



NHHAC NEWS

The Newsletter of the North Hills Historic Auto Club



Volume 53 Issue 07

JULY 2022

PRESIDENT'S MESSAGE

Hi auto people!

Q

That's my letter. And hopefully we will start doing stuff as a club.

Michael Quinn

Just a few suggestions from CarCruises.com Many more online.

Sunday 7/10 11am-3pm PA Valley of Pgh Vintage Classic Car Club Cruise & Casual Swap Meet
Greater Pgh Masonic Center off Cemetery Lane, 3579 Masonic Way, 15237 Ross Twp
DJ Music, Raffle, Food, Proceeds Benefit Dyslexia Learning Center
Friday 7/15 5-9pm 1st Annual Hampton Fire Dept Mega Car Cruise, 2536 Duncan Ave,
Allison Park 15101, 1st 75 cars receive dash plaque, 1st,2nd,3rd place Peoples Choice
Award Trophies, Music, food trucks, raffle, auction

Save the Date—Sunday, August 21st

Garage tour beginning at 10:00 am

Meet at the parking lot across from the North Park Marshall Lake Island bridge.

More info to come

UPCOMING EVENTS

- July 12** **NHHAC Monthly Meeting, Tuesday 7pm, Mars Train Station**
- July 29** **Men's breakfast, 8:00 am, Eat n Park Wexford at Rt 910 & I-79**
- July 30** **Collette Car Picnic, Portersville & Mars Rumble, Grand Avenue**
- August 9** **NHHAC Monthly Meeting, Tuesday 7pm, Mars Train Station**
- August 21** **Garage Tour 10:00 am North Park Marshall Lake Island parking area**
- August 26** **Men's breakfast, 8:00 am, Eat n Park Wexford at Rt 910 & I-79**
- Sept 11** **Annual Picnic and Monthly Meeting, His Kids Christian School, Butler**

NORTH HILLS HISTORIC AUTO CLUB MINUTES
June 14, 2022 - Mars Train Station

The meeting was called to order by President Michael Quinn following the Pledge of Allegiance. Motion to approve the minutes of May 15, 2022 by Mike Paine and seconded by Jackie Sheerer

Treasurer's Report

Per Treasurer, Jack Swaney after expenses balance \$2,769.78
Motion to accept from Dave Carpenter and seconded by Bill Watt .

Wellness Report

Jackie Sheerer reported that no one was on the list.
It was reported Daryl Elliott experienced shoulder pain and visited Medic Express to be advised he had an aneurysm and will follow up with a cardiologist.

Old Business

Contact Diane Otto to purchase club merchandise.
Father's Day car cruise.

New Business

September 11 Annual Picnic, Jan and Bonnie Smith contacted the school where we had the picnic last year and it is available. Club will provide entrees and members sides.
Jackie and Bill Sheerer are planning a garage tour for August 21st
Mary Jo is collecting yard sticks, any condition or age, for a wall design.

There being no further business, the meeting was adjourned by Mary Jo Phillips

Submitted by Cindy Cook

Collette Car Picnic, Saturday, July 30, 2022
1:00 pm (eat at 2 pm)

844 Mountville Road, Portersville, PA 16051

What to bring—old car (if you have one), dish to share (casseroles, salads, meats, chips, pop, etc.)

folding chair, table service. Please—no pets.

Family friendly event!

Questions: call Dave or Nancy at (724) 368-8226
or email collettesr@aol.com

Directions from the south:
I-79 North to Portersville Exit 96. Turn Left onto PA-488 West. 1/2 mile to Rt-19 at stop sign, turn Right, then one "city" block Left onto PA-488 West (West Porterville Road). Continue 1.9 miles then Right onto Mountville Road. Destination on Left, white farm house with brown shutters.

Shared by NHHAC member Tom Bianculli

Mars Rumble, Saturday, July 30, 2022
Jack & Mary Jo will offer parking and save spots around noon or earlier for club members at S Building by the Mars Public Library, 107 Grand Avenue
Text or call MJ (724) 316-8809 before if interested



At the June meeting a new member inquired about purchasing a 1931 Model A and what to look for. We had and still have many members with considerable knowledge about these vintage autos. This article is just a brief look back.

The Ford Model A of 1927–1931 (also colloquially called the A-Model Ford or the A, and A-bone among rodders and customizers) was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the Model A name back in 1903–1904) was designated as a 1927 model and was available in four standard colors, but not black.

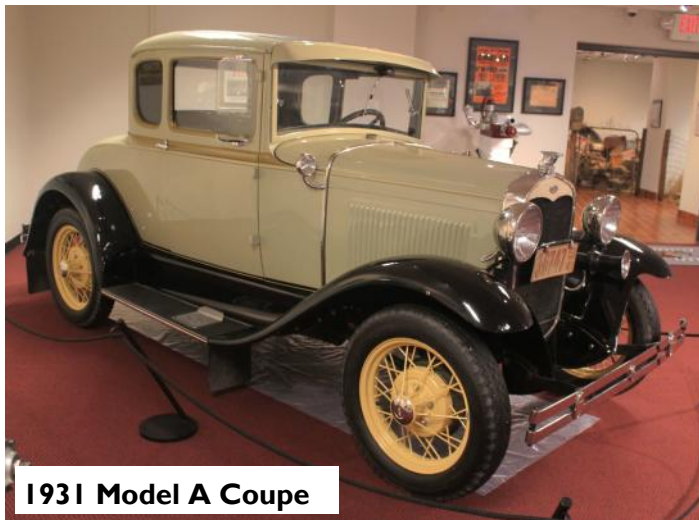
The Model A was produced through 1931. When production ended in March, 1932, there were 4,849,340 Model As made in all styles. Its successor was the Model B, which featured an updated 4-cylinder engine, followed by the Model 18 which introduced Ford's new Flathead V8 engine.

Henry Ford decided to replace the Model T with a new car that would attract as much attention as the "Tin Lizzie" once had. When the Model A debuted on December 2, 1927, thousands of people were eager to see for themselves that "Henry's made a lady out of Lizzie," and they stormed Ford showrooms. 25,000,000 Americans literally assaulted Ford showrooms in the span of just a week. In less than two weeks there were 400,000 orders, and Henry Ford could not keep up with the demand for his latest "gift" to an increasingly mobile nation. Despite the onset of the Depression, Model A production remained strong at 1,261,053 cars in 1930 but fell to 626,579 cars in 1931, the last year that the Model A was produced. Model A production ended in March, 1932.

The much anticipated 1928 Ford Model A was chic and sporty, and it had mechanical features that the Model T lacked: a three speed, sliding -gear transmission, four-wheel mechanical drum brake system, and hydraulic shock absorbers. The engine was a 201 c.i. L-head inline four-cylinder with water and oil pumps, and providing 40 h.p. The car could cruise comfortably at 40-45 mph, and top speed was around 65 mph.

The Model A came in a wide variety of styles: Coupe (Standard and Deluxe), Business Coupe, Sport Coupe, Roadster Coupe (Standard and Deluxe), Convertible Cabriolet, Convertible Sedan, Phaeton (Standard and Deluxe), Tudor (Standard and Deluxe), Town Car, Fordor (2-window) (Standard and Deluxe), Fordor (3-window) (Standard and Deluxe), Victoria, Station Wagon, Taxicab, Truck, and Commercial.

The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals; throttle and gearshift. Previous Ford models used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was located in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburetor by gravity. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. Model A was the first car to have safety glass in the windshield.



1931 Model A Coupe

Given Henry's disdain for cosmetic vanity as applied to automobiles, he left the design of Model A's body work to a team led by Edsel. It was during the period of the mid-1920s to early 1930s that the limits of the first generation of mass production, epitomized by the Model T production system, became apparent. The era of "flexible mass production" had begun.

Ford never again dominated the new-car market as it had at the height of the Model T's popularity; Chevrolet, Plymouth, and other makes proved to be formidable rivals in the 1930's and beyond. In the 1932 model year, Ford replaced the Model A with the Model B, which featured an updated four-cylinder engine, and the Model 18, which introduced Ford's new flathead V-8 engine.



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SINCE 1971



Luke Lofink's 1950 Buick Special Deluxe 2dr

NORTH HILLS HISTORIC AUTO CLUB

c/o Pat O'Neill
675 Bairdford Road
Gibsonia, PA 15044-7880

