



# The Scuttlebutt

MARC Central Ohio Region

The official publication of the Scioto Model A



Club

[Themodelaclub.org](http://Themodelaclub.org)

**November 2017**

## OFFICERS

President	Monroe Harbage
Vice President	Richard Baker
Secretary	Ellis Kauffman
Treasurer	Jaci Rohner
Technical Director	Rick Lindner
Region Director	Jim Zimmer
Sunshine Director	Karen Szakelyhidi
Newsletter Editor	Shirley Doherty

## ‘A’ Note from the President

I saw the pictures from the covered bridge tour. They made me wish I could be there. My retirement schedule keeps me somewhat busy.

I hope everyone has been able to enjoy their cars this year. Please send Ellis your mileage from your cars or bring it with you to the November meeting.

Don't forget that November is election of officers for next year. We are always looking for new blood and new ideas. Please consider running for an office.

*Monroe*



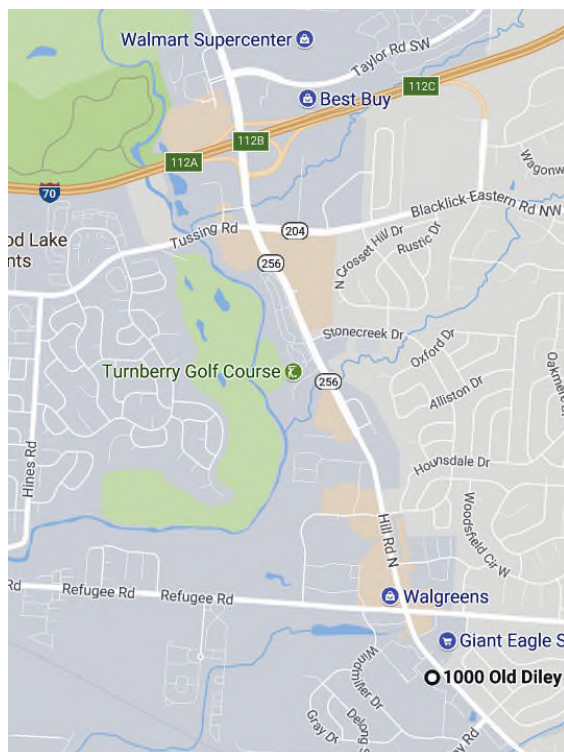
# Tech Dinner and Elections

**Date:** Wednesday November 1

**Place:** Pizza Cottage Pickerington 1000 Old Diley Rd

**Time:** 6PM

**Activity:** Election of officers



## The 2017 Veteran's Day Parade

Date: Thursday Nov. 9th.

We will meet and line up on Nationwide Blvd East of Neil Ave at 10:30 AM.  
The parade begins at 12 noon.

Plan on attending this event as we honor the service of our veterans and salute our current serving military.

After the parade we will be having lunch at the Columbus Brewing Company 525 Short St. at Liberty. Any questions, contact Steve Rohner 614-579-3803.

## November Tour

**Date:** Saturday November 18, 2017

**Time:** 10AM

**Activity:** Ohio History Center at Ohio State Fairgrounds I-71 and 17th Ave

For those who would like to meet for breakfast or coffee beforehand, meet at Frisch Big Boy off Hudson on Silver Drive (Near Lowes) Just north of 17th Ave. at about 8:45AM

There are over 60,000 sq. ft. of exhibit galleries. The Ohio History Connections mission is to spark discovery of Ohio's stories. Embrace the present, share the past and transform the future.

Admission \$10/ adult \$9 seniors (over age 60) \$6 youth.

More information on the exhibits at [ohiohistory.org](http://ohiohistory.org) or like them on Facebook.



**December 2, 2017—Saturday**

## **Christmas Party—**Spaghetti Warehouse

397 West Broad Street. Columbus

**Time:** 1PM

Order off the menu.

It's an early start to the Holiday Season. Come and join your fellow club members.

## **October Tech Meeting.**

Harry and Nita Spieker hosted us at the Hilliard Historical Park. After sandwiches and great chocolate-cherry cake, we moved indoors for a meeting.

Harry presented information on refurbishing the Zenith carburetor, and had created a mechanism for adjusting the float. A very useful “contraption” which utilizes a glass coffee cup so you can actually see where the level of the float is. He is willing to loan out this device. Monroe Harbage said he had found that welders tip cleaners make great cleaning bits for cleaning out the holes in the carb.



Harry also reported another Model ‘A’ parts supplier. It is Bert's Model A Center 2767 Tejon St. Englewood CO 80110 800-321-1931 [modelastore.com](http://modelastore.com). He reports all the employees have Model ‘A’s and test parts on them before selling them.





## Mileage Reports

It's time to turn in your end of the year mileage for your 'A' to Ellis Kauffman. Please send or call it to [ellis.kauffman@yahoo.com](mailto:ellis.kauffman@yahoo.com) or 614-882-3727 by November 5.

If you are part of the MARC mileage program, Ellis will send in that information also.

**Free**

Don Reither has 2 flywheels. They are "free to a good home."  
614-898-9400

**Happy November Birthday to**  
25 Ellen Kauffman



### Model 'A' parts for sale:

1929 Model 'A' motor \$2,500

3 speed transmission \$1,200

Radiator that has just been to the radiator shop (put \$600 in it. )

All these parts are in the car and running if you like to ride in it. The car is going to be street-rodded.

Don Miller phone number 614 769 8138 Pleasantville Ohio

Membership dues for the Scioto Model 'A' Club are due. Still only \$25. You may pay at the upcoming tech meeting, or,

Mail dues to: Jaci Rohner, 7083 ST RT 142 West Jefferson, Ohio. 43162  
Let's try for a record of having dues paid by the January Tech meeting.



Visit us on Facebook.

Scioto Model A Club has it's own page. This is a "closed" page, intended for posting by club members only.

Please remember, this is about club activities and our cars. No political or social opinions.





You couldn't ask for a more beautiful day for what will probably be the last tour of the season. There were 15 'A's, and 2 or 3 "newer" cars. At the meeting point at Bob Evans in Canal Winchester, there was also a group of '57 Chevy's meeting for breakfast, so we were able to talk with them.

Stop one was the car collection of Lloyd Young. Cars ranging from early electric to slightly newer. Among the cars were a Marmon, Packard, Peerless, as well as 3 Model 'A's. He is preparing to sell this collection next year, so if you need a new "toy", here is your chance.

Next we started wandering around the county looking at some of the covered bridges. Did you know there was an arboretum in back of the bridge in Pickerington? Lockville bridge and the dam were also on the stop.

Ultimately, we worked our way to lunch. A great day. Thanks to Richard and Rita Baker for setting this up.

# What is a Glidden Tour?

By Mike and Shirley Doherty

When the Glidden Tour started in 1904, its purpose was to demonstrate the reliability of the automobile. When it was revived in 1946, it was to show that the old cars were still reliable—and to have fun. The cars must be pre 1943 and non-modified. So, just what happens on a Glidden Tour? Here is what this year's one week tour was like.

Saturday: We arrived in Hastings, Nebraska after driving through miles and miles of corn and soy bean fields. People were starting to filter in from around the country. Time for a little down time before the tour begins in earnest.

Sunday: Cars were unloaded. We started to see several cars that could have run on the original tours. There were a Midland, EMF, Rambler, Oakland, Chalmers Detroit, all of which were pre 1914. There was also a cool, beautifully restored Ford C Cab. We received our tour directions for the week in the form of a book.

A brief afternoon warmup tour was to the Hastings Motor Sport track. We took a few laps. The "Hot rod" of the group was a 1906 REO one cylinder job that was passing some of the other cars with apparent ease. An opening banquet explaining the upcoming activities followed.

Monday: Day one of touring. It was so foggy you could barely see the car in front of you. It's a good thing we don't drive as a group, as it would have been treacherous. Our first stop was the car collection of the Wilkes, who were also on tour in their 1920 Lexington. His collection, at least the part we could see, was rare and beautifully restored cars. Next stop was the Nebraska Prairie Museum, a nicely restored village. After lunch, it was off to Pioneer Village to see a collection of cars, including a 1903 Ford (But not as nice as Rick's), old vendor wagons, and restored frontier village which included a sod house. It was a 137 mile day.

Tuesday: We were off to the family farm of John Nikodym in Red Cloud. He has an extensive collection of Velies as well as many other rare cars. Their house is built into the side of a hill, and you could walk on the sod roof. One reason for this is the continuous high winds in the area. We learned that most farms have 2+ square miles of acreage, and a thresher costs one million dollars. Next, we drove to the Geographic Center of the USA which is in Lebanon, Kansas. This was our first encounter with strong head winds, making it hard to climb the hills. After another super lunch, we toured a cattle feed lot. That evening there was a presentation on the 1904 Auto Tour of Charles Glidden. Oh yes, did I mention the high today was 96 degrees? Today's miles 135.7

Wednesday: A low mileage but very different day. We visited the Hasting Museum for a film on the Naval Ammunition Depot built there during WWII. It covered 48,753 Acres and had 300 miles of roads and 200 miles of railroad tracks. The bunkers still stand and are used by the Department of Agriculture Meat Animal Research center. Lunch was at the Clay County Fairgrounds where we had a presentation about the Pony Express. Mileage 51.6.

Thursday: Have you ever driven under the arch on I-80 in Nebraska? Did you know there is an excellent museum about the Oregon Trail there? Stop sometime. We also visited a museum with 200+ beautifully restored vehicles. The challenge of the day was the temperature of 98 degrees and high winds 20 mph sustained with gusts even higher. With the pedal to the floor and headed into the wind the top speed I could reach was 25mph. When we finally were able to head a different direction, the car started to backfire big time. Couldn't attain speed at all. After a long time, it settled back into its normal combustion pattern, never to do it again. Of interest, several A's had the same problem. All with spontaneous cures. Mileage 100.3

Friday: It was the last day. Our stop included the Pioneer Seed Corn facility. We left with a tremendous respect for what is involved in keeping the country fed and fueled, and the work of the farmers. Our closing banquet gave out the awards for Revival Glidden. Mileage 67

All in all, another great experience. Almost all expenses are included in registration, i.e. activities, all lunches, coffee stops and 2-3 banquets. We have never attended a Glidden Tour that didn't provide a great time. Each day provides tours to see things you may never have heard of.

You really should consider joining us on a national tour sometime. If you don't have a trailer—drive. One couple drove alone from Mississippi in their 1937 Ford Pickup. (I think he was as old as his truck.) Another drove his 1910 Chalmers 105 Miles each way from Lincoln Nebraska, and ran the entire tour. **You can do it. See either Mike or I for more information.**

## Synopsis of Rules for the Original Glidden Tour (Here's something a little different.)

The trophy in each class shall be awarded to the entrant whose car completes the contest with the least points to its debit. A certificate will be awarded to each contestant who finishes the run under the rules.

### QUALIFICATIONS

Each entrant shall be a member of the American Automobile Association or an affiliated club.

Any stock car consisting of a combination of the manufacturers' standard touring car chassis, touring body and standard equipment, with seats for four persons or more, and carrying four or more persons or ballast at the rate of 125 pounds per person, may compete for the Glidden Trophy.

Any regular stock chassis with body equipped for two persons on the front seat and with standard equipment, and carrying not less than two persons, may compete for the Hower Trophy. The car may have a rumble seat for one or two persons and additional passengers may be carried.

Cars shall at all times during the tour carry mufflers and mudguards, and be fully equipped as per manufacturer's catalog specifications, except that tops and wind shields need not be carried.

### TOOLS, PARTS, REPLACEMENTS AND REPAIRS

Each entrant shall furnish, prior to the start, an inventory of all parts carried in his car, and these shall be officially checked, sealed and record made of same, and charged for when used. Each entrant must furnish the manufacturer's price of each part carried, and bill for parts purchased or obtained on-route.

All tools carried shall be listed by the entrant and officially checked prior to the start. Tools include wrenches, hammers, screwdrivers, etc., not the small accessories frequently included in tool kits, such as emery, wire, solder, etc., which are parts or material and must be sealed.

### CONTROLS

Each contestant shall be ready to check out at 7 o'clock each morning. Checkers shall be at their stations at that time, prepared to start the cars.

Each entrant, or official representative of such entrant, upon starting each day's run, shall sign a statement submitted by an official of the tour, fixing the time of his departure, and shall be given a card indicating such time. Failure to comply shall result in disqualification.

Following the registration at each night control, each car shall be delivered into the custody of the officials of the tour to be by them held at owner's risk and kept under direct charge and supervision of such officials or their agents until the time for starting on the following morning; but, after registering, the car may deliver the occupants (other than the driver and observer) and baggage at hotel and then immediately proceed to the parking station.

### OBSERVERS

Each entrant shall furnish at his own expense one official observer for each car entered by him: all observers shall be acceptable to the committee and subject to its instruction.

Each observer may be assigned to a different car each day.

The committee shall be empowered to suspend any observer who neglects, is incompetent, or for any other reason fails to fulfill the duties assigned to him, and to provide a suitable substitute at the expense of the entrant by whom suspended observer was nominated.

It shall be the duty of each observer under all conditions and without evasion of this rule for any reason whatsoever to remain with the car until he has been relieved by the chief observer and to report every detail of the performance of the car to which he is assigned, and all persons who operate, repair, assist or perform any action connected therewith.

Observers must not advise drivers as to rules.

### PENALTIES

Penalties shall be imposed for:

- (a) Late arrival at night control.
- (b) Road repairs, replacements and adjustments, except adjustments of carburetors, ignition systems, brakes, clutches and flow of oil.
- (c) At the close of the tour each competing car shall be delivered to the technical committee which shall record all adjustments, replacements and repairs necessary to place each car in safe and satisfactory operating condition.

After an allowance of two minutes, each late arrival will be penalized one point for each minute or part thereof.

# MOTTO TO LIVE BY

Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, martini in the other, body thoroughly used up, totally worn out, and screaming, "WOO HOO, what a ride!"



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