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## Reservations required for Shakertown lunch

Join your fellow Model A-ers for an exquisite lunch in the famous Shaker Village at Pleasant Hill on Saturday, June 23. The price of the meal is \$23.50 per person.

**Advance reservations are required** if you plan to eat at Shakertown. Call **Delmer or Linda Dalton** at (859) 223-5078 or (859) 552-3514 by Wednesday, June 20.

**Come prepared to pay the Daltons** for your meal on Saturday so they can write a single check for the group at Shakertown.

The group will meet at Chick Fil-A in front of Turfland

Mall in Lexington at 9 a.m., and will depart promptly at 9:15. After a scenic drive, we'll arrive at Shakertown around 11. Lunch seating is at 11:30.

After lunch, you can explore the gift shop or purchase a pass for the walking tour of Shakertown. A one-hour riverboat cruise is also available, with departures at 2 and 4 p.m. The cost of the boat ride is \$10 per person.

If you opt out of lunch with the group, you can head on into Harrodsburg for lunch on your own and still make it back in time for the 2 p.m. boat ride.

### *Scenes from CKMARC Natural Bridge Tour, May 26*

*Photos by Kim Hollis*

*Right: Nine-year-old Austin Resinger (grandson of John Yates) gives the 'thumbs up,' indicating that the generator trouble — evidence of which is on the runningboard — is under control. Below: Model A Fords enter the Nada Tunnel in the Red River Gorge. The tunnel was once part of a narrow-gauge railroad that served logging operations in the area.*



# Car for Sale



## 1930 Model 'A' coupe

- Many new parts including wiring
- Six-volt alternator
- Flying Quail radiator cap
- Stone guard
- Asking \$12,000



Fred Tuttle, (859) 523-1931

# Car for Sale



## 1930 Model 'A' Murray body Town Sedan from the estate of Charlie Spurlock

- Luggage rack and trunk
- Cowl lights
- Flying Quail radiator cap
- New paint about 4 years ago
- Runs and drives good
- Make offer

Jack Kubik, (859) 619-7331

## Central Ky. Region, MARC

[www.ckmarc.com](http://www.ckmarc.com)

### President

**Darrell Webb**  
163 Carolyn Dr.  
Nicholasville, Ky. 40356  
(859) 887-3882

### Secretary

**Judy Akers**  
2720 Cedar Rd.  
Stamping Ground, Ky. 40379  
(502) 535-6665

### National Director

**Jack Kubik**  
3889 Foley's Trail  
Lexington, Ky. 40514  
(859) 224-8050

### Vice President

**Bruce Bailey**  
3945 Goshen Rd.  
Stanford, Ky. 40494  
(606) 669-0428

### Treasurer

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4890 McCowans Ferry Rd.  
Versailles, Ky. 40383  
(859) 873-7590

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1535 Cypress St.  
Paris, Ky. 40361  
(859) 987-1914

### Board Members

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1307 Bethany Rd.  
Nicholasville, Ky. 40356  
(859) 885-4415

**Carl Goodwin (2011-12)**  
2000 Sunset Dr.  
Paris, Ky. 40361  
(859) 987-6198

**Bob Lykins (2012-13)**  
633 Grabuck Street  
Danville, Ky. 40422  
(859) 236-8165

**Delmer Dalton (2011-12)**  
3245 Wellington Lane  
Lexington, Ky. 40503  
(859) 223-5078

**Linda Kubik (2012-13)**  
3889 Foley's Trail  
Lexington, Ky. 40514  
(859) 224-8050

**John Yates (2011-12)**  
1137 Rogers Rd.  
Lancaster, Ky. 40444  
(859) 548-4016

### Newsletter Editor

Jeff Rhoads, 3813 Dicksonia Dr., Lexington, Ky. 40517 (859) 273-9593

Email the newsletter editor: [Checkmark@ckmarc.com](mailto:Checkmark@ckmarc.com)

## Model A Parts for Sale

- Generators (5) — all rebuilt @ \$55.00 ea., or all for \$200
- 1940s valve seat grinder — wooden box with guides (needs new stones) — \$150
- Model B flywheel — 52 lbs.; good ring gear — \$35
- 1942 Heyer portable auto electrical tester (6 & 12V) — WORKS — with instruction manual — needs new leads — \$35
- Model T or A charcoal foot warmer — \$50
- Late '31 Zenith side bowl carb. with side bowl filter (upper and lower castings, side bowl filter and venturi — no other internals) — \$200
- Pair of NEW '30-31 sedan rear fenders (in primer) — \$500
- '30-31 radiator (cleaned and tested) — \$225
- '30-31 radiator (a 4-lbs. pressurized system) — \$250
- 2 — 1928 or 1929 7-tooth steering gears — \$75 ea.
- '30-31 speedster body — \$700
- '30-31 frame — \$100
- Brake reinforcement bands (4) — \$100
- 1 pair of front brake drum hubs — good and useable — \$50
- 1 vented front brake drum — 11" (late '31) — \$40
- Front cross member — a few cracks — \$20

Bill Goetz, Lexington, Ky. — (859) 312-3145

# Ask *Checkmark*: How much is enough? How much is too much?

Here in the editorial suite at Checkmark Plaza, we occasionally receive a technical question on some of the finer points of Model A restoration and repair. Readers turn to us, perhaps, because of our nearly 40 years' experience with the Model A Ford — or, maybe because they were unable to reach **Jerry Baker**.

Whatever the reason for their inquiries, our readers deserve answers that are thoroughly researched and based on sound logic and careful thought. Unfortunately, that type of answer can only come from Jerry. All we can offer is an answer that's moderately entertaining, while marginally useful and questionably informative.

That brings us to our latest technical inquiry, penned by a member who hails from a couple of counties away.

"How, pray tell," he writes, "can I tell when I have enough grease in the universal joint?"

The grease fitting for the u-joint is located under the car, in the front half of the u-joint housing. When assembling the related components after a major teardown — that is, starting with an empty u-joint housing — the rule of thumb is to pump a full tube of grease into the u-joint. For subsequent maintenance operations, however, it's hard to know how much grease is already present, and how much needs to be added.

An adequate amount of grease is essential. Grease from the u-joint must find its way rearward to lubricate the speedometer gears and the roller bearing at the front of the drive shaft — neither of which has a dedicated grease fitting of its own.

The roller bearing, if neglected, can disintegrate. We recall witnessing the results of such a catastrophic failure in the repair tent at a national meet some years ago. It's not a roadside fix, as it requires removal of the rear axle from the car. In other words, it can ruin your whole day. Preventive maintenance is much preferable.

So...how does one know when enough grease has been applied? Is it possible to have too much?

To answer the second question first, yes. If the u-joint and related areas are overfilled, grease will begin creeping through the large ball bearing at the rear of the transmission case, and into the transmission. This can occur even if you have the modern-style sealed ball bearing in that location.

That isn't good. The transmission uses 600W oil, which — while thicker than modern gear oil — must be able to flow into the small roller bearings located deep within the cluster gear assembly. If the 600W oil is contaminated with heavier chassis grease, the transmission's internals could become starved for lubrication.

Now, back to the first question. How can we determine if we have enough grease — but not too much — in the u-joint housing?

Your editor has devised a method that, while not guaranteed, has provided satisfactory results so far.

First, top off the 600W oil in the transmission, right up to the top of the hole, and leave the filler plug out. Then, pump grease into the u-joint housing until 600W runs out of the filler hole. The theory is that when the u-joint gets full and the grease begins migrating past the rear ball bearing in the transmission, it will begin displacing the 600W. Stop pumping at that point, and reinstall the filler plug in the transmission.

For added peace of mind, it might be well to remove the speedometer gear case once in a while and have a look around in there to make sure grease is getting back to that area. Caution: When reinstalling the speedometer gear case, use a thin paper gasket — never anything squishy like cork — and some Permatex or RTV sealant. The gear housing is made of aluminum and is easily broken. (Don't ask us know we know this.)

## *Tiptons' picnic is July 7*

Don't miss the picnic at the home of **Bryan and Melissa Tipton**, 1065 Mackey Pike, Nicholasville, on Saturday, July 7. Bring a dish to share and your folding chairs.

If you'd like to tour to the Tiptons' place, meet at Arby's in Landsdown Shopping Center on Tates Creek Road in Lexington. A group will leave from there at 10 a.m. sharp.

**Important note:** *Since this event occurs soon after our Shaker Village run, there won't be another issue of Checkmark published until after the picnic.*

# The stuff that dreams are made of

Did you ever wish you could travel back in time to the Model A era, walk into a Ford dealer's showroom, plop down a few hundred bucks, and drive off in a brand-new Model A Ford?

Here are two more images from the Library of Congress. (We published a similar photo of a Sport Coupe in the April issue of *Checkmark*.) Pleasant dreams...



## 'MARC' your calendar

- ✓ **June 23** — Tour to Shaker Village at Pleasant Hill for lunch and riverboat cruise (**Delmer and Linda Dalton**). See details on page 1.
- ✓ **July 7** — Picnic at the home of **Bryan and Melissa Tipton** in Jessamine County. See details on page 3.
- ✓ **July 21** — Keeneland Concours d'Elegance.
- ✓ **Aug. 18** — Tour to Camp Nelson National Cemetery and Thomson-Hood Veterans Center in Wilmore (**Kenneth and Pat Watts**).
- ✓ **Sept. 22** — Tour to Big Bone Lick State Park (**Mike and Judy Akers**).
- ✓ **Oct. 6** — Tour to the Harvest Festival at Renfro Valley (**Danny and Tammy Godbey; Bruce and Linda Bailey**).
- ✓ **Nov. 10** — Tour to Moyer Winery in Manchester, Ohio (**Herman and Nancy Butler; Jeff and Mary Rhoads**).
- ✓ **Dec. 8** — Christmas potluck dinner (**John and Karen Blair; Jeff and Mary Rhoads**).
- ✓ **Jan. 26, 2013** — Potluck social at Rabbit Run Recreation Center in Lexington (**Delmer and Linda Dalton**).