

THE CABRIOLETTTER

THE CABRIOLET CLUB
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Issue #182 Dec. 2022

My First Hershey

By Tom Krueger

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Photo above taken by Sheri Krueger. From left to right - Top Row: Skip Seaton, Mark Harth, Bruce Adams, and John Rizzo
Bottom Row: Ron Erenhofer, Tom Krueger, Bill Messmer, Clare & Geoff Leek, Bill Etter, Bill Bass, and Alan Mende

I am sure that many stories have been written about someone's first experience at Hershey, and I am just as certain that many more stories will come. I will take you through the journey of my Hershey experience, but I liken it to looking at a glorious sunset or the view of a canyon from on high – there are not enough words to properly describe it, and pictures can do no justice. In other words, if you have never been yourself, you will just have to experience it in person one day to get the full magnitude of this yearly event.

Having been an editor of the Cabriolet Club since 2016, year after year I would announce a Club meet and greet that would take place at the AACA Eastern Fall Meet that occurs the first week in October in Hershey, PA annually. This meet and greet has been a Cabriolet Club tradition for many years, and yet I had never attended. Every year I kept thinking that I needed to carve out some time to get out there if for no other reason than to meet some of the many Cabriolet Club members. It is complicated for me since I am still working and have to coordinate vacation days with other co-workers and keeping enough days to make visits to my kids and grand kids out in Tennessee. Finally this year, my wife Sheri and I decided to make it happen.

Early this year we began making plans to attend Hershey, but found that airline tickets into (Continued on Page 14)

Dues are Due, See Page 2

Welcome New Member!

Henry (Hank) Zajic - Springfield, VA



2023 Dues are Due!

Thank you so much for being a member of The Cabriolet Club! We look forward to another year of sharing information and ideas with you!

The Cabriolet Club dues are now due for 2023. Please fill out the enclosed renewal card and return with payment **NO LATER THAN** February 28th. If you have already paid your dues for 2023, please disregard this notice. If there is no renewal card included with your mailed December newsletter, then our records show that you are already renewed for 2023. If you only get an emailed copy of the newsletter, please watch for a mailed renewal card.

Members have the choice of the newsletter being mailed through the postal service, e-mailed to them, or sent both ways. Circle ONE delivery method on the bottom of the dues card. **Note:** Dues are the same cost for any delivery method.

If you wish e-mail, please print your current email address **CLEARLY** on the line provided. If **nothing** is circled, the newsletter will be mailed by the postal service. If you have any questions about dues renewal this year please let me know:

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The Cabriolet Club is a Special Interest Group of the Model 'A' Ford Club of America (MAFCA) and a Special Body Style Interest Region of the Model 'A' Restorers Club (MARC). Its purpose is to provide a medium for collecting and exchanging information, ideas, parts, etc. on three body styles (68-A, 68-B, 68-C) of the Model 'A' Ford Cabriolets made from 1929 to 1931. The club newsletter, "The CABRIOLETTER" is written by Tom Krueger and Alan Mende, who do the final editing. It is published four times a year in March, June, September, and December. Any questions, articles, wanted ads, for sale ads, plus other information for publication in "The CABRIOLETTER" should be sent to: **Tom Krueger**, PO Box 1536, Parker, CO 80134, 303-378-9720, Cabrioleditor@gmail.com or **Alan Mende**, 306 Manada Gap Road, Grantville, PA 17028, 717-469-1047, alanmende@yahoo.com. Technical questions should be sent to **Larry Machacek**, PO Box 1487, Conroe, TX 77305, 936-441-8209, larry-gwyn@consolidated.net. Tom Krueger is the club director. The club has no formal officers. Any matters pertaining to club membership (dues, change of address, etc.) should be referred to him at the above address in Parker, CO. Dues for American and Canadian addresses are \$16 per year, \$18 for overseas addresses.

RESTRICTIONS: Past, present, and future material (articles, drawings, pictures, etc.) in this publication "THE CABRIOLETTER", that relate directly to the construction and/or reconstruction of the Ford Cabriolet body style car (1929 - 1931) cannot be reproduced or electronically stored in any form without written permission. For permission contact: **Larry Machacek**, PO Box 1487, Conroe, TX 77305, 936-441-8209, larry-gwyn@consolidated.net. Some Model 'A' materials may be borrowed from other publications, and we thank these organizations for sharing their information and knowledge with us. We are happy to share our non-Cabriolet related articles with other



Mail Room

• From Dick Carne - Fayetteville, GA

I am attaching a couple of pictures that we took of the car at the Hay House in Macon last month [June] (the Hay House was built in the 1850's and has over 18,000 square feet - a truly magnificent venue) the second photo is of our car and that of Jim Wingo's 400-A - Jim also has a blue 68-C as well. Similarly, I am also attaching a copy of the tour booklet that we put together for this event in case you might have any interest in seeing the write-up that we did for this event (I had difficulties in trying to get the cover to line up as the lead page, but my nephew was able to properly arrange all of that when he did the actual printing of the finished product). As always, I appreciate all that you do to try to shepherd those of us who have these old gentlemen, and once again I appreciate all of the many kindnesses that you have extended to me personally.

Also, Dick Carne sent in this question. Can anyone in the club offer some help?

“I am having a few overheating issues, but I was reluctant to have the radiator re-cored when we did the car because it still had the original style fins which I have not been able to find when I have done other cars in the past. Would you by chance happen to know if any of the radiator suppliers offer a new radiator with the original style fins?”



Dick Carne's 68C in front of the Hay House



Dick Carne's 68C and Jim Wingo's 400-A. There is a color theme here!

• From David Habersang - Davidson, SC

Hi Tom, My 1930 Cabriolet 68B has been restored since the mid 90's. Larry Machacek was a big help during its restoration. You are doing a great job with the Cabrioletter. It has always contained valuable information about this model. Keep it up! Here is a picture of my Cabriolet, “Susie Q”.



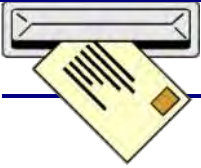
David Habersang's Cabriolet - "Susie Q"

• From Kim Eccles - Spokane, WA

In Cabrioletter Issue #181, Kim Eccles posed this floorboard screw question:

“I have the floorboards and have the machine screws installed in 12/24 threads. My question is that on the Cabriolet [68B], the floorboard screw locations by the two doors are into wood and are not metal inserts for machine screws. I did not see this mentioned in standards or manufacturers so far. What is correct size and finish of the wood

(Continued on Page 4)



Mail Room

screws and I assume cup washers for the floorboards to hold them into the wood frame by the door openings close to the fixed seat bottom? Here is a photo. The aftermarket floorboard screw kits have all machine screws 12/24 thread. The cabriolet has wood frame under these floorboard screws on the sides and also I believe two are needed in the back by the seat. I have a flat Phillips #8 x 1-1/2 inch in there now which is wrong, but there should be a mention of the different floorboard types and screw size in the MAFCA standards if Cabriolets are different, in that section. I think it should be a raven or nickel slotted oval head wood screw probably #10 and 1-1/2 inch, but I have no confirmation. Thanks!"



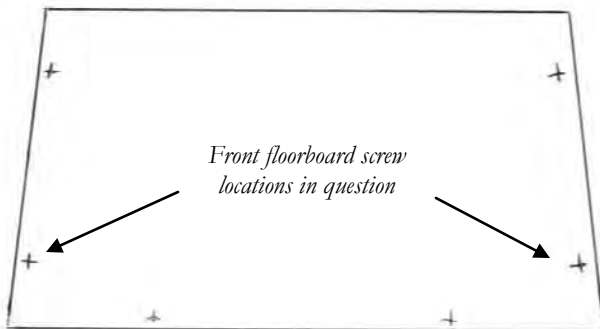
Floorboard screw in question

Dan DiTullio from Plainfield, CT contributed this answer:

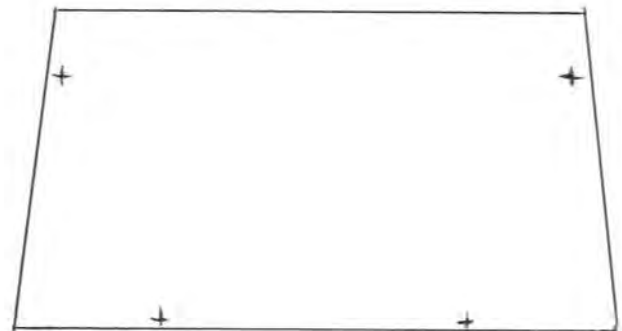
On page 3 of the newsletter [issue #181] Kim Eccles asked about floor board screws at the rear and side of the front floorboard. As far as I know oval head screws with a #12-24 machine thread with cup washers are all that they used on the 68B (NOTE: my 68B has a fixed seat). Inspection of my rotted original side sills do not indicate any screw hole for the sides, the only side screw is forward next to the kick panel and is threaded into the steel cowl sill. The rear edge of the front floorboard is supported by a strip of angle iron that is screwed into the wood cross member. There are two #12-24 machine thread floorboard screws used for the rear edge.

Additional notes from Tom Krueger:

The wooden side sills on my 68A Cabriolet have a step cut into them to leave a recessed area to support the front floorboard. Just like Dan DiTullio described on his 68B, mine do not have any screw holes into this wooden step in the location that Kim is referring to. I just happened to walk by my unfinished Tudor Sedan and noticed that there are D-Nuts located on both sides to allow for an extra 12-24 floorboard screw in the location in question. So, it is probable, since the front floorboards are nearly identical in all Model A's except for the early ones with the center brake handle (and some differences in straps and material), that Kim ended up with a floorboard out of steel sub-frame Model A having the holes already drilled for the extra fasteners, or it is an aftermarket floorboard that was pre-drilled for the majority of Model A's out there..



Floorboard screw locations for steel sub-frame Model A's



Floorboard screw locations for 68A & 68B Cabriolets

I also noticed that there are no floorboard screws in this location on my 29 Town Sedan, which also has a wooden sub-frame like the Cabriolet. It could be that all Model A's with a wooden sub-frame do not have the extra floorboard screws on the side of the front floorboard, but I do not know this for a fact. On my 68C, there are screw holes evident in the floorboard and in the wooden sill in this location, but the floorboards in that car are most definitely not original. Perhaps a club member can look at their 68C to see if they have the extra floorboard screws on the side of the front floor board and let us know what size and finish they have?

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Mail Room

As Kim states, the finish designated in the Judging Standards for the 12-24 x 1 1/8 flat head slotted floorboard screws and special countersunk washers is “either zinc plated or raven finish”. A raven finish can be equated in this day and age as a black oxide coating on the fasteners (which is what aftermarket floorboard screws have). The Ford Barn also has some good suggestions for recreating a raven finish by heating steel fasteners or parts to red hot, and then dipping them in oil.



*Left: extra threaded D-Nut location for floorboard screw on the Tudor Sedan.
Right: Recessed area in wooden side sill on Cabriolet to support the front floorboard, with no screw location for floorboard.*

● From Mary Ammirati - Vails Gate, NY

Hi Tom, hope you are doing well. I'm having some issues and thought maybe you could help. First, the buttons for the center of the landau irons, how do you put them together without damaging them and also how to I keep them together? Second, the landau spacer that we bought from you the hole in the spacer is quite small and the bracket it has to go on is quite large, can you tell me if the spacer can be drilled larger to fit? Third, I don't know where to place the bumpers for the rear window to rest on when the top is down. I know it's a lot of questions but you always seem to have the answers so I really would appreciate any knowledge you could provide. Here's a picture of the spacer issue. I'm wondering now if this is the correct one. Thanks again for all the help.



Hi Mary, I can help you out! By the way, that is a pretty color on your Cabriolet!

The Landau center buttons were assembled using press fit pins. There are two halves that press together. The originals used a pin with knurled grooves, and reproduction center buttons (T-13) use a spring pin. In both cases, the pins measure 5/32 x 3/4. I have attached pictures of both styles. These are pressed together, typically on a small hydraulic press, using wood or plastic to protect the finish on the center buttons. If your center Landau buttons are original, but you no longer have the original pins, the spring pins should work fine.

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Mail Room

The Landau spacers that you bought from me are the ones that are used on the upper Landau mounting bracket (Stainless Steel Spacer Cover and rubber insert). The spacer shown in your picture is a Sport Coupe Landau Iron lower spacer. It is not interchangeable with the Cabriolet. Bert's Model A carries the correct lower Landau spacers for the Cabriolet, PN A-37622.

The rear window bumpers were only used on Roadsters. The Cabriolet rear window folds inward with the top as it is lowered. When wanting to leave the top up and open the rear curtain for more ventilation, the rear curtain that has the rear window (curtain light) installed in it, is pulled up inside of the car and attached to three upholstery straps that connect the #1 and #2 bows (see picture).

Always happy to help out! Take care! - *Tom Krueger*



Original Landau center buttons with knurled pin.



Reproduction Landau center buttons with spring pin.

Cabriolet Landau Iron Spacers-
 These are the 4 ribbed rubber spacers for the Landau irons on the 1929-1930 68A and 68B Cabriolets. Set includes 2 long tapered ribbed rubber lower spacers, and 2 lower round flat ribbed spacers. Very well made. We make them right here in the shop.
A-37622 \$ 50.00 Set



Lower Landau Iron Spacers from Bert's Model A Center



Rear top panel and Curtain Light in the "Ventilation" position.

● **From Thomas Hearne - Redding, CT**

Hi Tom, I jus wanted to let you know that I have purchased Ron Little's Cabriolet, body number 161-33247. Please update the database. Best!

That is terrific news. Congrats!! - Tom Krueger

(Continued on Page 7)



Mail Room

• From Ralph Healy - South Deerfield, MA

Tom, I have attached some misc. photos of my Dad's 1931 Cabriolet, past & present, which I thought our members might enjoy. The side mounted spares, 1930 radiator shell and non-Cabriolet paint color are not original. However, I spent 28 years seeking parts and restoring this back in memory of my Dad, a quiet, smart and caring father. *[Pictures on this page are of Ralph's car in "Early Years", his "Later Years" photos of the same car are on the next page]*



Early Years

Thank you Ralph! I will be posting these in the December Cabrioletter. Really appreciate you sending them in! P.S. Nice pickup bed conversion on the Cabriolet!! That is an amazing transformation to finished Cabriolet that it is now! - *Tom Krueger*

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Mail Room



Ralph Healy Cabriolet
"Later Years"



Here are a couple items from the Model A Ford Cabriolet Lovers Facebook group that I thought would be good to share with the rest of the club...

• From Jon Davidson

Hi all, a question please, what should the correct bolts be for the rumble seat rain gutters. I am told they are slotted dome but am not sure of the size or if they are chromed or plated, and if there is a part number.

• Answer from Kevin Fehr

Ford would not pay royalties for the Phillips screws so they were all flat [slotted] head. Rumble gutter uses 10-32 x 5/8 oval head screws on the sides, and 10-32 x 1/2" round head across the front. Square nuts and split type lock washers. They would have been on the car when it was painted.

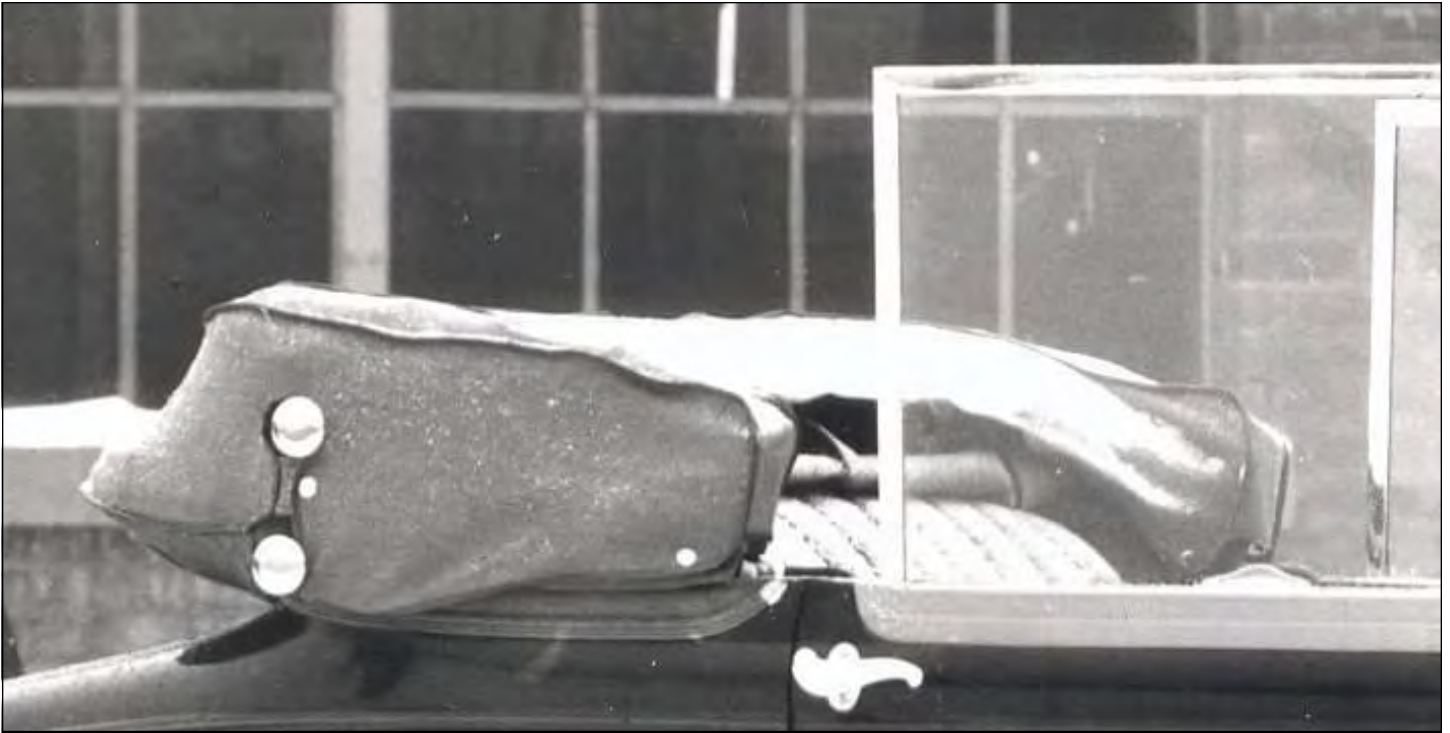


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Mail Room

- From Brad Minners - Stock Photo of 68B Dust Cover



- Sent in by New Member,
Henry Holman Jr. - Duncannon, PA
Enclosed is a picture of my restored 68C Cabriolet. (picture right)

- From Tom Krueger - Parker, CO
I ran into the Tams Model A Parts booth at Hershey in October, their 34th year at this event. I was sadly informed that they are all out of the reproduction Folding Landau irons for the late 68A and 68B Cabriolets. They are considering making another batch, but, like everything else, the cost will be much higher.



I will check back in with them after the first of the year to get an update. One set of parts that they do carry, that are not in their catalog, are the door post caps for the 68C (left). They are chrome plated, drilled and counter-sunk, and sold as a set of RH and LH. Very nice!

Give Tam's a call if you need a set of these:

800-272-7871

Trader's Alley

FOR SALE: 1930 Model A Ford Cabriolet

New Motor w/High Compression Head, New Top w/Cover, New Carpet, New Upholstered seat, Heater, fog lights, seat belts, 6 volt Alternator, Trunk, Car Cover \$21,500

Contact: Clare & Geoffrey Leek at 803-228-3427 South Carolina



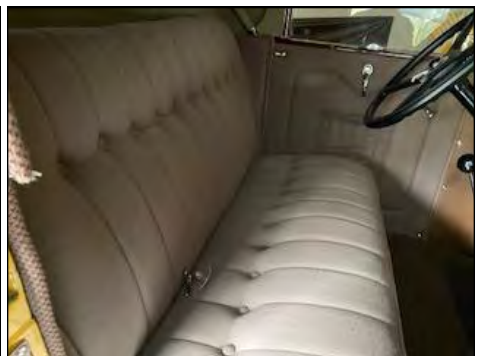
FOR SALE: Award Winning 1930 68B Cabriolet

New paint, period correct top and interior. Correct woodgrained dash and moldings. Period correct luggage rack (not chrome and wood) new tires with correct tubes, overhauled engine.

AACA national award winner.

(More pictures are available)

Contact: Russ Walker 920-819-1407 (Marinette, WI)



FOR SALE: 1930 68B Cabriolet

Fenders are sand blasted and back on the car, fixed seat. Mechanically in good condition. New 6V alternator. Needs top and interior. Car is located in Meterie, LA

Contact Robert Heaslip: 504-352-9290



Trader's Alley

FOR SALE: Nice 1930 68B Body

68B Cabriolet body only (no running gear) that came from the collection of John Frazee. All of the metal work and wooden sub-frame has been meticulously completed. Body is in primer. If interested in more details and pricing, please call John Firth in Grants Pass, OR @ 541-474-1516

WANTED: 1931 Slant Windshield 68C Cabriolet

Looking for a 1931 Slant Windshield Cabriolet in good driving condition to enjoy with my family. I prefer a darker color car (Lombard Blue, Ford Maroon, Brewster Green & Black rather than Bronson Yellow/Seal Brown or Kewanee Green). But I am open to any car depending on condition, equipment and price. I would prefer to avoid a project requiring major restoration. However, I am prepared to upgrade an already good car. I will give your car an excellent home. Please contact me if you would like someone who would care for your Cabriolet. Thank you.

Contact: Ed Daniel cell 937-638-5955

WANTED: 68C Windshield Wiper Motor and Shaft

Wanted Windshield wiper motor for 1931 68C Cabriolet, any condition considered. Contact Ross at Jcr500012@gmail.com or 870-277-8950

WANTED: 68B Inside Metal Garnish Cover

I am looking for the interior trim piece that goes behind the rear view mirror at the top of the windshield and hides the vacuum wiper plumbing for my 68-B.

Contact Rick Greene: 419-937-7378, canacab@sbcglobal.net

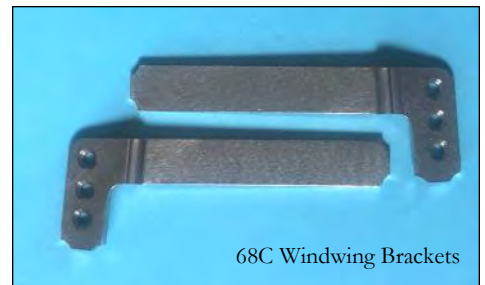
Newly Available Cabriolet Parts!

68C Windwing Brackets These brackets are used to mount the open car Windwing Bracket Set A-18200-C (not included) on the 68C Cabriolet. Stainless steel ready to polish or paint. Includes hardware to mount to the car, and shipping.

\$90.00/pair

68B Windwing Brackets These brackets are used to mount the open car Windwing Bracket Set A-18200-C (not included) on the 68A & 68B Cabriolets. Stainless steel ready to polish or paint. Includes hardware to mount to the car, and shipping.

\$90.00/pair



68C Windwing Brackets



68B Windwing Brackets



T-14 Lever Lock Springs

T-14 Lever Lock Springs These are replacement springs for the early style folding top irons that use the lever lock instead of the thumb locks. They were used on all 68As after early style top, and 68Bs through approximately June 1930. Shipping Included. **\$16.00/pair**

Contact Tom Krueger 303-378-9720 or Cabrioleditor@gmail.com

Trader's Alley

FOR SALE: Windwing Brackets for 68A & 68B



Manufactured from the plans in the Cabrioletter. These brackets work with the closed car windwing bracket kits available at all of the Model A suppliers (not included). Holes are drilled, and tapped for the closed car brackets.

1/8" Stainless Steel ready for polish - \$70.00/pair

1/8" Mill Finish Aluminum - \$60.00/pair

Shipping is not included.

FOR SALE: Reproduction Cabriolet Parts

Larry Machacek is selling all of his remaining reproduction Cabriolet top and door parts (see *Cabrioletter* 178 for latest list), and Model A publications that include back issues of *The Restorer*, *MARC News*, and *Ford Life*. Please contact him at GwynandLarry@gmail.com

All Cabriolet parts are extremely limited. Email me to check availability. Shipping is just crazy now and I will probably lose my shirt! America orders only at 9% total order with a \$20.00 Minimum order. No MC/Visa. Checks please made out to Larry Machacek, P.O. Box 1487, Conroe, TX 77305.

FOR SALE: Reproduction Cabriolet Parts

Folding Top Irons - Late 68B type, set up for thumb lock style catches (not included). Stainless Steel, ready to polish and install. \$550.00 per pair. Shipping included in the USA.

Upper Landau Escutcheons (Spacer Covers) - Stainless Steel. \$12.50 each plus shipping.

Note: Can also supply the rubber spacers, Bert's PN# A37632 for \$5.00 each to ship with the escutcheons.

68B Dress Plates - Stainless steel, drilled and countersunk. \$70.00 per set (4 pieces), or \$18.00 each (specify location). Shipping included in the USA.

68A & 68B Window Stops - Stainless Steel. \$50.00 per pair, or \$30.00 each (specify LH or RH). Shipping included in the USA.

Contact Tom Krueger at **303-378-9720** or tjkruegerjr@gmail.com

"Briggs Bodies" Posters

This is an ad reprinted from the June 18, 1927 edition of the Saturday Evening Post. The poster is 11" x 17" and is printed on bright white heavy card stock. There have been a total of 100 posters printed under the license, and they are numbered with the license information on the back of the poster. Price: **\$16.50 ea (includes packaging and shipping in the US)**
Additional copies are only \$10.00 ea. if shipped together.

To order, contact The Cabriolet Club, PO Box 1536, Parker, CO 80134
303-378-9720 Cabrioleditor@gmail.com



Trader's Alley

Cabriolet Club Newsletter Back Issues For Sale

Back Issues of "The 68-B Line #1 thru 24, and "The Cabrioletter" # 25 thru 178 and Index are available. They contain a lot of useful information that can be found by topic in the Cabriolet Club Index. New 2022 pricing:

1 to 20 Back Issues (printed or PDF) - \$3.00 each (shipping included)

21 or more Back Issues (printed or PDF) - \$2.00 each (shipping included)

Full Set #1 thru #178 (paper) - \$200.00 (shipping included)

Full Set #1 thru #178 (PDF) - \$180.00

Sales go towards the club budget to keep dues at a minimum. New members are automatically sent an index and current roster; non-members wanting an index and roster must add \$6.00 to the price.

Contact The Cabriolet Club, PO Box 1536, Parker, CO 80134, 303-378-9720 for orders. **NOTE:** Foreign address please add \$15 for Full Set to help defray postage costs.



Last Minute Addition...

1931 Cabriolet 68B Available for Sale

This info was passed on to the club by Ron Erenhofer:

An older lady at church got my name and asked me what's this Model A is worth. This is a 20-25 year old restoration, stock all the way. Top looks good. Paint good. Rear seat doesn't even look sat in. Interior good. The gentleman passed away 5-6 years ago. That's how long this car has sat. It has been inside and covered all this time. **For more information contact: John Hulstrom at modelajohn47@gmail.com**



My First Hershey

(Continued from Page 1) Harrisburg would be very expensive. So we looked at flying into Philadelphia instead and expanded our plan to include a visit to that historical city as well, since Sheri and I, both originally being west coasters, had never explored that part of the country. Our plan was cast, and we would spend a couple days on the front end and tail end in the City of Brotherly Love, and rent a car to drive to the Hershey Meet in the middle. Great, done deal!

On October 2nd, Sheri and I caught our flight from Denver to Philadelphia. One thing that you can never really predict, or change for that matter, is what the weather will be like in October when plans were made in January. We were greeted by the “Ghost of Ian”, the remains of devastating hurricane Ian that had wreaked so much damage in Florida, and was now parked over the northeast, creating a monster ‘nor easter. Record amounts of rain were still falling, and Philadelphia got soaked with 2 inches of rain that Sunday alone! Man it was wet! Sheri and I had come armed with umbrellas and raincoats, and we hit the ground running. Our first day included a visit to the Simeone Foundation Automotive Museum, one of the world’s greatest collections of racing sports cars; and the Neon Museum of Philadelphia, a collection of historic signage from the Philadelphia area. We finished out that first busy day with a



A couple of neon brands that you may recognize



A very small taste of the Simeone Museum!

located in the nation’s first commodities exchange market and 125 year old building called The Bourse. The afternoon was spent at Independence National Historical Park. Now I am going to be very honest and transparent to you right now, and in that moment I had wished that I had paid more attention in my high school history class. It was a “can’t remember what I forgot” moment (which I have a lot of), and Sheri and I were pretty overwhelmed by the fact that we were standing in the room where the Declaration of Independence was signed, and we were in the building that housed the Second Continental Congress to the United States of America (the original 13 colonies) from 1775 to 1783. The founding fathers debated over what the very definition of freedom should be for our great country in this very place. Our next visits were to the Liberty Bell, and Betsy Ross House. Did you know that Betsy Ross was not a seamstress, but was actually an upholsterer? If you use the word “seamstress” in that museum, you will get kicked out!

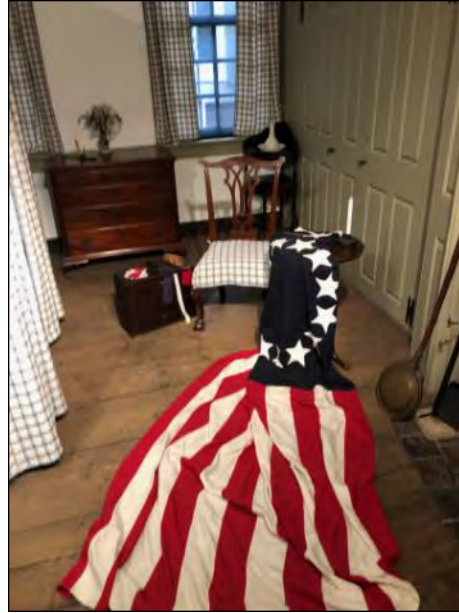
About now you are saying, “Wait a minute, I thought this was a story about Hershey”!

(Continued on Page 15)

My First Hershey



The Liberty Bell



The Betsy Ross House

(Continued from Page 14)

Hershey Day 1: Sheri and I had originally planned to set out early on that Tuesday morning for the 2-hour drive to Hershey, but the forecast for the rain to stop basically fell apart, and our buddy “Ian” decided to hang out a little longer in the northeast. We slept in and lazed about the Marriott before we got underway. Co-editor Alan Mende had graciously invited Sheri and I to stay at his home for the duration of the AACA Eastern Fall Meet. Alan and his wife Cathy basically live right in the backyard of this event, and have attended for many years, and therefore had great suggestions on

what “first timers” should try to do. Sheri and I were eager to do some shopping at the swap meet to hopefully find some treasures to take back home with us, and we admittedly gave it our best shot, but due to the relentless rain most of the booths were covered in tarps. So, we switched gears and decided to go tour the Hershey Chocolate plant. We took the free tour (which is basically a kiddie Disney type ride) and then did some shopping in the biggest candy store I have ever seen! Hey, at least we were dry!

The time came to go get settled in at our hosts’ house and as we pulled up we were met by Alan and Cathy...and Riley, Halley, Mona, Roxie, and Luna, their 5 rescue dogs! All of the commotion of greeting strangers eventually settled down, and we were treated to a home cooked dinner, some great wine from the local Cassel Vineyards, and an evening of visiting.

Hershey Day 2: Wednesday the rain had mostly let up, but it was a chilly morning. Cathy cooked us up an amazing breakfast (this will be a recurring theme throughout our stay at the Mendes) and then Alan, Sheri and I were off to the AACA Museum where we took in an amazing collection of automobiles, hood ornaments from every make and model known to mankind, and the bus from the 1994 movie “Speed”. The museum also has one of the most comprehensive Tucker displays, including many of the early development design prototypes for the car. It was a great time and Alan was a great tour guide.

After the museum we headed over to the Hershey grounds to get prepared for the Cabriolet Club meet and greet which was to be held in the MARC tent. We had given ourselves plenty of time to find the MARC tent because, even though we knew what section it was in, the swap meet is so gigantic it is easy to get lost, confused, disoriented, or all of the above! Sheri and I grabbed some lunch at a couple of the food stands



Alan Mende and Tom Krueger take in the AACA Museum



(Continued on Page 16)

My First Hershey

(Continued from Page 15) where the prices were so high that we almost needed to find a co-signer. We had found the tent, our bellies were full, and now we were ready to meet some Cabriolet Club members!

The turnout was fantastic. We visited, talked Cabriolets, and shared stories and advice. It dawned on me that I had talked to many of these friends on the phone over the years, but I really enjoyed meeting everyone in person. And as they say, it's always great to put a face with a name. We finished up our time together with getting a group picture in front of Ken Ehrenhofer's beautiful Model A Fire Truck (see page 1). We said our goodbyes, and then



A great turnout at the Cabriolet Club meet and greet held at the MARC tent



Sheri and I began walking the rows and columns, looking for treasures again. I heard someone say that if you were to walk the entire expanse of the Hershey Fall Meet, you would put in approximately 29 miles! There is so much stuff, that it becomes overwhelming, and

not really finding anything to purchase that day, sometimes it was frustrating. Of course I was limited to 50 lbs and what would fit in one extra suitcase that we had brought with us, but had not began to fill that up yet.

So we headed back to the Mendes where Cathy had prepared a great home cooked pot pie dinner. We enjoyed more Cassel Vineyards Wine, and a specialty recipe of Black Joe Cake for dessert. It was another amazing meal and evening of visiting into late hours.

Hershey Day 3: Sometime in the night, Alan's brother Bob had joined us, arriving in his 1962 Studebaker Lark Regal. We had, you guessed it, an amazing breakfast to start our day. The sun was out full finally, leaving our stormy friend "Ian" a distant memory. Our plan for this day was to get in some more shopping at the meet and not get totally stumped, watch a few of the Race Car Condition runs, and make visits to a couple of the Cabriolet Club members that had their own booths at the meet. Success was met on all counts!

Among my treasures found were a spare Zenith carburetor, a Cabriolet rear curtain light with glass, and a

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The Swap Meet was busy! Miles and miles of booths!

My First Hershey



Bill Bass installs springs, paddles, and sliding thumb locks on his folding top irons. Tom Krueger...well, supervises.



Celebrating a successful mission in front of Bill's 1928 Model A Pickup

(Continued from Page 16) couple of 7 tooth steering gear kits new in the box. Sheri scored some view master reels, and a couple of jars of old marbles. She has most likely permanently lost her marbles, because she is always looking for them wherever we go! It was fun watching vintage race cars actually under their own power and “motating” around the track. There are so many cars in museums that are just static displays that it is always refreshing to see ones that are driven. We then got out our Hershey map and tried to

figure out where the booths for Bill Bass and Peter Baldwin were located. Bill had asked if I could stop by and show him how to install the thumb locks in his folding top irons. We found his location and had a great visit. He had his beautifully restored 1928 Model A Pickup on display to drool over for a few minutes, but then we got to work. I mostly supervised as Bill masterfully installed the springs, t-shaped paddles, and the sliding thumb locks onto his folding top irons. Next we found Peter Baldwin's space. He and his son Sean run *Baldy's Model A Nuts and Bolts* and offer completely rebuilt and ready to use Model A parts including Steering Columns, High Volume Oil Pumps, Transmissions, Headlights, Distributers, and a Brake-Job-In A-Box. They also have many original parts from the David Frasier collection for those of you looking for rare parts for Fine Point judging. Good stuff, great people!

Sheri and I decided that we had consumed so much wine at the Mendes, that we should replenish their supply a little. So we went straight to the source, and visited Cassel Vineyards for wine tasting, some nice cheese and crackers, and a relaxing view. The Spotted Lanternflies were out in great numbers so we did our part in reducing the infestation by smashing a few while we sipped our wine. We chose a couple bottles of our favorites to take home with us, and bought several bottles to replenish Alan and Cathy's diminishing supply.

That evening, Cathy got a break from the cooking and Alan made homemade pizzas from scratch, including the dough for the crust. No one goes hungry (Continued on Page 18)



My First Hershey



Alan's brother, Bob, on the left with his 1962 Studebaker Lark Regal, and Alan and Cathy Mende on the right with their 1954 Studebaker Commander Regal Starliner. Ready for the AACA Car Show!

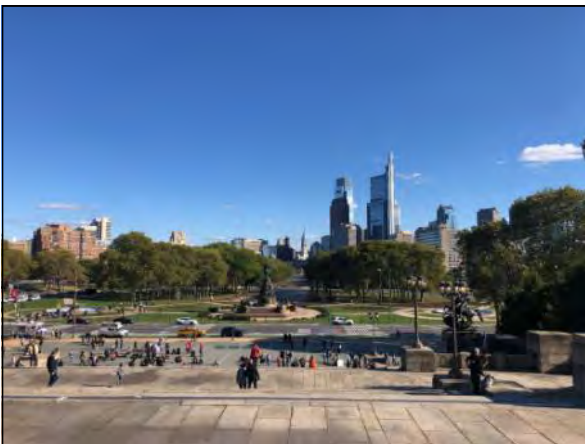
(Continued from Page 17) in the Mende home!

Hershey Day 4: The original plan for Friday was for Alan to drive his 1954 Studebaker Commander Regal Starliner, Bob to drive his Lark, and for me to drive Alan's 1930 Cabriolet to the AACA Car Show, which is basically the finale of the Eastern Fall Meet. The Cabriolet did not yet have the new engine installed, so we settled for 2 out of 3. Sheri got a nostalgic ride with Alan in the Commander to the car show, and I followed in our rental car. The AACA Car Show is gigantic, with automobiles from every vintage year, make and model. One of my regrets was that we did not allow enough time to walk through the car show. You can't even begin to see everything in half a day, but Sheri and I had planned to get out of town mid-day to beat the traffic and get back to

Philadelphia. We had one more nice visit with Alan and Bob as we relaxed in lawn chairs next to the Commander. We got yet another bank loan to get some lunch from the food vendors at the show (attending the meet is free, but you can easily drop \$100 a day on parking and food!). After that we said our good-byes and then realized that I had parked our rental car about as far from the car show as you could get. I hoofed it while Sheri waited for a bus that we were not sure would show up – our plan being that I would pick her up at the bus stop. Funny, we both got to the car at the same time. I punched in the address for our Philadelphia hotel and we blindly followed the iPhone directions. At one point we realized that we must have left Pennsylvania because we saw a sign that said, “Welcome to Pennsylvania”. That never happens out west!



Sheri and I had set aside Saturday to take in more of Philadelphia, and we rode the Hop-On-Hop-Off bus, toured the Eastern State Penitentiary, the Rodin Museum, and the Washington Monument. Of course I ran up the full length of stairs at the Philadelphia Museum of Art and did my best Rocky impression at the top! What a trip!



Rocky's view from the top of the stairs at the Philadelphia Museum of Modern Art

So there you have it, my first “Hershey” experience. The sheer size of the Eastern Fall Meet is intimidating, and I would say that we barely scratched the surface of the overall experience. There were sections and events that we never stepped foot upon. There were many people there that we could tell had been there before and had found clever ways to cover ground with all kinds of wagons, totes, and golf carts – Hershey experts. I can tell you that we cannot get out there every year, but I do know that we will return. In the mean time, I will gaze at the sunset, or awe at the view from an upper canyon hike, and be at a loss for words.



Tech Talk

Polishing Stainless Steel

By Tom Krueger

If you have lots of time on your hands, and are a patient person, you can you can polish your own stainless steel parts to resemble a chrome plated finish. The process that I am going to share with you can be used for many stainless steel Model A parts including headlight buckets, door handles, and cowl bands, to name a few. For this article I will polish a 68B windwing bracket, which comes with a 220 orbital sanded finish so that it is ready to be painted or polished. I warn you that this process is tedious, and if money is not a factor you might want to take your parts to a plating shop to have them polished.

RECOMMENDED TOOLS & SUPPLIES

- Dremel Tool and 1/2" 120 grit sanding band
- Orbital Sander with 220 and 400 grit sanding discs
- Alumicut Lubricant
- 400 and 600 grit wet/dry sandpaper
- 1000, 2000, 3000, 5000, 7000 grit wet/dry sandpaper kit (Amazon Baisdy 20 piece)
- Metal Polish

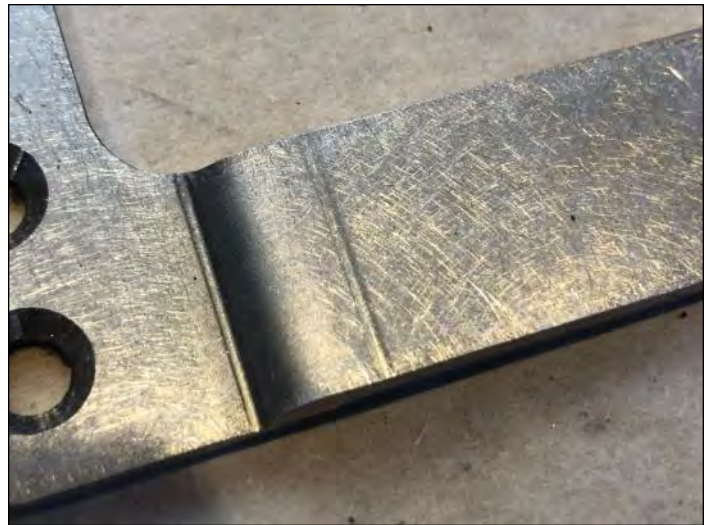
Step 1: Use a Dremel Tool to Remove Tooling Marks

The windwing brackets have some shallow tooling marks that are created by the manufacturing process. For the best results I recommend removing any and all tooling marks first. If you are restoring a stainless steel part there may be some damaged areas or dents that you need to repair, and again you want to get these areas smoothed out before beginning the polishing process.

Using a 1/2" 120 grit sanding band with the Dremel Tool, I carefully sanded the tooling marks. It is important to just take the minimal amount of material off as possible, and to keep the sanding band square and flat to your part so that you don't accidentally round off any corners or edges. Also, I would not use anything coarser than 120 grit as it is better to take it slow and gradual. You can always sand a little more as needed, but its impossible to put material back!



68B Windwing Brackets ready for polish



Close-up of tooling marks to be removed

(Continued on Page 19)



Tech Talk

Polishing Stainless Steel, cont.



Using the Dremel tool to sand out the tooling marks



Tooling marks are removed. Be careful not to round off any edges or corners.

Step 2: Use an Orbital Sander to Smooth Out Dremel Marks

Once the tooling marks have been removed with the Dremel, its time to begin massaging those areas back to a starting place for polishing. Use an orbital sander with 220 grit paper to sand out these areas, again keeping the sanding square and flat to your part. Be very careful again not to round off any corners or edges on the part as even 220 grit paper can do quick damage on stainless steel.



Smoothing out the Dremel marks with 220 Grit sandpaper and an orbital sander.



Cleaning up the edges of the part.



Sanding all surfaces to be polished with 400 grit.

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Tech Talk

Polishing Stainless Steel, Cont.

Step 3: Use an Orbital Sander to Sand all Surfaces to be Polished

Now using 400 grit paper, use the orbital sander to sand all of the surfaces and edges of the part that you intend to polish. Sand these surfaces to obtain a nice uniform finish on all of these surfaces on the part, again keeping the sanding square and flat to all of the surfaces. Try to sand out all blemishes and scratches in the surface in this step, as it will save you time later.

Step 4: Use 400 Grit Wet/Dry Sandpaper to Remove Imperfections

This is probably the most time consuming step, and it took me about 1/2 hour to do one of the windwing brackets. This step will make or break the end result. The orbital sander will have left swirl marks in your part and now its time to choose a sanding direction for each surface of the part and use 400 grit wet/dry sandpaper to get all of those swirls and any remaining imperfections removed. In each round of sanding from here on you will sand the surface of the part always in the same direction.

With paint you would use water to “wet” sand the surface of a part to keep the sandpaper from clogging and to add some lubrication to the process, however with metals you need a light oil to use for “wet” sanding. The Alumicut product works very well for this process on stainless steel and will be used for each of the next sanding steps.

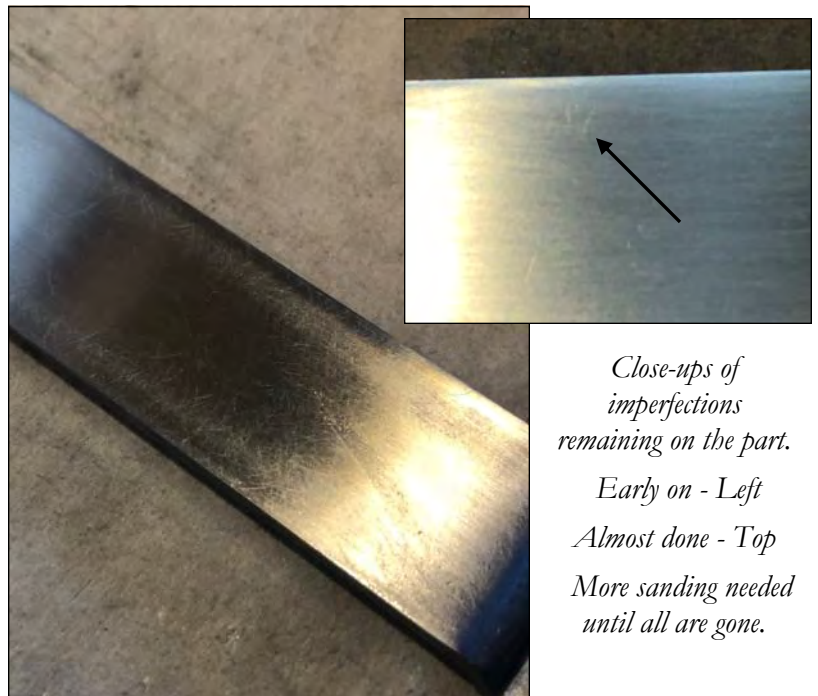
As you sand each surface of the part you will begin to see the imperfections. Keep your sand paper lubricated with Alumicut, and continue sanding until all are removed. As you are sanding you will see black residue in the Alumicut, which shows that material is being removed.



Ready for the time consuming work!



*Sand in one direction on the part.
Keep the sandpaper “wet” with Alumicut.*



*Close-ups of imperfections remaining on the part.
Early on - Left
Almost done - Top
More sanding needed until all are gone.*

(Continued on Page 22)



Tech Talk

Polishing Stainless Steel, cont.

Step 5: Repeat with 600, 1000, 2000, 3000, 5000, and 7000 Grit Sandpaper

Now it is time to sand the surfaces on the part with progressively finer and finer sandpapers. At this point do your work on the part on a soft work surface so that you don't scratch the surfaces that you are working on. Use the Alumicut to lubricate the sandpaper, and always sand the surfaces in the same direction. The good news here is that by removing all of the imperfections in Step 3, each of these rounds of sanding only took about 5 minutes for each round. The 1000 thru 7000 grit wet/dry sandpaper came in a kit that I found on Amazon with 4 sheets of each grit in the package.

Occasionally you might see some sand scratches in the part and you might need to go back to a coarser grit to work that area. Wipe off the part often with a rag to see how the surface is coming along. When you get a uniform surface with each grit, step down to the next finer grit until you finish up with the 7000 grit.



Switching to a finer grit sandpaper each time, sand all of the surfaces to be polished using Alumicut for lubrication. 600, 1000, 2000, 3000, 5000, and 7000. These rounds go much faster!

Step 6: Final Polish the Part

Now that all of the sanding is accomplished, wipe the Alumicut Lubricant off of the part until it is nice and dry. Then using pretty much any metal or chrome polish, do a final rub down on the part for a chrome like shine. If you are working with a larger part, a bench mounted buffing wheel will work great for this step.

Right: The Windwing Bracket has been sanded all the way to 7000 grit and is ready for a final polish.

Finished product next to chrome hinge.



Happy Holidays!

By Tom Krueger

The year 2022 is about to be ancient history! What a year it has been, my “Year of Tens”, and my first “Hershey”. I would like to thank each and every one of you for being a part of The Cabriolet Club. This Special Interest Group is well worth the time and effort that goes into maintaining the hobby that all of us somehow became addicted to. For all of you that have contributed stories, articles, questions, and information about the Model A Ford Cabriolet you are considered to me truly golden. Keep up the great work!

I want to wish each and every one of you a very Merry Christmas and a Happy New Year. Please be sure to spend time with family, friends, and loved ones as time with these is the greatest gift above all. Every year that goes by reminds us of how short our time on earth actually lasts. Don't waste it!

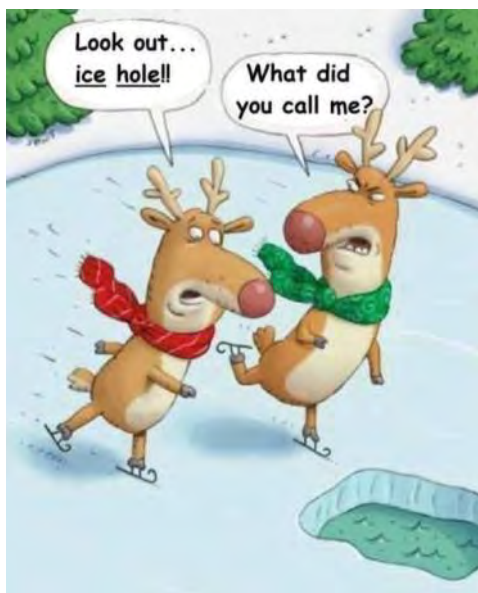
Speaking of family, I want to share a quick little story with you because there are simple little moments in life that just touch your heart in a big way. In November my oldest daughter's family came out to Colorado for Thanksgiving, and she and her youngest son, my grandson Teddy, came a couple of days early for some one on one time before the rest of her gang came out. Wanting to be super grandpa, and also letting Sheri and my daughter get a break from a 4 year old, Teddy and I headed out for a morning of exploring. There was some snow on the ground so we had snowball fights and made snow angels. We swung on the swing set. We searched for crystals. We trekked around the property looking for rabbits and squirrels. Teddy wanted to see my old cars so we went into the shop where I told him about the Cabriolets and how they are convertibles, but how both of mine are missing their tops. Teddy suggested that maybe the tops would grow back (how I wish that were true!). Then the 4 year old boy told me about what his car would be like. “My car will be big! My car will be an ‘invertible’ like yours, grandpa! My car will have a chainsaw on the front so it can drive through the forests! My car will also be a submarine!” In that moment I was “invertible” because I had just been turned “upside down”. What a cherished moment that was.



My grandson, Teddy, telling me about his “car”.

My wish for all of you this holiday season is to have a cherished moment, and even better, may you have an “invertible” moment. I am looking forward to another great year with all of you!

Just for fun...



To my neighbors:

I don't mean to be a Grinch, however... to those of you who are placing Christmas lights/decorations in your yards, please avoid using anything with red or blue flashing lights all together!! Every time I come around the corner, I think it's the police. I have to brake hard, toss my whiskey and coke out the window, fasten my seatbelt, throw my phone on the floor, turn my radio down, and push the gun under the seat, all while trying to drive. It's just too much drama, even for Christmas. Thank you for your cooperation and understanding.

Merry Christmas!



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