

GRA-NEVA GRAM

*GRASS VALLEY/NEVADA CITY
CALIFORNIA*

ISSUE 1

GraNeva A's Model A Ford Club of America

January 2022



Ok....don't send letters. We know it's not a Model A on the front page of a Model A Club newsletter. But it looked so much like the Grass Valley/ Nevada City scene a few weeks ago, we just couldn't resist. Only in this picture, the trees and power poles are all standing up! Who knew the "Wonder" in Winter Wonderland meant we Wonder when the power will come back on. We hope all of our members are getting back to normal now after our late December blizzard.

Gra-Neva Gram



This is the newsletter of the Gra-Neva A's, the Grass Valley/Nevada City Chapter of the Model A Ford Club of America (MAFCA). Feel free to use information here, with credit.

Club members may place a business card size advertisement in this newsletter for a small fee; contact the Treasurer.

OFFICERS 2022

President	Aaron Johnson	530-477-5856
Vice-President	Bill Mitchell	530-273-1620
Treasurer	Jan Elliott	310-809-2438
Editor	Sharon Pierce	530-470-8930
Secretary	Sandy Yanko	530-432-2579
Membership	Gary Spencer	530-477-5570
Tour Directors	Vern Harms	530-272-4683
	Ryck Johnson	530-268-8813

SERVICE CHAIRPERSONS - 2022

ACCC	Bill Mitchell	530-273-1620
Asst. Editor	Bill Yanko	530-432-2579
B'days/Anniv.	Jennifer Johnson	530-477-5856
Historian	Bill Mitchell	530-273-1620
Publicity	Bobbie Whiting	
Sunshine	Jennifer Johnson	530-477-5856
Sheriff	Steve Straw	530-432-9132
Technical	TBA	
Webmaster	Bill Yanko	530-432-2579

GRA-NEVA GRAM

Club meetings are held on the fourth Thursday of each month at 7:00 PM. We welcome all guests. **Check our Newsletter or Website for location.**

*Not affiliated with Ford Motor Company.

If you are interested in membership in MAFCA, write to MAFCA, 250 S. Cypress, La Habra, CA 90631 or go to <https://www.mafca.com/membership.html>.

Items for the newsletter can be emailed to: byanko@mac.com

Check our Website at: granevaas.com for archive of past newsletters

PRESIDENTS MESSAGE FOR JANUARY 2022

Dear Club,

It was great to have a meeting and to see everyone again. Trailblazer's was a great host and we'll be meeting there again in February. We have the room from 6-8pm. Meeting still starts at 7pm but you can arrive early if you want to get food and drinks. Our Tour co-chairs have already planned a shake-down tour and I encourage all to attend. If your car isn't quite ready then get it ready. No more excuses folks, you either fix em or sell em. These great A's need to get out on the road. If you need help reach out to a member and let's get it done. Also, if you have a desire to create, assist, or contribute to our newsletter please reach out to either me or Bill Yanko. See you all soon. Enjoy the beautiful weather.

Godspeed,

AJ



Did AJ modify his Woody after the big blizzard??

Sunshine

We have a new Sunshine heading to help brighten everyone's day a little bit.

We were all happy to hear Bill Mitchell is recovering well from his accident. Motor scooter not so well.

Please keep Vern Harms in your prayers for a speedy recovery from his upcoming surgeries.



CALENDAR OF EVENTS



Bold & underlined print dates show official club events.
Italic print dates show events of general interest

Gra-Neva A's Meetings - 4th Thursday of Month

February 20: Sunday tour to Collins Lake and Bullard's Bar. Meet at Target (Kmart) parking lot at 9:00 AM or Western Gateway at 9:30 AM. Word has it that ice cream is one of the tour attractions.

February 24: Monthly meeting at Trailblazers Pizza in Alta Sierra. 6 PM for Dinner & 7 PM for meeting.

The Times They Are A-Changin'

Grass Valley was in the news for having the last Kmart in California, but as you all know, the store is gone now. It will be awhile before the new Target moves in, but the Target name is already up on the shopping center sign. So starting with this issue we will refer to this common meeting location as the "Target" parking lot. We can do this... 😊

- * *Cars and Coffee - every Saturday at Kmart GV from 8-10 AM*
- * *Also at Mel's in Auburn on Wednesdays from 6-9 pm. And you get your **dinner discounted**. Outdoor and indoor seating. It's fun!!*

Technical Assistance

This continues to be a work in progress. Maybe down the road, we can use this newsletter as a tool to help share some of the groups knowledge and experience. One thought would be to include a Q&A column. We'd like to hear your thoughts.



*Sharon's
Newsletter*

*Bill & Sandy Yanko
Guest Editors*

We had hoped Sharon would be back with us again this month, but she just doesn't feel ready. Give her a big hug when you see her. She's part of the Gra-Neva A's. So I guess you're stuck with us a while longer.

There were no tours or social events since our Xmas party, so there were no photos to share in the newsletter this month. That's an editor's lament. The newsletter is due, but nothing to put in it. So we decided to feature a page of Model A's in the snow. Somehow it seemed an apropos reflection of the new year.

We are trying something new this month. The "Ron's Tech Tip" page has an article about Panhard bars originally published in the Santa Anita A's newsletter. If any of our members have these installed in their car, or have experience with another car, please contact me and let me know what you think. Did they help? Were they worth the expense? Next month we'll publish your comments.

Oh, before we leave, did you see that one of AJ's Gra-Neva Gram President's messages from last year was published in the November/December *Restorer Magazine*? Pretty cool!

Happy New Year to All!

Bill & Sandy Yanko



HAVES & WANTS

Please send any requests to Bill at byanko@mac.com.

Since we have the space open this month: Don Picini in western Washington State, is looking for a High Compression Model A Head. Got one you want to sell, contact Don at dpicini@frontier.com for the specs he's looking for.

The Model A Touring Club (MATC)

The MATC is a special interest group that was incorporated in the State of California as a not-for-profit, public education entity in 2000 and has been successfully operating tours for its members since that time. They are an international club with approximately 100 Family Members in a number of states of the USA and provinces of Canada. This group specializes in long distance tours and its members particularly enjoy touring in foreign countries.

MATC is doing a Pacific Northwest tour this coming May, and it appears they may be opening registration to some non-members for this trip. See page 11 for more details. Members can also contact Tish Buti in our club for more information about MATC.

January - February Birthdays



January

1/3	Danielle Alfaro
1/3	Jennifer Johnson
1/4	Debbie Luckinbill
1/9	Gary Spencer
1/20	Bobbie Whiting
1/24	Louise Baerresen
1/24	Virginia Stevenson

February

2/3	Barbara White
2/5	Karen Bansemer
2/10	Tish Buti
2/14	Welden Travis
2/16	Jan Elliott
2/22	Dorothy Johnson
2/24	Steve Turnsk
2/26	Steve Straw

January - February Anniversaries



January

1/24	Weldon & Irene Travis
1/27	Bill & Sandy Yanko

February

2/27	Tim & Sally Walker
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GENERAL MEETING MINUTES
Gra-Neva Model A Club
January 27, 2022

Call to Order: President Aaron Johnson called the meeting to order at 7:07 pm. Our meeting was held at Trailblazer Craft Pizza and Brews. He asked if any guests were attending and Ryck Johnson introduced his guest, Phil Starr who has recently purchased a 1929 Phaeton. Phil signed up to become a member at the meeting.

Reports:

Vice-President: Bill Mitchell was absent. Aaron spoke about ACCC which is part of the the VP's job. It is an organization which helps with keeping fees down or waiving them when someone buys an antique car and there are back fees on them.

Secretary: Sandy had no report. The Club was asked to approve the minutes as written in the Newsletter. It was moved and seconded to approve the minutes and the members approved.

Treasurer: Jan Elliot was absent. Sandy read the Treasurer's report. Checking account balance is \$3,664.19 as of 12/31/21. We had a high of 38 dues paying members (families) in 2021 (\$950 in dues). We collected \$440 in advertising revenue in 2021. Mystery Tour Fund \$468.75, Holiday Dinner Fund \$67.31, Attendance award is \$70.00, and Petty Cash \$53.80.

Editor: Bill Yanko, Interim Editor reported that our Editor, Sharon Pierce is not yet ready to return to work on the newsletter. He asked the Club if everyone could help the editor by sending in articles about tours, technical issues and choosing photos to use so the editor only needs to put these into format rather than writing all the content.

Membership: Gary Spencer stated that all but nine of our 2021 members have paid their dues to renew their membership. He says he will wait until February to print a new roster to give people time to renew.

Tour Co-Chairman: Ryck Johnson says he and Vern are working on a Shakedown Tour for Sunday, February 20 to Collins Lake and Bullard's Bar. There definitely would be a stop for ice cream at Collins Lake. They also are looking at tours to the Jelly Belly factory and possibly a Vineyard tour. He asked that members please contact him or Vern with tour ideas. There was discussion of the recent informal Christmas lights tour before the big storm knocked down so many trees. They had a great time and had dinner at El Favorito Taqueria.

Technical: Ryck Johnson said he is really happy with a recycling overflow system in his radiator on the Model A car he bought from Ted Barresen. He says it really makes a difference and he doesn't have to refill with water often.

New Business: Calvin Campbell says he has been in touch with Sharon Pierce and thinks she would be open now to calls and invites out from Gra-Neva A's members. (Continued next page)

Future Meetings: Aaron asked if the members liked this meeting at the Trailblazer. Most did. It was discussed that we may have one half year at the Trailblazer and one half in parks with warmer weather.

Gots and Wants: Ryck Johnson said that Phil Starr who has the Phaeton will be needing many things once he gets started on restoration. He noted that the car has an 8 volt battery and generator and is assuming that is because it spent most of its time in the Northeastern states. Steve Straw said that was true of cars in the east.

Aaron noted that when you are looking for supplies like batteries etc, that Tractor Supply has good prices. They are often much better than the auto parts stores.

Bob Whiting asked if we were thinking of having a Parts Auction.

Adjournment: Aaron asked for motion to adjourn: Gary Spencer moved and Virginia seconded the motion. The members approved and Aaron adjourned the meeting at 8:00.

Respectfully submitted,
Sandy Yanko, Secretary

ATTENDEES: Sandy & Bill Yanko, Janet & Gary Spencer, Linda & Ryck Johnson, Bob & Bobbie Whiting, Don & Donna Lichti, Dennis Westcott, John Burnside, Irene & Weldon Travis, Steve & Vicky Straw, Calvin & Virginia Campbell, Marty Clampitt, Wayne & Tish Buti, Aaron Johnson.

2022 Dues Are Now Due and Payable



At the January meeting Gary Spencer reported that most members had renewed their membership for 2022. That made Guido smile. But then Gary reported that there were still nine members who had not renewed yet. Guido stopped smiling. He's looking up addresses now. It's not too late! Please help us make Guido happy again. Send dues (\$25 per household) to Gra-Neva Model A Club, PO Box 2415, Grass Valley, CA 95945. You'll feel much better, and Guido might send you a Valentine! 💖



RON'S TECH TIP PAGE

This month's tip comes from the Santa Anita A's newsletter, *Spoken Wheels*, p. 8, November 2021. The author is Chris Wickersham and the article is titled "Staying in Your Lane".

Is your Model A Ford a Nomad? Does it wander from one side of the lane to the other as you travel down the road? Do you consistently have to correct the steering to try to keep it going in a straight line? Many Model A folks complain about how difficult it is to keep their Model A going straight ahead. I get calls from owners who after rebuilding the suspension and steering, their Model A drives great around town but at faster speeds and especially when driving on the freeways, their Model A seems to wander all over the place. The tires are in good condition and balanced and the alignment is correct but the car seems to wander at speed. What is going on and how can this problem be corrected?

Model A's drove well when new, but most of the roads at the time were either graded dirt rural roads or paved roads in the cities and there were very few "high speed" highways where the speed of the cars would exceed 45 MPH.

Today, more than 90 years after the Model A was first constructed, we have more challenging driving conditions to contend with, especially if we want to enjoy regional outings or extended touring in our Model A's. Here in Southern California, it is often necessary to sometimes use the freeways if we want to go on an extended tour. Freeway driving is where most owners complain about their Model A's wanting to "wander" and there is a very good reason for this. Most of our freeways have grooves cut into the surface to improve traction and help prevent skidding and hydroplaning when it rains. This is not a problem with modern cars with better suspension and wide tires but the Model A driver often finds himself consistently having to correct the steering to stay in the center of their lane which can be a little disconcerting when driving "at speed".

Why does this happen. The Model A chassis is designed with one cross spring at each end of the chassis which is attached in the center of the crossmember above each axle. Swivel links or shackles, which allow for the necessary free up and down movement of the suspension, are used to attach each end of the spring to the outboard ends of the axle. This design will also allow for a small amount of side to side movement of the frame and body when the car is changing directions. Most of the time, this small side to side movement is not very noticeable and does not cause a problem but at speed, or when driving on the freeways with the grooved surfaces, this becomes very annoying and causes

the driver to consistently have to make small corrections in the steering. For example, as the driver steers the car slightly to the left, the spring shackles will allow the frame and body to sway or move slightly to the right, relative to the center line of the axle. The driver then steers the car slightly to the right to compensate for the sway in the body and the body will then sway to the left and the cycle is repeated. It is sort of like the tail wagging the dog.

What can be done about this problem? Limiting the side to side movement of the body and frame with a device such as a Panhard Bar will greatly help this situation. The Panhard bar is a very simple device, consisting of a rigid bar running sideways in the same plane as the axle. One end is connected to the frame and the other end to the axle on the opposite side of the vehicle. The bar attaches with a pivot on each end that will allow for up and down movement of the axle but restricts the side to side movement of the body and frame. Most of the better Model A Parts suppliers offer aftermarket Panhard Bar kits for both the front and rear of the Model A.

How well does this work? A few months ago, I received a call from one of our club members, Randy Harper. Randy had recently restored the front and rear springs and replaced the shackles on his Model A Coupe. He said the springs were all rusty and bound up and the shackles were worn out. When everything was all back together, the ride was much better but when he drove the car on the freeway, it seemed to wander and he had to consistently correct the steering to keep in its lane. He re-checked the alignment and made sure all the nuts and bolts were tight but nothing changed.



Randy asked me if the Panhard Bar kits that were available for our Model A's would help this problem. I advised him to give it a try, the principal was good and I had heard only positive comments from owners who had installed them. I had experience with installing Panhard bars on other cars but not on a Model A and was curious about how much improvement they may make.

Randy purchased kits for both the front and rear of his coupe. After installing the rear bar, he did a test drive on the freeway and reported back to me that "the difference was like day and night". Almost all of the wander was gone and he felt much more confident driving "at speed". After installing the front bar, Randy said he did experience additional improvement but not as dramatic as when he

installed the rear. Ford used the same basic suspension design clear thru 1948. After the war, as the cars became heavier and highway speeds increased, Ford



used Panhard bars and sway bars to help with the problem of the body and frame sideways movement relative to the axle. Installing Panhard bars on your Model A will improve the handling, especially if you plan to drive on the freeways and do some touring with your car.

Postscript: If any of our GraNeva A's members have experience with Panhard bars installed in their car, please send me a note (byanko@mac.com) or call (432-2579) and let me know what your experience has been. We'll share that info in next months newsletter. Thanks for your help.



**Who says Model A's can't
handle a little snow?
Or how about a Model A
snowmobile?
Never fear - spring is near.**



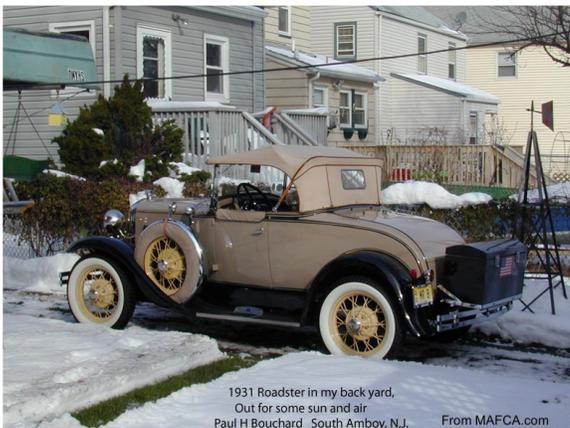
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Jack & Shari Remillard
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1931 Phaeton
Wayne Graydon
Bloomfield Hills, MI
From MAFCA.com



From MAFCA.com
My husband, Mark, and I have been MAFCA members going on 30 years. We love our cars, this hobby and attending the meets. We have a few hundred Model A related photos and this one is my all-time favorite. I took this last winter. It is at our home here in Idaho. Happy Holidays from Cindy and Mark McClintock, Sandpoint, Idaho.



1931 Roadster in my back yard,
Out for some sun and air
Paul H Bouchard - South Amboy, N.J.
From MAFCA.com



From MAFCA.com
1929 Tudor Sedan
Clinton Osborn
Sprinville, CA



autoevolution.com Jan. 2015



Hemmings Ad from 2019



Pacific Northwest Tour Good News/Bad News

by Model A Touring Club

Good News

The good news is: we have enough tour registrations to proceed with our planned tour for May 9 through May 26, 2022.

Bad News

The bad news is: we don't have enough registrations to preserve our room block contracts for 25 cars, and our guaranteed room rates are in jeopardy.

As a result, we are going to open registration to non-MATC Model A people. If you are interested in this tour and just haven't gotten around to writing a check and sending in your registration, PLEASE DO SO NOW!

Questions? E-mail us at modelatouring@gmail.com, or contact tour leader Pat Burbank directly.



Crater Lake - Day 6

[Model A Touring Club](#) | January 27, 2022 at 5:35 pm | Categories: [Pacific Northwest Tour](#)
| URL: <https://wp.me/p85NLZ-1rY>



ADVERTISER'S PAGE

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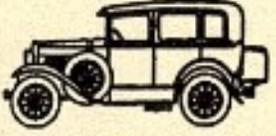
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ADVERTISER'S PAGE

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Gaslight Auto Parts

The advertisement features a photograph of the Gaslight Auto Parts storefront in Urbana, Ohio. The building is dark blue with a sign that reads "Gaslight Auto Parts" and "Urbana, Ohio 43078". Several vintage cars from the 1909-48 era are parked in front of the store. A person is visible near one of the cars. The text "Serving You since 1962" is written in a curved font on the left side of the image. The phone number "800.242.6491" and website "www.gaslightauto.com" are prominently displayed in the upper right. The company name "Gaslight Auto Parts" is written in a stylized font at the bottom of the image.

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The advertisement for Egge Machine Company features a large, stylized logo for "EGGE PISTONS" in the top left. To the right, the company name "Egge Machine Company" is written in a bold, sans-serif font, followed by "Made in the USA", "Since 1915", and "Santa Fe Springs, CA." in a smaller font. Below this, a detailed photograph of a piston is shown. To the left of the piston, the text "E1104-Model A Piston" is written in a bold font, followed by several lines of descriptive text: "- Uses modern small black Chevy rings! -", "Main Bearings Rebabitt Service", "- Paired right in the block! -", and "Complete Engine Kit Available". At the bottom of the advertisement, the phone number "1-800-866-3443" and the website "www.EGGE.com" are displayed.

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