael Gray who was a former recipient of the club's scholarship and how grateful he was for the opportunity it offered him.

Dan Dark reminded all to wear warm clothing to the Swap meet which is sold out.

Weldon Smith introduced a new pass to be used for the service clubs and club members to enter the fair rounds.

Alex Levintini related how the "Vibrator" got its name. A past club member, Louse Nelson, said the Model A's vibrate down the road – hence the VIBRATOR.

Jack Adams presented the July 4th trophy to Ron Crum. Ron in turn presented to Betty Eberwein the 1996 MAFCA Newsletter Award.

Ron Crum thanked the Oletta's for the wonderful Children's Christmas party.

The Club voted to not renew membership to Towe Ford Museum.

Doc Heath and Judy O'Sullivan conducted a raffle with the following winners: Michelle Ott, Carl Fischer, Alex Leventini, Pat Oletta, Shawnda, Thorai Kenner, George Mattos, Danette Stoddard, Ebbie DeWilms, and Linda Weaver. The name tag raffle was won by Donna Crum and the children's raffle by Michelle Ott.

Ernie gave a thanks to Roland Barber and Jack Adams for their help in the kitchen and to Dotty Shaffer and her crew for table set up.

The meeting ended by the members singing "Happy Anniversary" to the Olettas.

Vicky Morrison, Secretary

15 Years Ago - January 12, 2007

President Stan Braden called the meeting to order at 7:00 p.m. Thanks were given to Netos for the catering of our January meeting.

There were no guests present

Jack Adams presented Mary Lou Lucero her Christmas gift.

Gail Waters presented Bonnie Webber with her 2005 Model A scrapbook.

Linda Mahnke announced that the NCRG is changing its by-laws. Linda has copies, if interested see Linda.

Jack and Janis Martin announced that Aimee Coelho would be in charge of the Almond Blossom Parade.

Gail Waters mentioned the CCRG forms were in the December *Vibrator* and will also be in the February *Vibrator*.

Cliff and Myrtle Wagoner have a tour planned for April 14.

Shirley Mattos announced that Patty Jones will be at the Swap Meet with Era fun fashions.

Shirley mentioned that Teresa Gissible bought two dresses from Spiegel.

Stan thanked Walt Langill for his technical article.

Gail Waters, Secretary



MAFFI Liaison Letter” -December 2021

GIVE A BRICK

In 2011 we began selling memorial bricks to raise money for the Model A Museum. Please consider purchasing a brick as a for a Model A fan. This is a great way to honor your favorite Model A’ers or recognize your Model A Club. The cost of a brick is \$150.00. To order a brick, complete the order form and return it to MAFFI with your check. All bricks will be installed on the drives in front of the Model A Ford Museum for everyone to see.

Marsha DuBreuil, MAFFI

clubcontact@maffi.org

Support the MODEL “A” MUSEUM with a lifelong tribute
BRICK ORDER FORM - \$150 per BRICK
3 line message-20 Characters/line including spaces & punctuation
17 Characters for CAPITAL LETTERS

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

Purchaser’s Name: _____

Address _____

City/State/Zip _____

Phone _____ Email _____

Mail form and check payable to MAFFI, PO Box 28, Peotone, IL 60468-0028