



ROCK-FORD A's MANIFOLD NEWS
P.O. Box 4001, Rockford, IL 61110
Region of MARC - Chapter of MAFCA
www.rockfordas.org



APRIL 2023



Glimpse from the Gavel

Hello, Friends,

It's full speed ahead for Model A Day! It seems like another month has passed us by before we knew it, but I guess we've accomplished a lot since our 1st meeting on Feb. 23, 2023. Clinton Model A Day plans are coming along very well—we've had several sponsors join us, some crafters, and some Model A swap meet vendors. We're grateful that our insurance through MAFCA and Haggerty will cover all of us totally. The necessary paper work and permits for the Village of Clinton have been submitted. We're looking for more crafters (there's room for 75+!) and swap meet vendors, more raffle prizes and donations. The Model A Day Committee meets every other week for updates. All the money we raise after we break even will be divided between the Clinton Food Pantry, housed in Christ Lutheran Church & Clinton Community Outreach, housed in 1st Presbyterian Church. Any raffle prize you can procure or donate personally can be brought to the April 25th meeting at Central Christian Church or the following meeting on May 27th at Blassingham Park in Pecatonica (full meeting schedule in the minutes.) We are looking forward to our Beller Museum Tour in modern cars, directed by Al Pedersen, on Sat., April 22nd!

Happy motoring ~ be safe out there,
George Brunson, President

2023 Model A Day "STAR"



Mike and Lana Peters' 1928 Phaeton will be the car featured this year at the 2023 Model A Day

When purchased in 2015 from Ken Ehrenhofer, it was literally a basket case! Pieces everywhere—body, fenders, bolts and sub frame. Mike had an old chassis he added to kick off a very long 4-year restoration project. The biggest challenge: to get all 4 doors to work right on the convertible! Ask Mike for more details - there are stories! But, she sure looks beautiful now, Mike - GREAT JOB!!



March 28, 2023 Meeting Minutes

1. Pledge of Allegiance.
2. Welcome members and guests. 37 in attendance. Welcome Steve MacLeod from Sharon, WI!
3. Welcome new members Chad and Pam Holstrum!
4. Thank you to George and Sue Brunson and Steve MacLeod for bringing treats tonight!
Thank you to Stan Stewart for opening up the church for us to use!
5. Health concerns: Dave Thompson is home from the hospital; Nan and Stan Stewart's grandson, Noah, is recovering from a stroke and will be having more surgery soon.
6. Greg McQueary gave the Treasurer's report (included in newsletter).
7. George Brunson spoke about our on-going meetings with Traffic Jams Clinton about our Annual Model A Day, which has been moved from Sharon, WI to Clinton, WI this year. We have a meeting every other week and are making progress, but need everyone's help to advertise our event and get sponsors to help with expenses. A packet was handed out to each member with flyers, sponsorship information, and vendor information. The more participation we have from club members, the better the event will be!
8. Al Pedersen reported on mileage for the past year: George Brunson was presented with a 2000-mile award; Ron Lanquist – 808 miles; George Brunson – 1109 miles; Jim Morley – 1213 miles; Al Pedersen – 1394 miles; Anne Laviolette – 1658 miles; Dave Clark – 3143 miles; Paul Donley – 4753 miles. Total miles reported for the club last year – 9325!
9. Dave Clark spoke about upcoming parades. Is there a July 4th Parade somewhere that we should participate in, and who can we get to sponsor us in parades?
10. Jim Morley spoke about Model A Days at Gilmore on September 15-16. Contact Jim for carpooling and hotel information (host hotel is now taking reservations) - 815-979-6980
11. Mark McClenathan offered to have a "mechanical day" at his home garage (with lifts). Contact Dave Clark if you wish to participate so that a date can be determined.
12. Toni Lynn Carlson has put together a tour to the Milton House, Train Club/Winery/antique shops, and, of course, ice cream. A date of July 15th was decided upon. She is also working on a date for another tour to Hoard Dairy Museum in Fort Atkinson, antique shops, Jones Dairy Market, replica of Fort Atkinson. Details will be coming.
13. Tom DeArmitt spoke about a chance to drive on the Rockford Speedway (this is the last year for the Speedway). Details will be coming when a date is determined. **HELMETS ARE MANDATORY!**
14. Car repairs: Laurie and John Martenson were so happy to have help getting their car repairs done that they donated \$500 to the club. This money will be used to help with expenses of our Annual Model A Day in Clinton, WI this year. Thanks, Laurie and John!
15. Saturday breakfasts are the 1st and 3rd Saturdays of each month. Monthly dinners are the 1st Tuesday of each month. Contact John and Sue Hausen for details about the next breakfast and dinner - 815-544-6004

16. UPCOMING MEETINGS:

- April 25 – Central Christian Church 7pm
- May 27 – Blassingham Park in Pecatonica 11am
- June 24 – Blassingham Park in Pecatonica 11am
- July 29 – Blassingham Park in Pecatonica 11am
- August 26 – Blassingham Park in Pecatonica 11am – Club Picnic
- September 30 – Blassingham Park in Pecatonica 11 am

17. UPCOMING EVENTS:

- April 22 – Beller Museum tour (rescheduled from earlier snowed-out date)
- April 28-30 – Spring Jefferson Swap Meet
- May 20 – Little Hershey at Boone County Fairgrounds
- May 27 – Miracle Mile Cruise & Car Show
- May 29 – Memorial Day Parades (Beloit 9am) (Pecatonica 1pm)
- June 4 – 26th Annual Model A Day in Clinton, WI
- June 17 – Old Settlers Day Parade in Rockton, IL
- June 18 – Orfordville Parade
- July 4 – Parade location to be determined
- July 8 – ByronFest Parade
- July 9 – “Cars That Time Forgot” Car Show at Lake Lawn Lodge in Delavan, WI
- July 15 – Milton House/Train Club/Winery/antique shops tour
- July 22 – Pietenpol aircraft at the Brodhead Airport
- August 5 – “Topsy” at Midway Village
- August 18-19 – Model A Day in Amana Colonies
- September 10 – Roscoe Lions Fall Festival Parade
- September 15-16 – Model A Days at Gilmore Museum
- September 17 – Beloit Autorama
- September 22-24 – Fall Jefferson Swap Meet
- September ? – Stillman Valley Fall Festival Parade
- October 8 – Oregon Autumn on Parade
- October 14 – “Rock-n-Bowl” Car Show

18. Mel Welch and Pam Holstrum won the attendance prizes.

19. Club vests are 1 free to member (\$17.00 for an extra); club patches (\$4) and Rock-Ford A's metal license topper (\$20 unpainted / \$25 painted), magnetic signs and car aprons from Greg McQueary; contact Lori Weber for embroidery (\$10).

Submitted by Anne Laviolette, Secretary

Our First Tour of 2023 - PLAN B! Call Al Pedersen 815-291-2526



It's official, the tour to the **Beller Museum** has been rescheduled for **Saturday, April 22, 2023!** Let's hope the snow is gone for many months! We will meet at the new **Love's Travel Center on Rt. 2 between Rt. 20 and the Airport, 4628 S Main St, prior to 8AM.** This will give us time to fill up with gas, get coffee, rolls or what else we may need before **departing at 8:30.** Al will hand out directions and answer any questions you may have during this time. Love's has requested that we are there no longer than an hour.

The Beller Museum is normally closed on Saturday but they will open special for the Rock-Ford-A's! Keep in mind they are opening the Museum special for our Club, let's show them we appreciate what they're doing by having an excellent turnout.

- ◆ 1st stop - a rest stop about halfway to the Museum at the Casey's in Waterman, IL
- ◆ After touring the Museum, 1 1/2 hours + -, we will head to Cracker Barrel for lunch.
- ◆ Last stop - Rochelle, IL Culver's. From there we can all head home to relax!

Thanks to Al Pedersen for organizing this tour!

All of the Club tools are housed at Anne and Lee Laviolette's garage!

5427 Shamrock Lane Roscoe, IL 61073 Anne: 815-218-3055 Lee: 815-218-2510



Thanks, Anne & Lee! We appreciate you!



Anne & Lee Laviolette's son, Eric and granddaughter, Emma at swimming lessons! She thinks she's a mermaid! So cute! Those little sprouts are adorable!



Mark and Marilyn McClenathan's newest addition to the family! Meet granddaughter, sweet little Dalia McClenathan! Those cheeks and those eyes—and that bow!



FORD MODEL A ADVENTURES

“Curve in the Road” by Wayne Rowehl

In the last issue we touched on the meaning of the term, “Curve in the road”, when your vehicle takes a turn for the worst and ends up on the side of the road. As you think what to do now, you begin to wonder and hope whatever you need will be available and where you would have to go to get it.

Recently, on a Ford Model T website, someone asked what parts are no longer made or available to repair or restore a Ford Model T vehicle. This made me wonder what parts are no longer made or not available for a Ford Model A vehicle. So, on a Ford Model A web site I asked what parts are no longer manufactured, available or hard to find to repair or restore a Ford Model A.

It was interesting to see people’s responses and comments. Some of the items we all knew about, some we heard rumors of not being available and some that used to be available are now unavailable.

Out of one hundred and twenty-nine responses and comments, fifty people said they believe the following items were no longer available or hard to find. Yet some believed either new or used might be available. Some believed items below may be available by other manufactures, such as floor mats, engine blocks and upholstery kits. It is finding where and who has it.

Ash trays (400A), axles (front), cowl bands, dash lights, dust covers, engine blocks, gas tanks, clutch plate (early ones), floor mats, heads, headlights (1928) assemblies, hub caps, interior trim, interior upholstery kits, quail, metal cans (for on the running boards), motor meters, shifter parts, steering column quadrant, transmission housing, throttle linkage, speedometers, water pump (1929), wheels, wiper motor (electric & vacuum).

I had heard of some of the items, surprised about other items and sad to hear some businesses that use to supply certain parts no longer in business.

What have you heard or experienced?

I look forward to hearing your comments at wrowehl@gmail.com.



**SUNDAY,
JUNE 4TH
9AM - 2PM**

WE ASK FOR YOUR HELP:

Sharing information on social media and/or in person with friends & family

Sharing vendor forms and posters

Volunteering to help on the day

Donating a raffle item of \$25

Questions? Call Sue Brunson 608-295-2590

or Anne Laviolette 815-218-3055



Ken Luety, left, and his son Paul stand by the Smith Road Bridge after it was placed on trailers for transport to their family's farm.

Hillary Gavan

Step Back in Time to Visit & Photograph Your Model A on a Bridge Built by Henry Ford's Bridge Builder!

Ford's Iron Mountain Plant: In early 1920 Ford was looking for timberland to harvest for the production of wood parts for his already huge auto company. He wanted to acquire forest land and build a sawmill and wood parts production facility in one location. Before that, timber was milled then all the milled lumber was

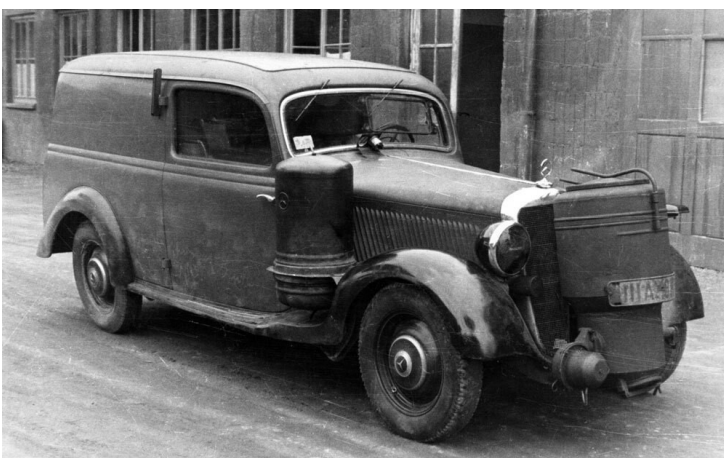
being shipped out to the assembly plants. He enlisted the help of Edward G. Kingsford, a timberman, real estate agent, and the owner of a couple of Ford dealerships in the upper Peninsula of Michigan. Mr. Kingsford was also the husband of Henry Ford's cousin, Minnie Flaherty. Early in 1920 Ford acquired 430,000 acres of forest land in the UP. After considering several locations, on July 16, 1920, Ford decided on Iron Mountain MI, for his sawmill and plant. The following day engineers from Ford arrived and began laying out the new plant. Site work began by the end of July. In August the Michigan Iron, Land, and Lumber Company was formed to conduct the Iron Mountain Sawmill and Body Plant as well as the extensive logging operations. On March 9, 1923 the Company was absorbed by The Ford Motor Company. The plant was always known as the Iron Mountain Plant, even after the Village of Kingsford was chartered on December 29, 1923. The plant built wood parts, then bodies, and produced Ford brand charcoal until 1951 when it was shut down and the charcoal business was sold to several local investors, who formed the Kingsford Charcoal Company, which is now owned by Clorox. They closed that plant and moved operations in 1961. Also, during the War the Ford plant built gliders for the war effort. Kingsford, MI celebrates their Centennial on August 3-5, 2023. Construction: Construction of the sawmill began on July 29, 1920. The first carload of logs arrived on Nov 30, 1920. Also about that time the first of two powerhouses was built, followed by the first body parts plant. In the next few years, there were numerous additional plants added, a second power house, additional body plant buildings, carbonization buildings, storage silos, and a charcoal briquette facility. This plant was soon second to only Detroit for the number of Ford employees. To meet the extreme construction deadlines that Ford wanted to meet, they turned to a prominent bridge builder by the name of B.L. Worden. B.L. Worden was the founder and president of the Worden Allen Company of Chicago. The company built structural steel bridges in the Midwest starting about 1910. The Step Back in Time to Visit & Photograph Your Model A on a Bridge Built by Henry Ford's Bridge Builder! Worden Allen Company was primarily a bridge fabrication company, but on occasion also did the design and installation of bridges. Being an established fabricator was the perfect company to build the new Ford plant as fireproof buildings were rapidly becoming the norm, and that was their new specialty.

According to the database at Bridgehunter.com, the Worden Allen Company built 34 bridges that are still known at this time. Worden also was the founder and president of the Lackawanna Bridge Company of Buffalo, New York, who built many more bridges in upstate New York. According to the database, they are credited for building 11 bridges, most of them on the Erie Canal, both fixed and lift style, of which 10 are still in service today. At this time, two of Worden's bridges still stand out. One is known as the Fairport Lift Bridge, AKA the Main Street Bridge, in Fairport NY. Built by the Lackawanna Bridge Company, this bridge, still in service, is unusual as the supports raise out of the ground to lift the bridge. In addition, the bridge is skewed to match the waterway as well as inclined to eliminate a long approach. This results in a bridge that none of the support angles are the same, and no two are square. The other is the South Smith Road Bridge, also known as the Tiffany Bridge. It is a single lane, Pratt through truss bridge, built by the Worden Allen Company in 1910. It is unique in that in that era most structural steel was joined using rivets. Truss style bridges typically had trusses joined together with huge "pins" as field riveting was not feasible. This particular bridge has the truss sections joined using bolts, which for whatever reason, was very unusual. Being a single lane bridge, it was determined that the bridge needed to be replaced, a few years back. Because it was such a historic bridge, local citizens banded together to save the bridge. In 2020 the bridge was relocated about 2 miles from its original location and now resides on the Ken Luety Farm, a couple miles outside Clinton, WI.

ref: Iron Mountain Daily News, William John Cummings, Bridgehunter.com

★ SPECIAL EVENT

On Sunday, June 4th, at the conclusion of our 2023 Model A Day event, there will be a guided voluntary procession of Model A's to the location of the bridge on the Luety farm. With permission from the owner, we will have a professional photographer there (Haylie Rogers) to take pictures of individual cars on this historic bridge, with its unique ties to Henry Ford. The astronomical odds of this bridge being in the exact town for our 34th Model A Day is astounding! We look forward to sharing this exclusive grand finale with our participants.



The Mercedes-Benz 170 VG, an example of a car that operated on wood-based fuel, such as charcoal. (via Mercedes-Benz Public Archives)



Henry Ford (second from right) with his crew: Thomas Edison (left), John Burroughs, and Harvey Firestone. ([The Henry Ford/Flickr](#))

We can thank Henry Ford and a long weekend in the Upper Peninsula for popularizing charcoal!

So, here's what happened: Ford was looking to source his own wood for Model T cars, because he wanted to cut back on his use of outside suppliers. So he reached out to a relative of his, a real estate agent who was the husband of his cousin, to help him find a supply of wood for the interiors of his vehicles. The brother found one in the Upper Peninsula of Michigan, near the Wisconsin border, and brought Ford with him, along with some of Ford's friends—Thomas Edison, Harvey Firestone, and conservationist John Burroughs—on a camping excursion in the very woods they planned to borrow from. You know, just a selection of four random friends with recognizable last names. (Truth be told, Edison, Firestone, Burroughs, and Ford frequently took camping trips together, so this match-up was no surprise.) Ford's cousin-in-law would eventually have a famous last name, too, given that his name was Edward G. Kingsford. Yes, as in Kingsford charcoal briquettes. It took a while for Kingsford to become a household name, but the seeds for the shift were planted during that long weekend in the Upper Peninsula. Soon after the trip, Ford helped to put together a factory that would produce wood siding for his vehicles. Making wood siding produces sawdust, and sawdust is wasteful. So what were they going to do with all this extra sawdust? Well, it helped that around this time, it became known that taking sawdust and tar and combining them together made for an effective piece of charcoal—the work of an inventor named Orin Stafford, from the University of Oregon.

Additionally, according to the *Iron Mountain Daily News*, other inventors were working on the briquette design around this period, with inventor W.P. Taggart patenting his take on a design for a “lump of fuel” around 1895.

Meanwhile, a Reading, Pennsylvania-based inventor named Ellsworth B.A. Zwoyer had been developing manufacturing processes to produce charcoal briquettes, and started manufacturing after World War I, but the problem was that he stood no chance of reaching national scale with his work. Ford, meanwhile, ran such a dominant production that his company could develop charcoal from all that sawdust and scale up its sale nationally without even batting an eye. How was Ford going to leverage this opportunity to dominate grilling? Well, this is where the connection with Edison helped. Edison came into play by helping to design a factory to take advantage of all this sawdust to make charcoal briquettes, basically creating a second factory next to the primary one, in a factory town that still exists near the Wisconsin border, named Kingsford after you-know-who. (Its sister city, the mining town Iron Mountain, is perhaps better known to non-Yoopers.) The birth of the product was so tied to the Ford Motor Company that before the company took on the Kingsford name in the 1950s after the company was sold, the offering was sold as Ford Charcoal. (Edward G. Kingsford died in 1943, before the product was named for him.) This was but one example of Ford’s tendency to maximize his manufacturing reach and minimize his production costs by building sustainable byproducts and vertically integrating his processes. As explained in a 1928 *New York Times* article, charcoal was one of many materials that the firm was able to produce or make available as a byproduct of manufacturing, saving \$13 million a year (\$205 million in today’s money) in manufacturing costs. And Ford didn’t just pocket that financial benefit, as the piece explains: The movement has broad social and economic results. It is not merely for the—advantage of manufacturers. It means the lowering of production costs and, in a competitive market, that means the lowering of retail prices. The people who ride in Ford cars would have to pay more for them if Mr. Ford did not make money out of “waste” products. Moth balls would cost more if he did not rescue naphthalene from the gas that comes out of his coke ovens. Thus, the consumer public gets part of the \$13,000,000. Nor does this take into account the employment provided by the prevention of industrial waste. So by grilling with charcoal, you were helping the economy by creating a viable market for a byproduct. And though Ford stopped using wood in cars by the early 1950s, charcoal briquettes were very much a viable market by that point and didn’t need the cars anymore.



Examples of charcoal briquette packaging from the 1950s, which are being sold from near the area where the Kingsford company was first founded. (via eBay)

An ad for Ford Charcoal Briquets targeted at hardware stores.

“Lump charcoal is composed entirely of charred wood. Briquets are primarily char, but they do contain some other ingredients. These additional ingredients combined with the briquet’s shape and how it is produced provide the consistent grilling experience. Some ingredients—coal, limestone and borax—are naturally occurring minerals. Wood char and cornstarch are both natural products.”

A passage from [the FAQ page](#) for Kingsford charcoal explaining the difference between lump charcoal and briquettes. While briquettes have a bunch of extra stuff to improve consistency, which is something you want when you’re grilling. Of course, because there are some fillers and additives in there, it means it’s not as pure as using charred wood. “For the same reason that SPAM is cheaper than a whole ham, briquettes are cheaper to make than all-wood charcoal,” [2013 Bon Appétit](#)

ELEVEN—The number of pounds of carbon emissions that the average charcoal grill produces per hour of use, compared to 5.6 pounds of carbon produced by a gas grill. (For comparison’s sake: Gasoline produces 19 pounds of emissions per gallon used.) A 2009 *Slate* piece on the issue notes that even with the emissions, there is an environmental case for using charcoal over gas, as Kingsford-style charcoal is a byproduct of other forms of wood production, and wood is a renewable resource. (Lump charcoal is technically worse for the environment, however, because it is not a byproduct, but purpose-built. Trees are cut down specifically to produce lump charcoal.)

<https://tedium.co/2021/07/02/charcoal-briquettes-history/>



The Model T Club has invited us to join them on their fall overnite tour—the dates are now set! September 26-27. Details TBA

Hello & welcome

We're happy to have new members join us in all our adventures!

- ◆ Dave & Colleen West
- ◆ Kurt Duesterheoft

See more about Kurt on page 12

Rockford Model T Club Is Proud To Announce Our 58th Annual Little Hershey Swap Meet & Cruise In

Saturday May 20th, 2023

Boone County Fairgrounds -- Belvidere, IL

Enter @ Gate 3 -- South Entrance

Gates Open Saturday at 6a.m.

\$7 Entry For Spectators - Children Under 12 Free Food Available On The Grounds

Rain or Shine Free Parking

Vintage Car Cruise In
For Makes 1998 & Older
Car & Driver Get In Free



Free Model T Rides

Swap Meet & Cars For Sale
Over 300 Swap Spaces
Available Inside & Out

Vendor Gate Open For Setup 10am - 6pm on Friday

Portion Of Proceeds Go To Local Charities

Any Questions Please: Call Dave (815) 979-4544 or Email: littlehershey1@gmail.com

Mark Your Calendars! You're Invited!

For more information, call Robert Yonkee 262-745-2863

TRAFFIC JAMS CLINTON PRESENTS

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**WE WELCOME
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SUNDAY
JUNE 4TH
2023

9-2PM

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MODEL A DAY**

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FOR MORE INFO CALL → ROBERT YONKEE 262-745-2863

The Rock-Ford Model A Club
34th Annual Model A Day

Sunday, June 4, 2023

9am – 2pm in Clinton, WI

This unique multi-state event

Is a salute to American ingenuity.

Presented by TrafficJams - Clinton

Talk to the owners and get an up-close look at these beautiful old Fords. If you're the proud owner of a Model A, this is a great time to meet other owners from around the Midwest. Guests and villagers are welcome to dress in period apparel. There will be a swap meet, craft vendors, music, food, raffles, and more! Step back in time to the 1920's and 30's! Come and wander, enjoying 100+ beautiful antique Ford Model A vehicles, along with other

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h m
HAYLIE MARIE PHOTOGRAPHY

262-745-8104

**Haylie Marie
Photography**



EF-O tornado & storm damage - March 31, 2023
 This is what remains of Chris & Lori Weber's shed. Half of it was blown across the road into a field. Thankfully, Willow, Lori's beautiful horse, was in another barn. And, luckily, their home and brand new garage were undamaged.



Dinner at Lino's in March



Breakfast at Sophia's, Roscoe



**Jim Morley
 The Birthday Boy!
 Olé!**

Meet Kurt Duesterhoeft! I grew up in Wisconsin and moved to Rockford to take a job at Sundstrand Aviation as an electrical engineer. I retired from there in 2020. I have a 1917 Model T Speedster and a 1931 Model A Coupe. Both cars have been in my family since new. My dad gave me the title to the Model A on my 40th birthday. It has been in storage for quite a few years and last year I decided to get it back on the road. I enjoy restoring cars to a period correct condition. I also have a 1958 Ford Fairlane and 1986 Dodge Omni GLH Turbo. Besides playing with cars, I also snowmobile and ride and race ATVs on ice. And as you already may know, I'm the newsletter editor for the Model T Club. **Welcome, Kurt!**



Our Next Meeting of 2023—See You There!

7:00pm Tuesday, April 25

Central Christian Church

6595 Guilford Rd., Rockford, IL 61107

If you have an interesting or helpful Model A-related photo, article, source, event, story, joke, or other fun tidbit to share, email it: thebrunsons@hotmail.com or text it to me at 608-295-2590.

Thanks! Sue Brunson, Editor

P.S. I'll be publishing the newsletter monthly this year.

Article deadline: the 5th of the month

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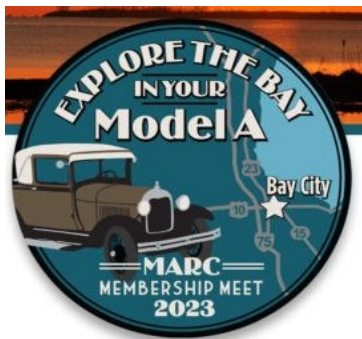
Doug Mather 731-687-0015
28BriggsLeatherback@espi.com

Tour Coordinator

YOUR NAME HERE

Newsletter

Sue Brunson 608-295-2590
thebrunsons@hotmail.com



The 2023 MARC Membership Meet will take place in Bay City, Michigan, April 14 -16.

Chris Aupperle is the Seminar Coordinator for the MARC Fashion Committee! We know she'll have a great presentation!

MARC National Meet July 30-Aug. 4

These members are planning to attend the MARC NATIONAL MEET in Hamilton, Ohio: ToniLynn Carlson, Alice Whitney and their 3 grandkids (modern car), Paul & Elaine Donley (driving Model A) at the host hotel; George Brunson and Jim Morley will be at the Marriott in West Chester (trailing Jim's Model A). If you're planning on going, please let them know!

ROCK-FORD A's RESOURCE LIBRARY

(Members contact George Brunson 608-290-1835)

BOOKS:

Automobiles 1949-1959

Ford Model A 1929-1931 NAPA/Martin

The New Ford (Reproduction of an original Ford Motor Company Sales Promotion Book), published by Jim Born, printed by Richards Publishing Co., Inc., Convick, Minnesota 56644, July 1, 1978

Tillotson Carburetors Repairing and Restoring Model "X", "Unmarked X" and "XF"

MOVIES/VIDEOS AS DVD:

1. "Model A Day: An American Spirit" Creative Edge Video Productions
2. "Autumn Trails" Double D Productions, Inc., Dallas TX 1989
3. "How to replace your brake drums" Video Technical Seminar Series for the Model A Ford" Diablo A's Concord, CA (2 cc)
4. "Grinding Brake Shoes" Technical Seminar Series for the Model A Ford" Diablo A's, Concord, CA
5. "Your Car will be Happier For It!" LeBaron Bonney Company, 2007 (INTERIOR)
6. "Carburetors and Carbohydrates" Double D Productions, Dallas, TX 1988
7. "How to Stop in a Dime" Double D Productions, Inc., Dallas, TX 1988
8. "Dial D for Distributor" Double D Productions, Inc. Dallas, TX 1988
9. "How to avoid Fahrenheit Fright" Double D Productions, Inc., Dallas, TX
10. "The Flasher" Double D Productions Inc., Dallas, TX 1989
11. "Rebuilding the Model A Ford Front End & Freeing a Stuck Spring Perch" Diablo A's Model A Ford Club Inc.
12. "Horatio's Drive: America's First Road Trip" Ken Burns, PBS Home Video, 2003
13. "Timing the Ignition" Double D Productions, Inc., Dallas, TX 1988
14. "A Journey Down Route 66" Michael Wallis, The Entertainment Group, 1994
15. "MARC National Meet" Pheasant Run Inn, St. Charles, Illinois 1983
16. "Rebuilding 2 Tooth Steering" Diablo A's Model A Ford Club Inc.
17. "How to Replace your Timing gear while on the road"
18. "Rock-Ford A's Tour" June – White Pines
19. "Rebuilding the Model A 3 Speed Transmission"
20. "Timing for Power & Front End, Steering and Handling"
21. "Welding" Training Course
22. "Yokohama Model A" Building the 1930 Ford in Japan Silverado Productions, CA
23. "Vol. 3 Patchwork & Metal Finishing" The Collector Car Restoration Home Video Library
24. "Vol. 4 Lead Work & Plastic Fillers" The Collector Car Restoration Home Video Library
25. "Vol. 5 Painting & Wood Graining" The Collector Car Restoration Home Video Library
26. "Vol. 6 Metal Trim & Chrome Preparation" The Collector Car Restoration Home Video Library



THANK YOU!

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