
ALABAMA RAMBLING A'S

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ALABAMA RAMBLING A'S-NORTH ALABAMA CHAPTER

Volume 1, Issue 12

Website: <http://alabamaramblingas.com>

December 2009

Officers and Directors 2009 & 2010

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George Womble, Vice Chairman
Buddy Bailey
Hilde Davis
Ken Sparks, Chaplain

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George Womble, Vice President
Myra Womble: Secretary/Treasurer
Buddy & Sue Bailey: Activities Directors
Myra Womble: Temporary Editor

"Going Places" is published for the information of our members and friends. The views expressed in this publication are not necessarily those of MAFCA or MARC.

Permission to copy from this paper is granted provided credit is given to the author and publication. Membership in the Model A Ford Club of America and the Model A Restorer's Club is encouraged. Current dues can be located on the website of both clubs. Contributions to "Going Places" are welcome with reservations to edit materials if deemed necessary.

The President's Report

As I write this we are preparing for our annual Christmas Party (luncheon this year) and Annual Membership Meeting. There are many things on the planning board for next year and we are truly excited about the tours, seminars and just plain parties that are in store for the Alabama Rambling A's

Our Member of the Month, for this month, has to be Robert Davis for his above and beyond the call of duty in getting Ken Sparks' car ready for the Shiloh tour at the last minute. It involved pulling the engine and doing his magic to stop the oil leak!

I want to urge all of you to join us for our yearly meeting December 12th at Capps Cove. A Christmas dinner will be catered for the cost of \$13.00 per person. If you can not come for the dinner please come to the meeting at approximately 1:00 p.m. We will go over this year's failures and accomplishments plus outline our plans for the coming year.

Cason Capps
President, Alabama Rambling A's

2010 Dues are due December 31, 2009!

From Your Secretary/Treasurer

November was one of those incredibly busy/crazy months and on top of that I have been having trouble with my sight. I had eye surgery back in April for something called a “macular pucker” and was told that it would hasten the growth of a cataract. When I asked how fast it would grow, I was told maybe 4-6 years before something had to be done about it. Well, it only took 7 months for it to get to the point that I couldn’t see well enough to drive or even do much on the computer. The good news is that I had surgery on November 3rd and am beginning to get my sight back. As I write this there is still some swelling that is causing my sight to blur but I am certainly better.

I can’t even begin to tell you what a great time we had in October going on the Shiloh Tour. THE DAY STARTED OUT GREAT! George and I overslept! He was in a tizzy before we even got underway. We connected with Louis Resha in Warrior then headed toward Cullman. There we added Cason & Sybil Capps, Dick & Jane Haldeman, David & Carolyn Miller, Ken & Rachel Sparks, and Buddy & Sue Bailey. Then it was on to Moulton where we met Eugene & Rita Glenn. Just as we got into Tuscumbia/Muscle Shoals who should show up but Bob Parks and three of his friends. It was a shame but they couldn’t go all the way to Shiloh with us but they did follow us over to luka, MS to Lloyd and Edna Murrah’s. Lloyd met us in Tuscumbia too and lead us over to his place, if he had not done so I’m not sure that the rest of us could have found the place. Lloyd gave great directions but when you have 11 Model A’s following you things can get a little mixed up.

I am planning on going back to the Murrahs’ “soon” because they put on quiet a feast for us. Hamburgers, hotdogs, beans, chips, pie & homemade ice cream are just a few of the good things we had to eat.

Continued:

We had three of the most fun filled, interesting days that we have had in a long time. We ate catfish, toured the Shiloh National Military Park, saw a wild bald eagle, laughed, ate and made fools of ourselves all weekend long. I am pretty sure that I gained 4-5 lbs.

As we headed home it seemed like we were breaking up the family! Every time someone left the group we almost had to stop and dry everyone’s tears.

Myra Womble
Secretary©

For Sale:



1930 Model “A” Ford Sedan Fordor & Trailer

Car: 4-door, 3 window Fordor, Murray body, beige/black, cream wheels, 2 spare tires, approximately 29K mil., hydraulic brakes, asking \$15,000. Nicely restored.

Trailer: New (less than 100 miles), tandem axels, ramps, storage, elec. Brakes, lights, break-away controls (battery), spare tire \$1,500.

Contact: Bill Slaton (256) 593-7688©

For Sale:

Model A Engine:

Built By: Performance Automotive
Owner: Bob Myers
Greenville, TN 37745
Phone: (423) 638-1181

1. Inserted
2. New valves and rings
3. High performance cam
4. Lighten flywheel
5. Heavy duty clutch
6. Balance crank & flywheel
7. New rods & pistons

On roll-around stand. Can run engine anytime. Comes with Zenith carburetor, starter, key ignition and muffler.

Price: \$3,400

Call: Louis Resha H (205) 647-5808
C (205) 905-6815



A Look in our cash register

Beginning Balance in bank on September 30, 2009	\$1,995.52
Total Credits	.00
Total Debits	.00
Outstanding Checks	<u>-20.00</u>
Balance in Checkbook October 31, 2009	\$1,975.52

Since we didn't have a Newsletter in November I am including both months in this month's report.

Beginning Balance in bank on October 31, 2009	\$1,995.52
Total Credits	182.00
Total Debits	.00
Outstanding Checks	<u>-20.00</u>
Balance in Checkbook November 30, 2009	\$2,157.52

Celebrations

November Birthdays

Zecora Sanders	2 nd
Wayne Hilliard	6 th
Kenny Branch	9 th
Gary Moore	11 th
Sue Mitchell	21 st
Nell Williams	24 th
Ruby Hyatt	26 th
Sam Williams	29 th

December Birthdays

Truett Guffin	3 rd
Douglas Cox	8 th
Harry Smith	23 rd
Jim Woodward	24 th
Marjo Gann	29 th
Thomas Gann	31 th

November Anniversaries

Louis & Ann Resha	7 th
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December Anniversaries

Robert & Hilde Davis	11 th
Mike & Kathy Hogg	11 th
Richard & Mary Nell Stanford	20 th
Cason & Sybil Capps	22 nd
Douglas & Sandra Cox	27 th

Please remember that I am only human. If I have missed a birthday or anniversary it is because I either have the wrong information or I have recorded it incorrectly. Give me a call and let me correct the problem. ©

Dues! Dues! Dues! Dues! Dues!

Members renewing their membership before December 31, 2009, will have their names entered into a drawing to have one lucky person's membership dues refunded for 2010.

HENRY FORD'S ARCHITECT ALBERT KAHN

The son of poor German immigrants, Kahn arrived in Detroit in 1880 at the age of 11. As a boy he had to take odd jobs to help support his family, so his formal schooling ended. The family's poverty also meant he could no longer continue his natural talent of playing the piano. His early ability was so exceptional that by the age of 7 he was considered a prodigy. Kahn then set his sights on becoming an artist, but that dream also ended when it was discovered that he was colorblind.

In 1884, at age 15, Kahn's life brightened. He got a job, without pay at first, at the architectural firm of Mason & Rice. It was the firm's 26 year old partner, George Mason, who took an interest in Kahn, encouraged him, and taught him to draft and sketch. This informal training continued when Kahn won a year's scholarship to study abroad, where he toured and sketched in Italy, France, Belgium and Germany.

Kahn founded Albert Kahn Associates in 1895. Soon after he designed Detroit's first large auto plants for the Packard Motor Car Company. It was on Packard's tenth building that Kahn gained recognition with his design of the first concrete-reinforced auto factory, with strong, fireproof, inexpensively built and with volumes of space unobstructed by columns.

This accomplishment with Packard brought him to the attention of the man who would change his life: Henry Ford. Kahn designed Ford Motor Company's famous Highland Park plant, where Ford consolidated production of the Model T and perfected assembly line mass production. With the four-story plant, Kahn created an environment that was worker friendly with good lighting and ventilation. The Highland Park complex was the first of more than 1,000 commissions that began the lifelong collaboration of Albert Kahn and Henry Ford. But Highland Park had its shortcomings. Production didn't flow because it moved between floors and even between buildings.

In 1916, Henry Ford contracted with Kahn to build the Rouge plant in order to build submarine chaser boats for World War I. After the war, the building was converted to a Model T body shop, then the Rouge site became the nucleus for the 2,000 acre River Rouge complex. The new plant was almost self-sufficient and a self-contained industrial city. Within 10 years the complex contained 93 structures, 90 miles of railroad tracks, 27 miles of conveyor, 53,000 machine tools and 120,000 employees. Coal ore and lumber arrived on Ford ships, was processed by steel forging and stamping for the manufacture of parts. To complete the assembly process, a power plant, glass plant, cement plant, oil storage and paint shop were utilized to produce Ford cars and trucks.

He also designed Edsel Ford's estate in Grosse Point Shores as a palatial English cottage-style mansion overlooking Lake St. Clair, one of his many non-factory design efforts.

After the stock market crash in 1929, automobile production declined and thus no new factories were built. Between 1929 and 1932 Kahn directed construction of 521 factories and directed the training of more than 4,000 engineers in the Soviet Union.

As World War II approached, Kahn's firm (now 600 members) was contracted to help build the "Arsenal of Democracy". They designed the majority of army airfields and many naval bases. One of his most famous buildings is the plant at Willow Run in Ypsilanti, Michigan. At that time it was the world's largest enclosed room and produced thousands of B24 Bombers and C119 Flying Boxcars. He also developed the Glenn Martin Assembly building, the Chrysler Tank Arsenal, the Dodge B25 engine plant, ---the list goes on.

Later in life he said, "When I began, the real architects would design only museums, cathedrals, capitals and monuments. The office boy was considered good enough to design factory buildings. I'm still that office boy designing factories. I have no dignity to be impaired". He was also quoted with, "I work fast, but I never hurry". (He probably told Henry Ford that several times).

With his day's work often stretching to the 24 hour point, the strain is said to have taken a toll. His long and prolific career ended in 1942 with his death at the age of 73.©

Source: detnews.com/

Michigan History www.answers.com

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**Dues count!! Be sure to get your name in the pot before
December 31, 2009.**