

THE HOT BABBITT NEWS

Volume 21, Issue 10

Newsletter of the Sis-Q A's, Yreka, CA

October 2020

THE END OF SUMMER BUSINESS MEETING



First Pictures of the New Ford Car
Get complete details
TOMORROW
at Ford salesrooms

NOTE THESE FEATURES
Beautiful one-line body lines
Choice of four colors
32 1/2 in. wheel base
Removable accessories
40-hp. motor
Four-wheel brakes
Standard wheel gear shift
Standard dual headlights
30 to 35 miles per gallon of gasoline
Shortest wheelbase in history
Rigid Ford economy and reliability
Proven reliability for the
entire life cycle
All new drive shaft
New engine
New and up-to-date
Standard and optional
equipment
Removable gear shift
New interior

FORD MOTOR COMPANY
Detroit, Michigan



Modern Automobile

Five years ago—three years ago—two years ago—it would have been impossible to produce such a really fine car at such a low price. It is possible today only because of the development of new machines, new manufacturing methods, and new production economies that are as remarkable as the car itself.

The Ford Motor Company did not set out to manufacture a new car at a certain figure. It decided on the kind of a car it wanted to make and then found ways to build it at the lowest possible price.

Every purchase shares the benefits of the established Ford policy of saving or controlling the waste of raw materials, of selling millions of cars at a small margin of profit and of constantly giving greater and greater value without greatly increased cost.

As Henry Ford himself has said: "We make our own steel—we make our own glass—we mine our own coal. But we do not charge a profit on any of these items or from these operations. Our only profit is on the automobile we sell."

There are good and substantial reasons, therefore, for the enduring quality that has been built into the new Ford and for its low price.

When you know the joy of driving the new Ford—when you see its outstanding performance under all conditions—when you study its reliability and low cost of up-keep—you will know that it is not just a new automobile—no, just a new model, but the advanced expression of a new idea in modern, economical transportation. There is, indeed, nothing quite like it anywhere in design, quality and price.

FORD MOTOR COMPANY
Detroit, Michigan



Put the Ford Truck on your pay-roll

Ford platform bodies and dump bodies are used extensively in highway building, general construction and excavation work. In addition, Ford dump bodies are used for hauling coal, coke and garbage.



Above: Rich Gabrielson, Russell Nussbaum (our newest member), Sidney Nussbaum and Bob Noel look over the progress on Rich's 1928 AA truck project.

Special thanks to Bob and Ann Noel for hosting our September business meeting at their home. Delicious snacks and drinks were enjoyed while we caught up on some long deferred conversation and event planning. New member Russell Nussbaum and his father Sidney were introduced to the club. Sidney is an old hand with the Ford Model A and Russell is working on several Model AA truck projects and is very knowledgeable and enthusiastic about these old Ford commercial vehicles. The meeting adjourned out to the Noel's shop, where the truck talk continued. We look forward to the Nussbaum's future company and camaraderie.

The Sis-Q A's, of Siskiyou County, California, is a chapter of
The MODEL A FORD CLUB OF AMERICA



President..... Richard Giordanengo
Vice President.....Linda Ellison
Secretary.....Cindy Hammar

Treasurer.....Ann Noel
Tour Director..... Bob Noel
Editor.....Nancy Giordanengo*

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The Model A Ford Club of America is a non-profit corporation of California and a national historical society dedicated to the restoration and preservation of the Model A Ford automobile as manufactured from 1928 through 1931

Mark Your Calendar

Saturday, Oct. 3rd - Fort Jones Fall Festival, Fort Jones Ballpark, 9 a.m.
Classic car show, antique tractors, children's games,
food and crafts. Meet at Raley's at 8 a.m. to caravan
"over the hill" to Scott Valley.

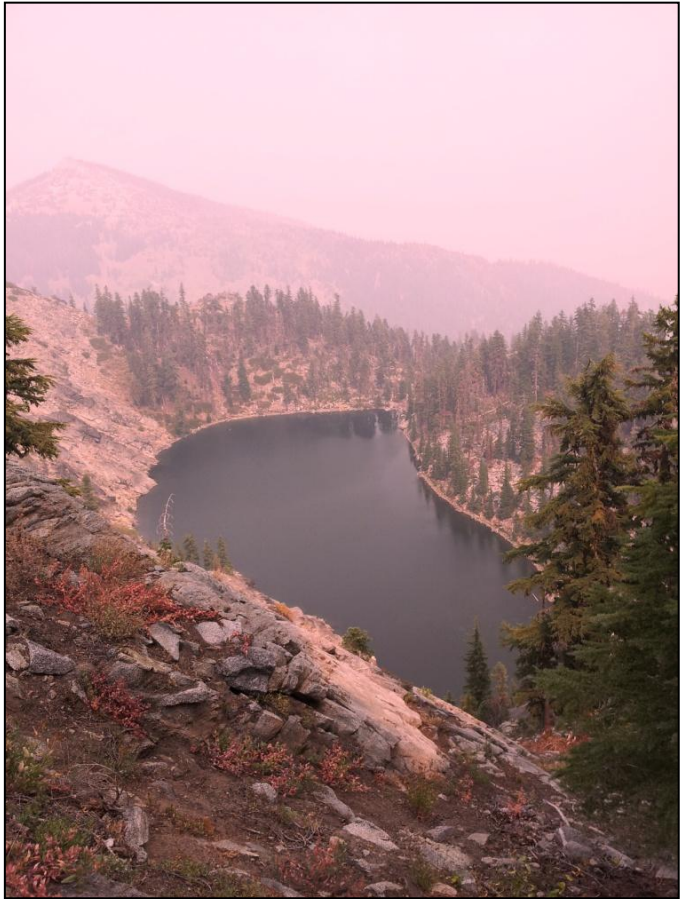
Monday, Oct. 5th – Monthly Business Meeting and Brunch Social
Black Bear Diner, Yreka, 10:30 a.m.

November business meeting place and time to be determined.

I've been thinking...

Well, it looks like this strange summer is finally over. And, as if things didn't already feel apocalyptic enough in this world, wildfires continue to break out and spread all around us here in Northern California while we wait for the onset of the rainy season. Let's hope it's a good one.

The days are noticeably shorter, and the mornings are noticeably cooler, and if you look carefully, you will see yellow and red leaves starting to peak through the green here and there. Pinecones are opening and releasing their seeds for the wind to carry where it will, and the constellation of Orion dominates the predawn, southern sky. The thin, spotted coats of fawns have been replaced by heavier, gray ones, and the squirrels and mice are busy hoarding whatever it is they hoard. You see trucks



filled with rounds of freshly cut pine and fir rolling out of the mountains with a sense of urgency. There are piles of firewood in driveways and side yards, some in neat stacks, some under tarps or tightly packed into woodsheds. That reminds me, I need to climb onto the roof and swab out the flue, then clean the ash out of the woodstove and maybe split a little kindling, because fall is here and winter is close on its heels.

We had a nice business meeting (and mini brunch) at the Noel's last month – thanks, Bob and Ann! It was nice to visit with those who were able to attend, and I especially enjoyed talking with our newest member, Russell Nussbaum, and his father Sidney. Welcome!

Get yourself out to Fort Jones on the 3rd of the month, if you can. The Lions Club is holding their annual Fall Festival at the Fort Jones Ballpark. Gates open at 9 a.m. for the car show, antique tractor display, hit-and-miss engines, games and food - whew! If you plan to attend, you can meet up with the club in the Raley's parking lot at 8 o'clock.

Linda Ellison is going in for surgery on her foot soon. Send good wishes her way for a successful operation and a speedy and full recovery.

Thanks to Altha Lindsay for passing along a nice article from *Hemmings Classic Car*, featuring the Model A Ford Museum in Hickory Corners, Michigan. See page 5.

Along with thousands of other business enterprises throughout the country, the fate of our traditional, monthly meeting place is still uncertain. We have decided to hold October's brunch social at Yreka's Black Bear Diner. While there, we'll see how appropriate the "acoustics" are for a business meeting. If nothing else, the Sis-Q A's are adaptable! - RG



**We'd most certainly
like to wish You
a very Happy Birthday!**

**Ann Noel, Oct. 14th
Wayne Hammar, Oct. 23rd
Carol Cupp, Oct. 30th**

Sis-Q A's Business meeting, September 14, 2020

The meeting was called to order at 11 a.m., at the home of Bob and Ann Noel. Members in attendance were: Rich Gabrielson, Richard Seres, Cindy Hammar, Bob and Ann Noel, Dale Green, Richard and Nancy Giordanengo, new member, Russell Nussbaum and his father, Sidney.

March Meeting Minutes: Ann Noel made a motion to approve the minutes of the March business meeting - second by Rich Gabrielson. Motion carried.

Treasurer's Report: Ann Noel reported on the club's recent transactions and current account balance. Cindy Hammar made a motion to approve the report – second by Dale Green. Motion carried.

Old Business: Richard Giordanengo has not heard back from the Siskiyou County Museum about the placement of a memorial plaque for Larry. He will follow up with a phone call.

New Business: It was reported that Eileen Mace and her home were safe from the recent fires in her area. Our friend Kitsy Wikkerink, along with her Model A's, were forced to evacuate ahead of the fire in the Shady Cove area. New member, Russell Nussbaum, was introduced. He shared stories and photos of his many Model AA truck projects. The upcoming Montague Car Show and the Fort Jones Fall Festival were discussed.

Respectfully submitted,
Cindy Hammar, Secretary

Model A Ford Museum

Celebrating the Model T's iconic successor within the Gilmore campus



BY MATTHEW LITWIN • PHOTOGRAPHY BY RICHARD LENTINELLO

If it had not been for the success of Henry Ford's first regular production car, the Model A runabout introduced in 1903, the Ford Motor Company conceivably could have folded just as easily as Henry's prior, short-lived ventures. The fledgling auto industry was wrought with tumultuous endeavors, but the Model A left an indelible impression upon motoring journalists and consumers alike, and the Ford paved the way for the letter series of cars that followed, culminating with the wildly popular Model T.

Yet even the affordable Tin Lizzy was bound to get long in the tooth, struggling to remain relevant in an era of rapid advances during the latter half of the Twenties. Simple restyling and minor mechanical updates weren't going to be enough to maintain the company's sales supremacy, so engineers and stylists set about combining the venerable mechanical aspects of the Model T within a chic new envelope of steel and fabric. It was hoped the new Ford would have an immediate impact, and a significant name from Ford's past was recalled into service: Model A.

Immediately after the car was introduced in December 1927, orders

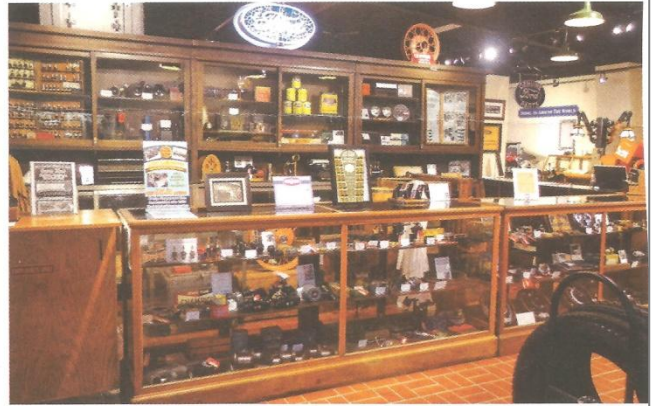
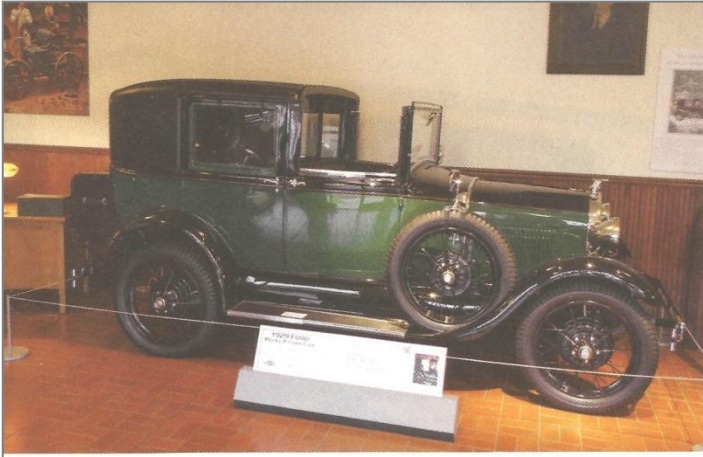
flooded in from across the country. Within four short years, the Model A had evolved from an initial batch of five body styles to 14, several of which were offered in standard and deluxe trim levels. The A infiltrated every corner of the passenger-car market to the tune of more than 3.5-million examples. Its influence was monumental, and today dedicated Model A enthusiasts participate in countless tours and shows spearheaded by two national clubs that operate on a global scale: the Model A Ford Club of America and the Model A Restorers Club. Since 2011, "Henry's Lady" has also been both honored and celebrated at the Model A Ford Museum, located within the picturesque campus of the Gilmore Car Museum, in Hickory Corners, Michigan.

The Model A Ford Museum was the culmination of thoughtful planning born from a basic need—a story that began more than two decades before the doors to the 11,000-square-foot facility opened to the public. During the latter half of the 1980s, MAFCA had received a steady stream of donated Model A mementos of all stripes, prompting the club to put into motion a plan for the future.

According to past president and current Model A Ford Foundation Inc. (MAFFI) special advisor Stan Johnson, "The club had received so many items that by 1988 it needed to create a 501(c)(3) nonprofit organization. During the year, the MAFFI was officially incorporated by the state of California. The club's group of 15 trustees then met annually to plan and oversee the mission statement established at the time of incorporation. This included a long-term goal of establishing a museum.

"During the 1990s, one of our trustees had a private museum in Illinois where we were able to house many donated items, such as paperwork, clothing, and Model A accessories, while the Kissel Museum in Milwaukee, Wisconsin, allowed us to house an early, all-original Tudor. By the turn of the century, our fundraising efforts increased dramatically. The goal was to build a structure through our own efforts, rather than borrowed money, and within the decade we were nearing that target.

"Concurrent to that effort, the board examined a few locations. Our first prospect was in Kansas City, which was about equidistant for all Model A aficionados. We looked at the basement floor of an



From top left, clockwise: Briggs-bodied 1929 Model A Town Car; 1931 400A Convertible Sedan; parts and tools display replicates a Ford dealer's parts counter; Smith air compressor kit allowed farmers to use Model A engines to have compressed air; classroom display includes a Model AA school bus.

established museum and felt it could work until further study revealed that it was in a floodplain. The board then investigated the possibility of building in Auburn, Indiana, where the Early Ford V-8 Club had built its museum, along with a couple others already or soon to be under construction. The site looked promising until we inspected the land ownership. We spotted concerns, so we searched elsewhere. It was a good decision because the Kruse bankruptcy rocked the area.

"The third location was the Gilmore Car Museum, which we visited due to the Model A Restorers Club meet that was held nearby. Most of the board members were attending the gathering, so it made sense to look at the campus and talk to the folks. It didn't take long for us to see the unusual opportunities the Gilmore offered. We could build on its land, and the Gilmore would operate and maintain the building. Because of its staffing structure, we

wouldn't need to employ a paid staff, which would help reduce our operating expenses. There's a lot to it, but in a nutshell, we provide the building, the Gilmore had the infrastructure in place, and the annual fee was attractive. Plus, one weekend every year each of the partner museums keeps the gate money to help defer expenses. Perhaps the most interesting aspect of being at the Gilmore is that the museum is close to the ancestral home of the Model A."

Once a site had been determined, MAFFI then made a final push within its membership to reach its monetary goal to begin construction based on the estimate provided by the architect and general contractor, both of whom had already established a strong working relationship with the Gilmore and the other partner museums already in place.

Stan went on to tell us: "Part of the design process was the building facade. Like most of the other structures at the Gilmore, we wanted the look and feel of a period Model A dealership, and we found what we were looking for in an old issue of *Ford Field & Service* magazine that was published by Ford Motor Company. It had outlined a basic design for a medium-sized Ford agency at that time, and our architect was able to reverse engineer the concept onto the front of our steel building. The entire process went smoothly. Ground broke in April 2011 and in September the keys to the facility were handed to the MAFFI board."

Current MAFFI president John Begg added, "The goal of the museum was to not just be a lineup of cars on display, but to tell the story of this rich period that started with the Roaring Twenties



From top left, clockwise: Only 264 1929 Model A Taxicabs were built by Briggs; the once-popular Murray-bodied 1931 Victoria Coupe; Henry Ford gave this 1928 Phaeton to his friend Thomas Edison; body-less chassis exhibit; display of original Model A and AA tools includes wrenches, jacks, tire irons, and air pumps.

and ended with the Great Depression. Think about Babe Ruth hitting home-run records, Charles Lindbergh flying across the Atlantic, Walt Disney creating Mickey Mouse, and so many other stories from that short 1928-'31 period."

John continued by telling us: "We've installed iPads around the museum with these stories so that kids and adults can learn more than just the body types and paint jobs on Model A's, several of which are also linked to interactive displays already in place, such as the starter display. It's essentially the cabin of a Model A in which our guests sit in and are prompted through each of the eight steps it takes to start one. We have another underway—an open chassis with its complete running gear—that will utilize a touch screen to point out each component, its location in the drivetrain, and how it relates to the other systems that enable a Model A to function. These interactive static displays, and more that are planned, are accompanied by functional displays, such as the Model AA stakebed that was reconfigured for passengers, enabling us to provide rides around the Gilmore Car Museum campus.

"Education through these interactive aspects of the museum is just one of the means at which we're looking at the future of the hobby as a whole and specifically to the Model A community. We want people to understand that a large part of the Model A society is driving these cars on tours all over the country, so we're looking at driving programs with instructors, as well as restoration programs through the Gilmore's Garage Works program already in place. The Model A is a simple car to drive and maintain, the latter with basic



mechanical knowledge and rudimentary tools, and it's one of the more affordable old cars to obtain and own thanks to an extensive network of enthusiasts and supplies. This museum is just part of it and a great way to immerse yourself into the history of both the car and the period. It was built by enthusiasts for the enthusiasts with more than a single goal in mind." 📷

CONTACT:

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www.gilmorecarmuseum.org