

# AIKEN MODEL A'S NEWSLETTER



Aiken Model A's Chapter of the Model A Ford Club of America

August 2017

## Rolling Along...

The AMA's activity calendar may appear to be lacking in events the past couple of weeks, but don't let that fool you into thinking "nuttin's happening" with our club. There's some great news!

First, we had two guests at the July club meeting and we are pleased to now welcome Don George and Charles George as the newest AMA's members. Judging from the photos that he brought to the

July meeting, Don has a beautiful '31 Town Sedan. We are all excited to see it in person and to check out the new addition.

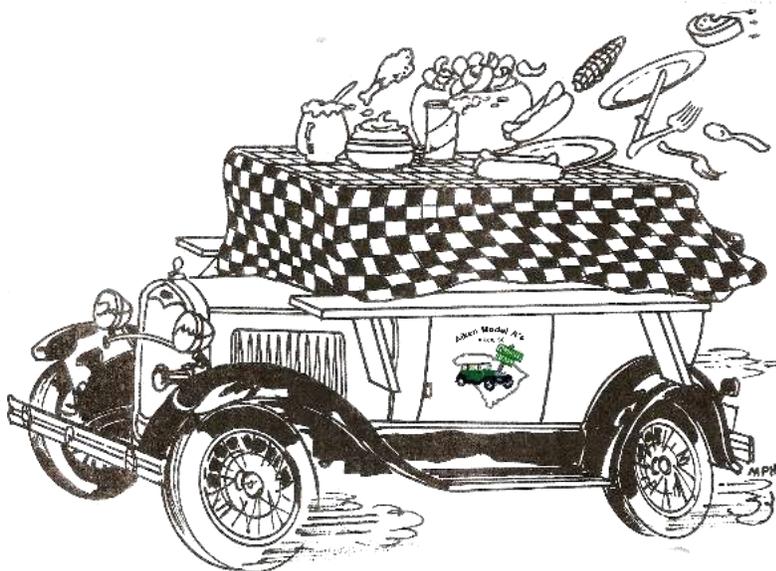
Next, congratulations are due to Brian d'Entremont on the acquisition of his first Model A. Brian caught the 'Model A bug' from riding in, and working on, his mom's (Rachel) 1928 Ford Roadster. Brian is now the proud owner of a 1928 Ford Tudor, which

he purchased from Vance.

That leaves an empty stall in Vance's garage, which rumor has, he'd like to fill with a Model A Pickup. Only time will tell...

**Save the date** for our club's September 30<sup>th</sup> picnic, to be held at Odell Weeks. Larry and Cheryl Lamb have agreed to haul in their huge cooker to prepare the meats/main entree (menu is yet to

*(Continued on page 2)*



Our club picnic is next month!  
SAVE the DATE! September 30, 2017

## In This Issue

- The Spark
- July Meeting Minutes
- "Four on the Floor"
- MAFFI's Factory Photos
- Photo Quiz
- News from Nat'l Clubs
- Kiwi Pins
- Era Garters
- "The Edsel Phaeton"
- Event Calendar



(Continued from page 1)

be decided). The club will cover the cost of the meat, and club members will be asked to bring the accompanying sides, salads, desserts, etc. We will use the same picnic shelter facing Whiskey Road (from 11 a.m.

to 3 p.m.) that we used for our first anniversary picnic celebration.



Last, but far from least, don't miss Cars and Coffee on August 19<sup>th</sup>. Our Model A friends from Old 96 District are coming to join us for breakfast.

Thanks go out to Pat, for the cute picnic graphic on page 1.

## Thoughts From the Editor

Dotti Shogren

I've packed this issue with lots of Model A articles and info. My intention was to distract and entertain you while waiting for our next scheduled event, and to give you a bit of a "Model A fix" between club meetings.

Your "fix" begins here with a true or false quiz. The AA four-speed transmission was an option available in mid-1931 on Model A cars and light commercial vehicles. Curious? Check out the story on page 6.

Next, have you seen the Model A Ford pins Tom Roberts has on his hat? Tom and Pat ordered some Kiwi Pins on blind faith, and they are very pleased with the quality of merchandise received. In case you missed the Kiwi Pin emails that made the rounds, I've included the information on pages 14-15. Pat reported that some pins are sold out or in limited supply, so it's best to email the seller before ordering.

Getting back to your Model A "fix."...just for fun, could you identify a specific production year and body type of Model A with only the clues from a grainy, original factory photograph? Well, that is the exact challenge you'll find on pages 8-10. Hint: there might be a 'ringer' or two just to stump you.



Photo # 070-29

The MAFFI (Model A Ford Foundation, Inc.) [home-page](#) has a tab labeled "Factory Photos," and clicking on that tab will take you to hundreds of factory photos such as this one. By the way, this photo is of a 1929 Cabriolet, 68-A. It was also the 2-millionth car to roll off of the assembly line. (July 1929)

This issue's Era Fashions article is all about era garters, and they may not be what you think.

Explore a few "Tiny Tips" and some MAFCA reprints; you've got a very full issue to enjoy. Stay cool and I'll see you at the August 1st club meeting!

## The Spark

Ken Bernacchi - President

I would like to welcome our newest AMA's members, Charles and Don George, and Don's '31 Town Sedan.

Also, congratulations to Brian d'Entremont on his recent purchase of Vance Coulthard's 1928 Tudor.

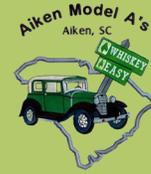
If my count is correct we have 29 Model A's and 44 members on our current membership roster. Please invite a friend to our next "Cars and Coffee" meeting. Remember that car ownership is not a membership requirement.

At the next club meeting we will schedule a tech session at Eric Shogren's garage (exact time, date and location TBA). Specific technical questions may be brought to this session so that we may jointly discuss solutions to individual problems. I have just begun to learn how much technical knowledge our club members have. We probably have over 200 years experience collectively within our membership. This is a priceless resource and I would like to thank those who freely share their time, technical and service knowledge with the rest of us. Without it, many of us would not be enjoying the "Model A" experience.

Ken Bernacchi  
(803) 514-4647

### FOR SALE LOWER PRICE

**1931 Standard Coupe. Original engine. Rumble seat. New tires. Same owner for past 50+ years, always garaged. \$10,000 OBO. Call Ken Jackson (803) 642-4623**



### AMA's Officers Fiscal Year 2017-2018

President - Ken Bernacchi  
Vice President –  
Rachel d'Entremont  
Treasurer - Woody Malone  
Secretary - Eric Shogren  
Director at Large -  
Dotti Shogren

### Club Helpers

Webmaster - Pat Roberts  
Parade Coordinator -  
Tom Roberts  
Membership Coordinator -  
Pat Roberts  
Program Coordinator -  
Greg Jones  
50/50 - Misty Hooker  
Nat'l Rep - Bill Cox  
Newsletter Editor -  
Dotti Shogren

### WEBSITE:

[www.aikenAs.org](http://www.aikenAs.org)

### CONTACT US:

[aikenmodelAs@gmail.com](mailto:aikenmodelAs@gmail.com)

### MEETINGS:

The 1835 Room  
Cumberland Village  
3335 Wise Creek Lane  
Aiken, SC  
Monthly, First Tues. 7 P.M.  
Guests Welcome

Meeting Minutes  
 Aiken Model A's  
 (AMA's)  
 July 11, 2017  
 Cumberland Village  
 1835 Room

The July Aiken Model A's meeting was called to order by Vice President Rachel d'Entremont. President, Ken Bernacchi, was out of town visiting his father who had recently been hospitalized. Rachel requested a motion to accept the meeting minutes as published in the newsletter. A motion was made, seconded and a vote to accept the minutes was passed.

Rachel asked for reports from the Board Members. Treasurer Woody Malone stated while he did not have the exact figures there was more money in the bank account this month than last month. Secretary Eric Shogren had nothing to report. Past President, Dotti Shogren relayed a message from Misty Hooker that George Gordon, her father, was making good progress and should be coming home from the physical rehabilitation center on Monday, 7/17/17. Membership Coordinator and Webmistress, Pat Roberts passed out an

updated roster. Program Director, Greg Jones, thanked members for volunteering to make presentations at monthly meetings and said he would be acting on their recommendations.

At this point, a discussion ensued regarding the possibility of purchasing the library of DVDs advertised in MAFCA's *Restorer* magazine. There was a good discussion of the pros and cons with a consensus being reached to first find out what DVDs club members may have in their personal collection. Then if there were gaps identified the Club could consider purchasing some DVDs to cover additional topics. National Director and Youth Program Chair, Bill Cox, reported that he would be contacting two Aiken County teachers when they return to school the first two weeks in August to set up a meeting where the AMA Youth Committee can present the Club's proposal to promote youth involvement in the Model A hobby.

Rachel introduced two visitors, Don George and his son Charles. Don lives here in Aiken and owns a 1931 SW Fordor. Don shared pictures of his Model A and said that it was a Minnesota car. The George's were invited to join the club as

well participate in upcoming events.

For Show and Tell, Pat Roberts presented Past President, Dotti Shogren, with a card and gift card from the club membership thanking her for her service to the club.

For old business, Dotti Shogren reported on the tour to Blackville where Low Country A's were joined by the Aiken Model A's, Palmetto A's and the Old Ninety Six District. Also, under old business, Tom Roberts reported that as discussed the club had declined the invitation to attend the Spring Branch Baptist Church Fall Festival as it conflicted with prior commitments. Finally under old business, Pat Roberts reported on plans for the Aiken Model A's fall picnic. The picnic will be from 11:00 a.m. to 3:00 p.m. on September 30, 2017 at Odell Weeks picnic shelter. Larry Lamb will be cooking. The club will provide the meat and Pat will coordinate with the membership on the fix'ns. Pat will be assisted by Liz Cox, Rachel d'Entremont, and Dotti Shogren.

Under new business, Rachel stated that the Board of Directors was looking for input on activities for July and August. During this

(Continued on page 5)

(Continued from page 4)

discussion, it was decided that following breakfast at the Masonic Lodge on Saturday, August 5, 2017 there would be a tour of the Aiken historic and equestrian districts.

Also under new business, Rachel stated that the Board of Directors was planning to survey the membership to see if the club and our activities schedule was meeting the needs of the membership. Specifically, Rachel was looking for topics to include in the survey. Holding additional technical session, and social activities like touring to an

ice cream parlor were discussed. Rachel requested that anyone wanting to suggest topics for the survey to please contact her.

Finally, under new business, the 10 ft X 30 ft tent that Woody Malone had graciously donated to the club was discussed. Unfortunately, it is too heavy to handle. It was noted that the Old Ninety Six District is specifically looking for a large tent such as this. It was discussed and decided to make the tent available to the Old Ninety Six District.

Greg Jones provided a presentation on Burt's Model

A's in Englewood, CO that specializes in original Model A parts.

The meeting adjourned about 8:30 p.m.

Respectfully submitted,  
Eric Shogren, secretary



## Club Merchandise

The club has 3 embroidered hats and 14 car banners in inventory, \$13 and \$12 respectively. There's no guarantee that we'll be able to reorder at these prices when they're gone. Contact Pat Roberts at [aikenmodelAs@gmail.com](mailto:aikenmodelAs@gmail.com) for yours.



**H**OW many Model A restorers are aware that the AA four-speed transmission was an option available in mid-1931 on Model A cars and light commercial vehicles? Here are some details.

A one-paragraph article "FOUR SPEED TRANSMISSION FOR MODEL A" appears on page 4 of the July 8, 1931 issue of the Ford Service Letters, Indianapolis Branch, announcing the change:

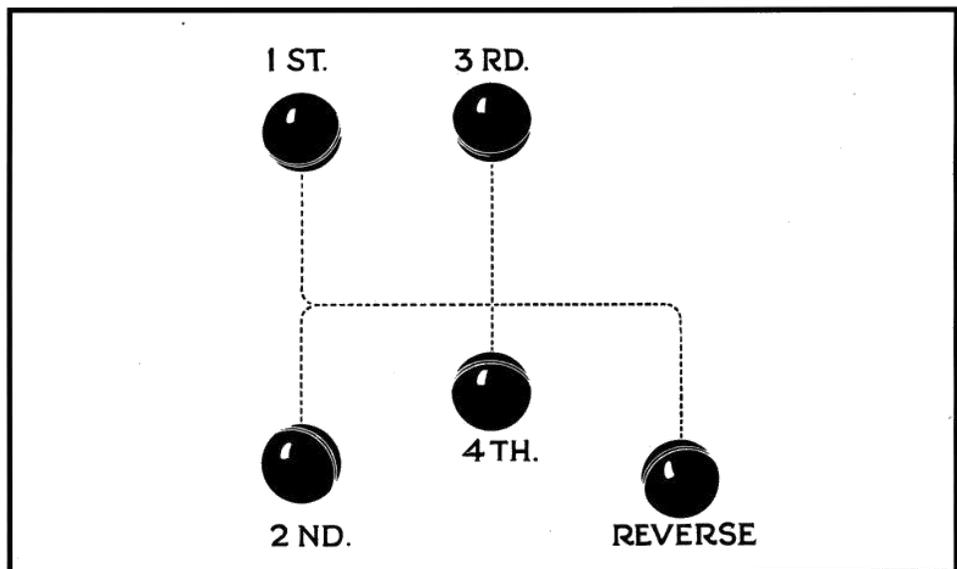
"The four-speed transmission and clutch assembly has been made adaptable to the Model A chassis in order to provide a power take off when desired. When installing the truck engine (and transmission) in the Model A chassis, it is only necessary to have a special universal joint, A-7090-C, universal joint knuckle retainer, AA7095, transmission rear bearing retainer, A-7085-E, and transmission rear bearing retainer screws, A-20866 (6 required). The four-speed transmission, as you were advised in special letter, will be available thru service for installation in any Model A chassis and will also be furnished as special equipment at extra cost if you desire same to be installed in a new car on our final assembly line."

Evidence of actual production of four-speed equipped Model A's can be found by sharp-eyed readers of *The Restorer*, Volume 19, Issue 4 (November/December 1974), page 20. Shown are June 30, 1931 photos of newly assembled cars and trucks at the Long Beach assembly plant. Among the Model A's pictured is a Closed Cab

# Four on the floor

After 58 years, it's about time we discovered what it really means to "Granny"

by Richard Leffler, Tigard, Oregon



Pickup with "4-speed" greasepenciled on the windshield.

Several excellent articles on the four-speed transmission can be found in *The Restorer*, Volume 15, Issue 5 (January/February 1971). It is obviously a very excellent transmission and for modern day restorers and drivers of Model A's, this transmission should be considered. The three-speed's low gear ratio is 3.13 to 1, while the four-speed's low is 6.4 to 1. The four-speed's second gear is 3.09 to 1. The very low ratio first gear in the

four-speed is very useful for Model A drivers in parades and the like, particularly when high speed rear axle gears are used.

The judging standards then should be amended to indicate that after mid-1931, any Model A with a AA four-speed transmission is correct. Later ones (such as 1932) had "BB" cast on the case, not "AA."

*Editor's Note: Richard indicates that he has a four-speed AA transmission in his 1930 Roadster and that the car is authentic and not modified in any manner. He points out,*

*"though the four-speed is 'correct' after mid-1931, I still consider the transmission in my car to be, as a retrofit, desirable. I was fortunate in being able to locate the special rear bearing retainer and u-joint, N.O.S." The MAFCA Judging Standards Committee is now reviewing this very interesting subject and deeply appreciates Richard Leffler's efforts which possibly may result in a modification to the new Judging Standards and Restoration Guidelines now being prepared.*

Some interesting bits of wisdom from our friends at Bentley's...

## Model A Q &A's

**Things have been even busier than usual in the shop the last few weeks. We've taken in so many beautiful Model A's that I've never seen before. They just keep coming out of the woodwork I guess. People are finding them in barns, inheriting them from family members, and of course buying them off the Internet. Here are some Questions and Answers from the last few weeks.**

**Q: My Model A just doesn't run right. It seems to start and idle fine, but as soon as you try to drive it it backfires and pops and dies. Is this a problem with the carburetor?**

**A:** There is an old saying, "99% of all carburetor problems are electrical". Sounds to me like you have a bad condenser in your distributor. Install a new one and let me know if this fixes the problem.

**Q: I just bought a 1930 Model A Coupe which has not run in several years. I want to really enjoy driving the car, should I change everything to 12 V?**

**A:** A lot of guys do change to 12 V, but honestly it is not necessary. Someone says there are still 60,000 Model A's on the road, I'll bet over 50,000 are still 6 V. If your electrical system is in good shape, then 6 Volts will get you anywhere. 6V alternators are available, along with bright halogen headlights and you can get a 6V battery add just about any auto parts store.

**Q: I have a fabric covered trunk on the back of my Model A. Unfortunately, it is showing some wear. The belts and belt loops are leather, and they are starting to crack and break. What can I do?**

**A:** We recently had a car in the shop with the same problems. Actually, Mike's sells the leather belts. I ended up taking the trunk to a local shoe shop who was able to remake the leather belt loops and rivet them in place just like new. I also saw where some of the vendors sell the chrome latches and hardware for your trunk. With a little elbow grease you can make your trunk look great again.

**Q: We don't normally drive our Model A Sedan in the rain, but we recently got caught in a rainstorm. My wife and I both got soaking wet from rain coming in around the windshield. What's going on?**

**A:** Just be glad you weren't in my Roadster Pickup... There should be a piece of fabric welting across the top of the windshield just above the hinge to keep the water out. It's a good idea to use black silicon on both sides of the welting when installing it. Also look around your windshield wiper motor to see if there are any extra holes to let rain in. These can be sealed with a little bit of epoxy if needed.

**Tire Pressure— 35 PSI**

**Point Gap .035"**

**Fuel Capacity 1928-29 9 gallons**

**1930-31 10 gallons**

**Oil Capacity 4.5 quarts**

**Top speed (advertised) 70 MPH!**

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Antique Auto Service, Inc.

We are a Full Service Shop, specializing in Model A Fords  
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Expert Service and a Complete Machine Shop

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## News from MAFFI

To get to the MAFFI home page  
[click here](#).



### MAFFI'S Photo Collection History

[http://www.maffi.org/My\\_Homepage\\_Files/Page12.html](http://www.maffi.org/My_Homepage_Files/Page12.html)

Bob Rentz of Albuquerque, NM, assembled a large and diverse collection of 333 original Model A Ford factory photos, all 8.5 x 11 inch size. These photographs represent an incredible wealth of documentation about how the Model A looked as it left the factory. Many of the photos are Ford publicity shots that eventually appeared in newspaper, magazine and sales literature. Other views portray close-up views of production model details. The educational and research potential for Model A restorers is outstanding. Bob generously donated all of these photos to MAFFI.

In October 2005, at the Hershey AACA, MAFFI Trustee Howard Minners found and purchased an album with 61 original photos showing commercial Model A's. Howard loaned these photos to MAFFI to add to the collection so that they could be scanned and prints made available. Additional photographs have been donated by Tim Johnstone and Tim Kelly. Ron Ehrenhofer and Stan Johnson have scanned the photos at a high resolution. The resulting digital files have been electronically stored which will allow rapid downloading and printing of high quality copies.

The Foundation now offers copies for sale at all summer MARC and MAFCA national meets. The photos are of considerable assistance to restorers because they show details of the way the vehicles looked at the time they were delivered from the factory. MAFFI continues to seek to borrow and scan additional factory-era Model A Ford photos, both passenger and commercial.

### MAFFI'S Model A Factory Photo Reproduction Service

MAFFI'S collection of nearly 400 factory photographs is now available for viewing online. Images are separated by year and can be viewed by clicking on the photo number. These are small thumbnail prints to give you an idea of what photos are available. Photos can be ordered at National Conventions or via email to the MAFFI office. Copies made during Conventions are priced at \$5 each. Copies ordered from the MAFFI Office are \$5 each plus \$1 for postage. Multiple copy orders, please add \$2. Sorry, no copies are available via email.

Order at: [executivedirector@maffi.org](mailto:executivedirector@maffi.org)

To get to the photo collection thumbnails, click [here](#) and *scroll to the bottom* of the web page that opens.

To test your knowledge of Model A Fords, proceed to the next page. Have fun!!!

Can you identify the year, body style and body type of each of these Model A Fords from the limited details shown in these photos from the MAFFI historical collection? (Hint: zoom in for more detail, or click on the picture for the web-page)  
Answers on page 11



Photo # 239-31



Photo # 234-28



Photo # 238-MO



Photo # 291-28



Photo # 067-31



Can you identify the year, body style and body type of each of these Model A's from MAFFI's historical photo collection? (hint: click on each photo)



Photo #377-28



Photo #123-31



Photo #240-31

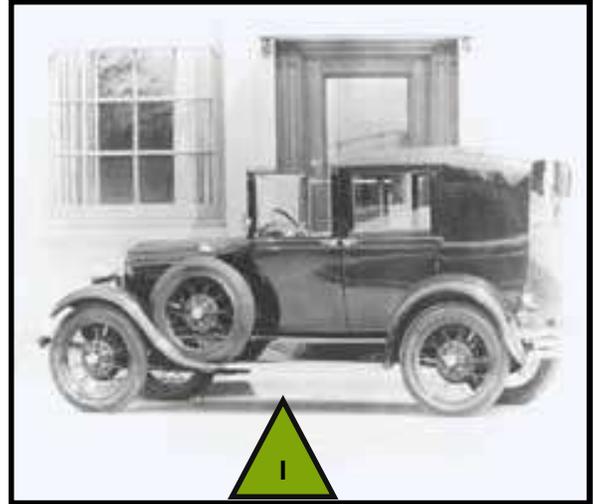


Photo #352-28



367-30

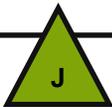


Photo #033-30

## Tiny Tips

From MAFCA Members

From Rick Black, Medford, Oregon  
Illustrated by John Pratt, Urbana, Illinois

### A Better Brake Adjustment Tool

Here's a tip to help you adjust the brakes on your Model A. Instead of using a 7/16" open end wrench, or worse an adjustable wrench, find a 7/16" 8-point 1/2" drive socket. This "square drive" socket will fit right on the square brake adjustment stud coming off the backing plates, and you can use a BIG 1/2" drive ratchet wrench or, better yet, a breaker bar, to move that stubborn wedge.

So rummage through your tool box and find those hardly-used 8-point sockets and see if you have a 7/16" in there. If not, you can get one at your favorite tool store. The Sears Craftsman part number is 44221. I got mine on eBay.



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## Answers to the historical photos quiz

- A 1931 Tudor Sedan 55-B Interior view, brown check upholstery
- B 1928 Tudor Sedan 55-A Front door upholstery
- C 1928 Fordor Interior door handle detail
- D 1928 Fordor Sedan 60-A Briggs Leatherback, Interior view, rear window close-up
- E 1931 Deluxe Roadster 40-B Dlx Interior, no door pocket
- F 1928 Taxi 135-A Triangular bumper clamps never in production
- G 1931 400-A Convertible Sedan
- H 1931 Deluxe Tudor Sedan 55-B Dlx, Cowl lights on deluxe
- I 1928 Town Car 140-A Prototype Le Baron body, aluminum, very early 1928
- J 1930 Station Wagon 150-B Prototype. Tail gate open, 2-piece splash apron
- K 1930 Phaeton Body Style prototype. Dual Cowl, Built for Edsel Ford (Read more about this car on pages 22-24 in this issue)

Be sure to check out the rest of the photo collection and order prints of your favorites. [Click here](#), and scroll to the bottom of that web-page.

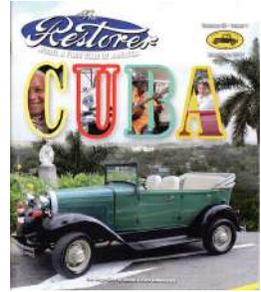
## News from MAFCA



To get to the MAFCA home page, [click here](#).

To read the latest from Happy Begg, the 2017 MAFCA President, [click here](#). (new link!)

To read the latest MAFCA Board Meeting highlights, [click here](#).



### The Coupe Book

1928 to 1931



Model A Ford Club of America



### MAFCA Announces

A New Book Specifically  
For The Model A Ford

**Only \$24<sup>95</sup>**

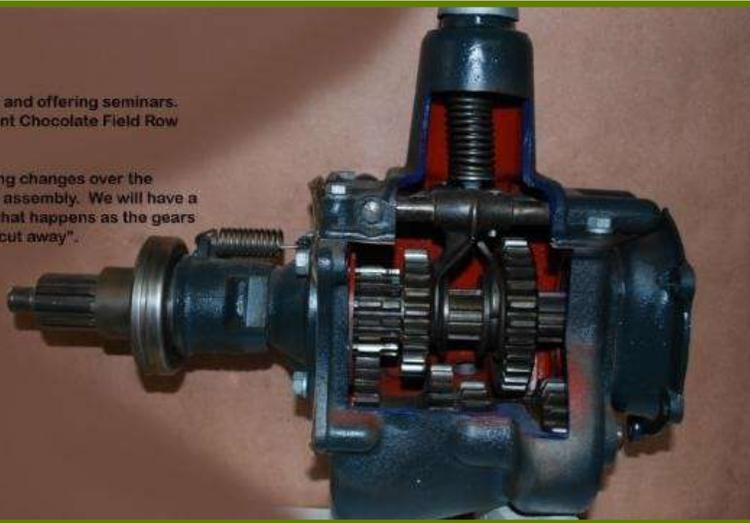
Containing articles from over 50 years from *The Restorer* magazine and additional information provided by Les Andrews and Steve Plucker, this book encompasses more than 180 pages specifically chosen for the Model A Ford Coupe owner. Every owner of a Model A Ford should include this book in their library, especially if you own a coupe.

**To Get Your Copy**  
Visit [mafca.com](http://mafca.com)  
or call  
**866-379-3619**

### MAFCA At Hershey

MAFCA will once again be at Hershey this year and offering seminars. Dates are October 4, 5, and 6 at the MAFCA Tent Chocolate Field Row CF Spaces 78-83.

Topic will be the Model A Transmission including changes over the years, operation, disassembly, inspection, and assembly. We will have a "cut away" on hand so folks can actually see what happens as the gears change. I have attached a photograph of the "cut away".



Did You Know MAFCA Is on Facebook?



## News from the Model A Restorers Club



To get to the MARC home page, [click here](#).

The National Meet will be in June of 2018 in Branson, Missouri. Branson is rich in natural scenic resources as well as shows, fine restaurants and three nice nearby lakes. We have tentatively reserved a huge hotel with near 700 rooms available and some 400+ more close by with some nice economy hotels within a mile of the host hotel. Traffic is ideal for our hobby and there are loads of amenities offering us all the things that are important for a good summer meet.

### Jim's technical tip for July

by Jim Cannon, MAFCA Technical Director

*Are You Getting All of the Spark Advance You Are Supposed To?*



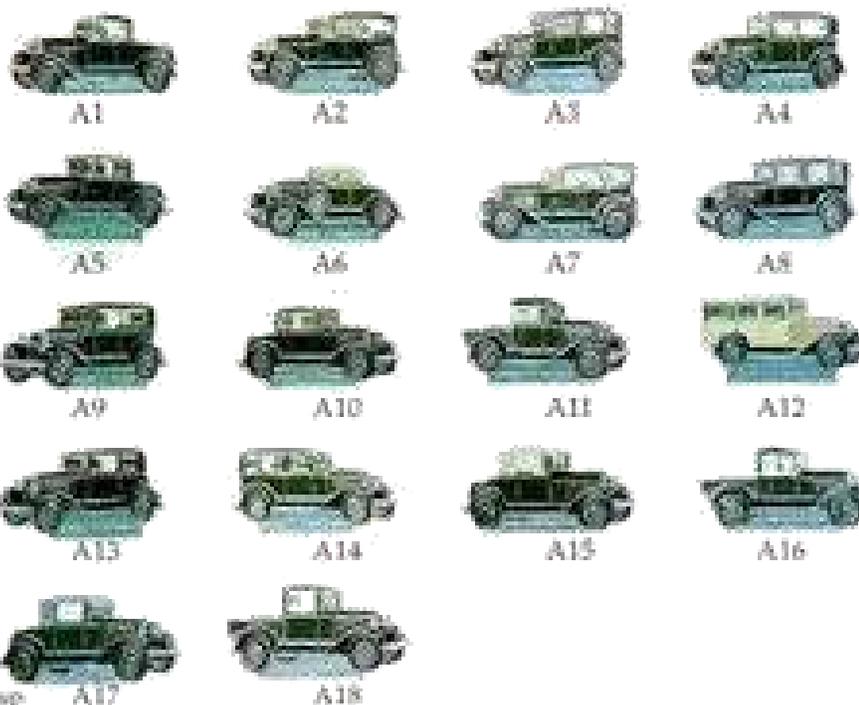
The next time you are poking around under the hood, check your spark advance at the distributor. With the spark lever fully up, make sure that the arm sticking out of the distributor (the breaker plate arm) is fully touching the side of the opening in the distributor body closest to the exhaust manifold. Then, with the engine not running, pull the spark lever all the way down and confirm that the breaker plate arm is now fully touching the other side of the opening in the distributor body. If it's not, you are not getting all of the spark advance you should be getting. You may need to rotate your steering column (cars with 2-tooth sector steering box) or bend the little spark lever on the column to get the breaker plate to move the full range

copywrite Frisco illustrationsOf.com/89401

# KIWI PINS

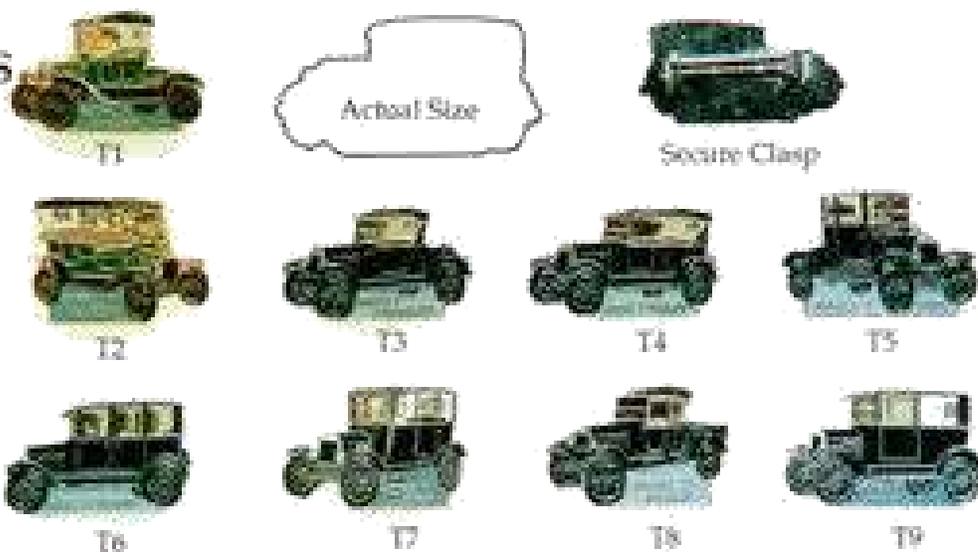
## MODEL A PINS

- A1 1927-29 Roadster
- A2 1927-29 Phaeton
- A3 1927-29 Fordor
- A4 1927-29 Tudor
- A5 1927-29 Coupe
- A6 1930-31 Roadster
- A7 1930-31 Phaeton
- A8 1930 Town Sedan
- A9 1930-31 Tudor
- A10 1930-31 Coupe
- A11 1930-31 Roadster Pickup
- A12 1930-31 Station Wagon
- A13 1931 Victoria
- A14 1931 Town Sedan
- A15 1927-29 Sport Coupe
- A16 1927-29 Roadster Pickup
- A17 1930-31 Sport Coupe
- A18 1930-31 Closed Cab Pickup



## MODEL T PINS

- T1 Brass Runabout
- T2 Brass Tourer
- T3 Runabout
- T4 Tooter
- T5 Coupe
- T6 Fordor
- T7 Sedan
- T8 Pickup
- T9 Tudor



## EMBLEM PINS

- L1 Oval
- L2 1927-29 Model A Radiator
- L3 1930-31 Model A Radiator
- L4 Universal Car
- L5 Model T Brass Radiator
- L6 Model T Nickel Radiator



**Note from the editor:**  
 Email the seller to check stock before ordering any pins. Some items are sold out.  
 Garth Moore  
 pgmoore@xtra.co.nz



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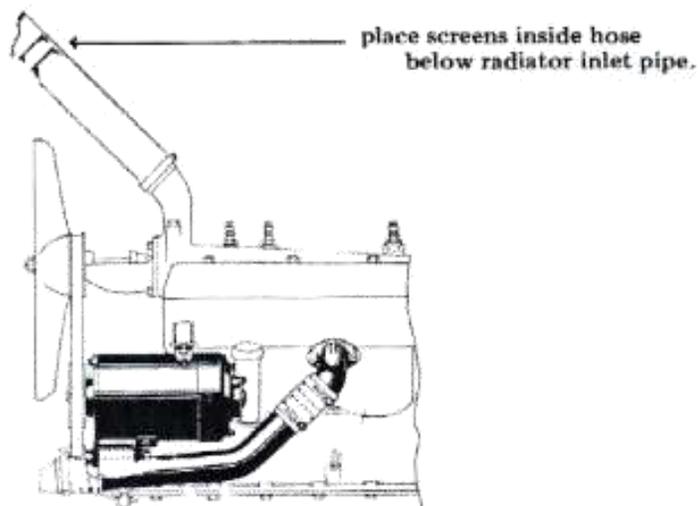


## RADIATOR SCREEN

I have found that most of the problems of overheating are caused by a stopped-up radiator. Rust and grease from the engine and water pump work their way through the engine and lodge in the radiator.

To stop the matter from reaching the radiator, a screen can be placed in the upper radiator hose.

Here's how: (1) Cut two pieces of window screen (aluminum is good, but brass is better), about 1-inch larger in diameter than the radiator inlet pipe. (2) Form each piece over the outside of the radiator inlet pipe making a cup. Push each cupped screen into the upper radiator hose from the engine end toward the radiator end of the hose. It should fit snug. Push the first screen so that it rests just below the radiator inlet pipe. Push the second screen to a point just below the 'first screen. Do not push the two screens together. Do not push the screens so that they are crushed by the radiator pipe after installation. The object of the screens is to trap rust before it can enter the radiator. The screens should be cleaned about every 500 miles at first. After that, at intervals as needed. It is recommended that if the radiator has been on the car a long time or if the radiator seems to lose its water after long drives, the radiator should be cleaned to remove all rust and grease. I had the problem of a radiator, stopped-up from engine rust, forcing the water out the top of the radiator. I flushed the radiator but it stayed clean only a short time. Since installing the screens the radiator has stayed clean.



*Submitted by Robert Hitchcock*

Reprinted with permission from [MAFCA Era Fashion Article Archive](#). Click [here](#) for the online version.

## *Era Garters*

*By Gail Doemland*

*At the first mention of "Garters",* one may think of the "something blue" the bride wears at her wedding or what the groom "slings" to a group of eligible bachelors at the wedding reception. It may surprise many to know garters were frequently worn by all classes during the Model A years and that garters are just one style of the broad category of stocking supporters. Garters fall under the Footwear area of fashion judging, along with shoes and stockings. Other styles of stocking supporters for women are garter belts, girdles, and corsets. These styles of stocking supporters fall in the undergarment group of Coordinated Apparel.

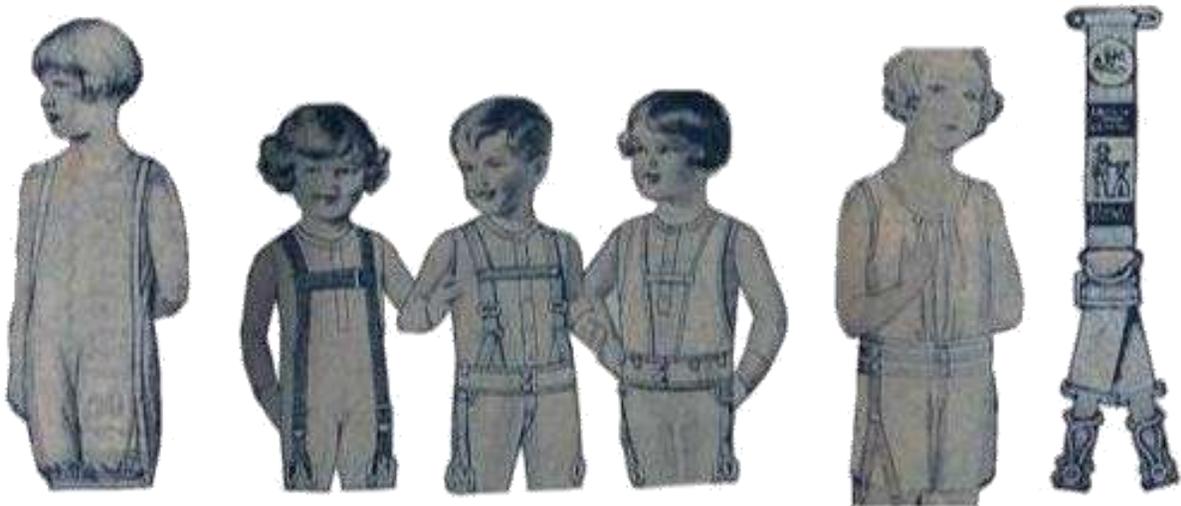
Toddlers, children and men wore garters for comfort, to prevent their socks or stockings from slipping down and bunching around the ankles. The only reason garters would be worn in today's fashion judging by these same classes would be in an attempt to obtain extra points for the overall appearance or to prevent a reduction in points for ill fitting stockings.

Women, on the other hand, wore garters or some style of stocking supporters out of necessity, to hold up their stockings. It is for this same reason, garters or some style of stocking supporters are just as important and required in today's fashion judging.



Diaper garters were specially made for babies. They were adjustable to size and were equipped with a special tab and safety pin for attaching. Diaper garters relieved the baby of the discomfort of having the stockings pinned directly to the vest and provided a greater freedom of the legs.

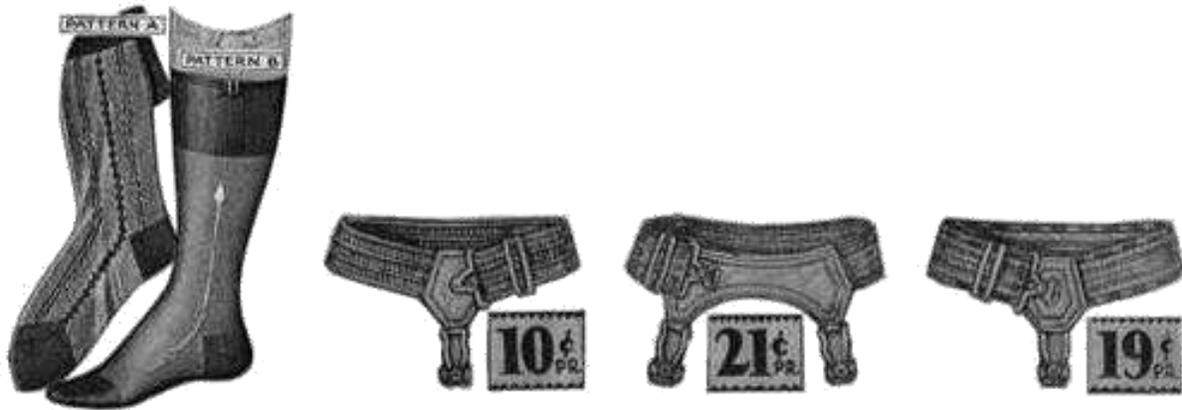
Children had an array of different styles of garters or stocking supporters. There were shoulder styles, waist styles, and pin-on styles. Shoulder styles were made of non-elastic webbing with adjustable straps and garters. The garter waists were made of white mercerized sateen or white muslin with hose supporters of strong elastic. Some garter waists came with chest vests or chest bands with adjustable shoulder straps for more support. The pin-on style of hose supporters were made of wide lisle elastic webbing with adjustable garters which would give freely to the movements of the body.



There was little difference, if any, between boy's and men's garters. The hook-on garters were wide Rayon covered elastic used to hold up knee length athletic socks as those shown.



The single and double grip garters were used for wear with suits or casual wear and were concealed by long legged trousers. Grip garters were mostly made of Rayon covered elastic webbing, with satin pads preventing the metal from touching the skin.



Women's round garters came in two basic styles; the adjustable fancy rayon covered elastic with colored metal hooks and fittings, and the shirred satin ribbon garters with flower trim in pink, turquoise blue, orchid, and light blue.



Round garter material was also available and sold by the yard for the home seamstress.

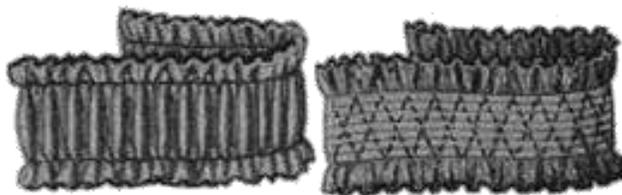


Picot edge flowered Rayon elastic available in colors pink, sky blue, peach or white. Width of elastic is 7/8 inch.

Flowered Rayon garter elastic used extensively for garters. 7/8 inch wide elastic. Colors: pink, sky blue, Nile green, coral, peach, gold or white.

Printed Rayon elastic available in colors pink, blue, peach, Nile green or white.

On the left below, satin ribbon is shirred over 5/8 inch strong elastic. Colors: Light blue, rose, pink, orchid, peach, orange, and Nile green. On the right, new rubber is woven into lustrous Rayon. White with colorful strips in diagonal design with a narrow frilled edge.



**References:**

*Montgomery Wards, S/S 1929*  
*National Bellas Hess, S/S 1930*  
*Sears, S/S 1931*

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MAFCA Chapters Editors Email 2017



## HOOD ALIGNMENT

If you are in the process of doing a “ground-up” restoration on your Model A, take a careful look at your frame for any possible sagging in the area of the motor supports and steering gear mounting holes. It is a good idea to put a little bow in both sides of the frame in these areas. If you choose to let the frame go “as is” you may find when the car is almost finished that your hood doesn’t fit. There may be a gap between the hood and the body at the lower rear hood corners.

Don’t despair, it is still not too late to tweak the frame. This can be accomplished in the following steps:

1. Loosen the two radiator support rods.
2. Start with the driver’s side (left) of the frame, anchor the front frame horn to the ground with a suitable length of chain. A suitable “dead man” is necessary.
3. Now place a hydraulic jack under the frame near the motor support.
4. Raise the car until the rear wheel is several inches off the ground yet the front wheel is still anchored down.
5. If this hasn’t reshaped the frame, stand on the rear bumper and jump up and down until the frame yields slightly. Having reshaped the left side, move over to the right side and repeat.

## Patent Cures



**Red E. Power**



## UNUSUAL MODEL A's Feature TWO

Edsel Ford found many ways to brighten his life under the shadow of a famous Father. His favorite pastime, it seems, was designing automobiles. Not the conservative utilitarian type responsible for making the family fortune, but the sleek sport models that added so much to the romance of the road.

Apparently having a free hand to express himself via this automobile design-hobby, and having unlimited access to the vast Ford manufacturing empire, Edsel set about early to make a name for himself amongst the young designers who were putting classics on the highways of the Twenties and Thirties. They all admitted that Edsel was not just a spoiled rich boy indulging in a whim. When it came to designing the sporty models, Edsel had genuine talent.

Probably the best example of his talent is displayed in the fabulous double-cowl Phaeton that was built from his design and orders by the Le Baron Company in 1930. Of unusual size for its style, and with timeless grace--prerequisite of the classic car--this scaled-down version utilized the chassis from the lowly Model A as a foundation for its elite body.

The reason for the commonplace innards was to provide the car with the size and "jack rabbit" handling of the Model A while offering eye appeal equivalent to the larger limousine models of Lincoln and Duesenberg. The result unknowingly forecast the Thunderbird theme.

But more than just prophesying models to come, Edsel's Phaeton gave a lesson in customizing with existing automobile components--an art not as widely practiced then as it is today. His Special (registered with the Michigan State Motor Vehicle Division as a "Sport Phaeton") utilized the entire, though modified, Model A chassis; including frame, wheels, muffler, dash panel, steering column, radiator, and a unique combination of the '29 and '30 radiator shells.

Memorandums from Ford Company files disclose that an extensive research was made to make use of as much of the Model A as possible. Parts like bumpers, fender and runningboard brackets were modified to fit and blend with the special design.

2987

**LeBaron**  
DETROIT COMPANY  
1881 HANCOCK AVENUE  
DETROIT MICHIGAN  
February  
4  
1930

Ford Motor Company  
Rouge Plant  
Dearborn, Mich.  
Attention: Mr. J. A. Reed, Purchasing Department  
Reference: Custom Phaeton Body for Mr. Edsel B. Ford

Gentlemen:

Mr. Smith called at our plant yesterday and went over the above job. It was decided that the following work should be done by us and for which we are submitting estimates accordingly:-

- (1) Special aluminum hood and hood sill plates. This will necessitate making up special forms. Estimated cost--\$214.00, made up of labor - \$185.50, material - \$28.50, profit and material shrinkage, bringing the cost to \$214.00.
- (2) Relocating brackets for running boards and fender supply- ing and fitting body hold down bolt brackets. Estimated cost \$20.00, made up of labor - \$17.50, material - 15¢, plus profit.
- (3) Special headlamp and front fender brackets. The arrangement and design of these can only be determined when the headlamps arrive from Paris which are promised in approximately four to five weeks time. We will then go over the job with Mr. Ford and get his approval for the arrangement of the lamps and brackets, after which we will submit our estimate for this part of the work and ask you for your Purchase Order.

In the meantime, please furnish us with your Purchase Order for items 1 and 2 above, also the special running boards covered by our letter to you of February 2d.

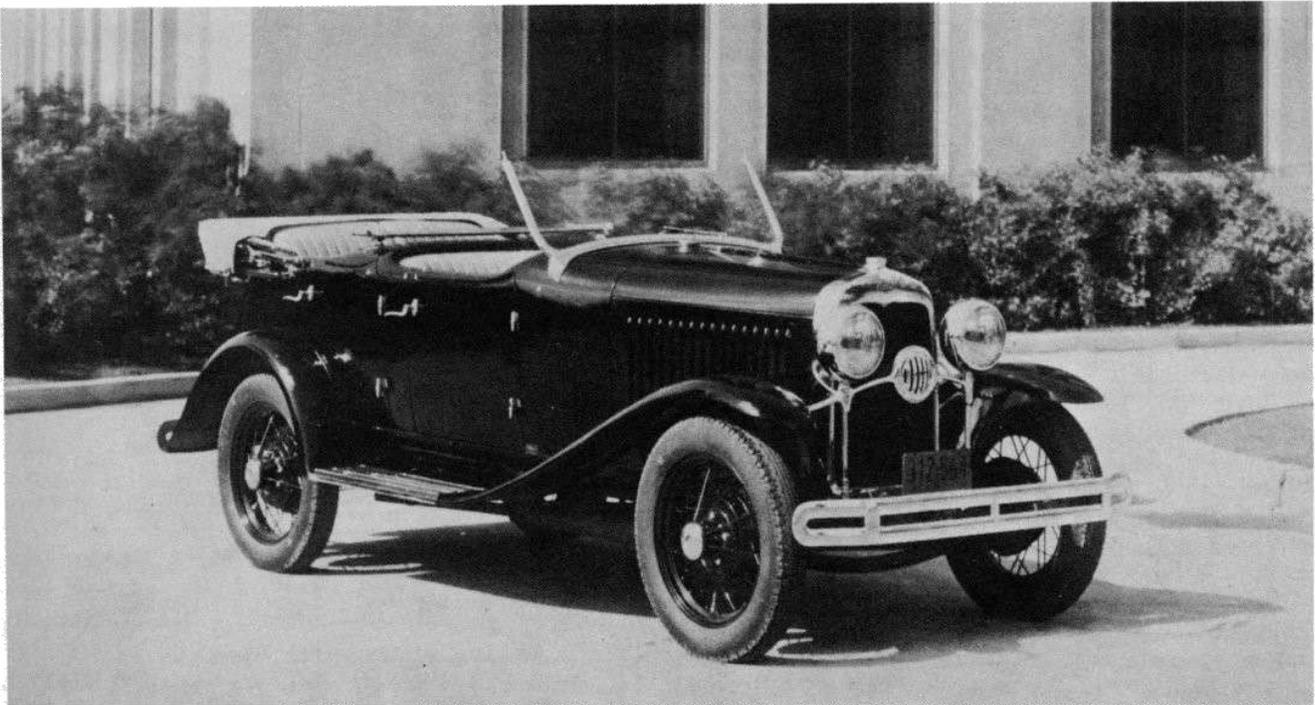
Yours very truly,  
LeBARON DETROIT COMPANY  
*S. H. Manning*  
S. H. Manning

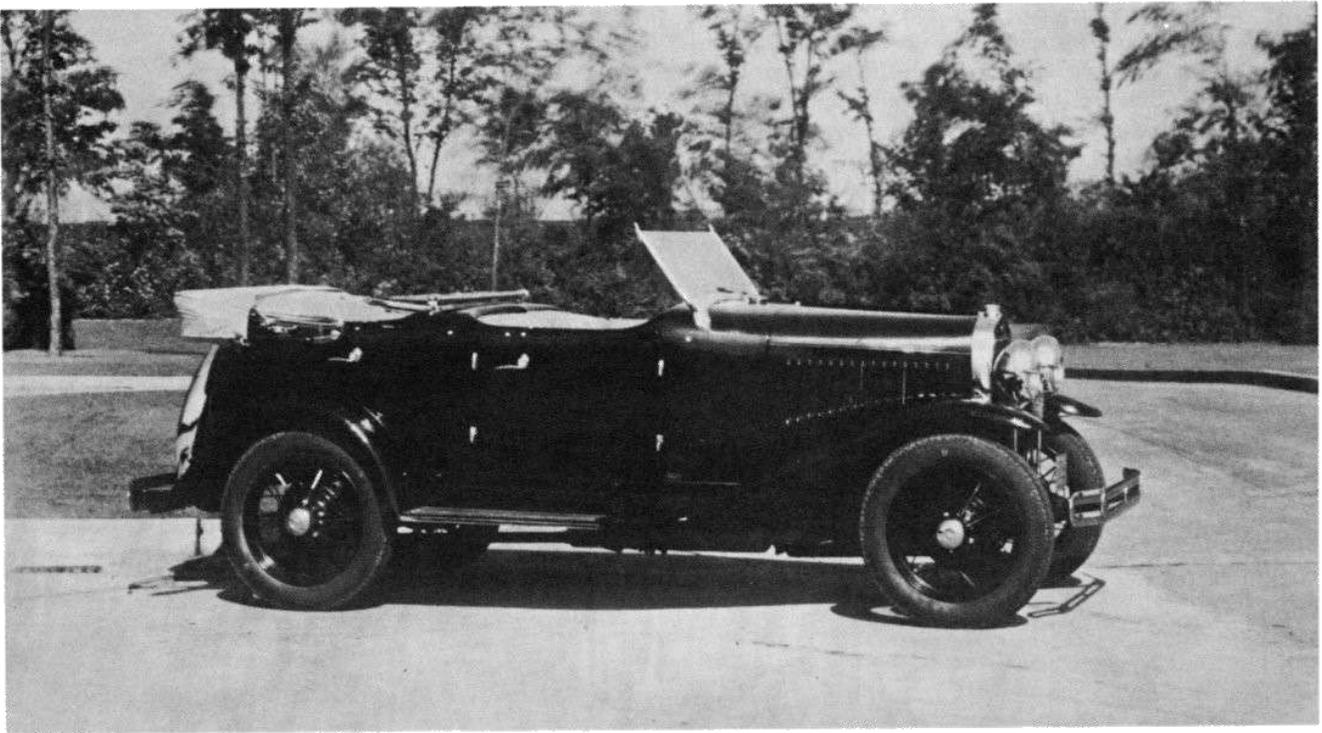
NHM:bm  
c/o Mr. C.J. Smith



In addition to these many Model A parts the car's design also made use of Duesenberg-patterned doors and ornamental hardware, fancy Parisian headlamps and cross-bar, Newport-styled windshield, and many other smaller parts available during the period.

(Continued on next page)





The balance of the car--aluminum body, mouldings, rear deck, hood, hood sills, fenders--was of special design and construction.

The assemblage of all these custom and existing components blended magnificently to purport a completely original design. Although not all the car represented Edsel's own thinking, it cannot be denied that his talented eye for auto design was responsible for mating the correct parts at the right places and finishing with an artistic trophy. No hodge-podge of miscellaneous pieces thrown together simply because they fit, the car truly exemplified the word classic; and because it included a few available components merely added to the amazing result.

In our preview of the car in a past issue, we made the teasing remark that although only one was built (true), we suggested that probably the majority of our readers had seen the car not too long ago. Technically but not literally, the latter is true. Many saw the car pictured on the 1957 MARC National Meet program, printed and distributed to Model A Fordists by the Museum. The car was lightly "ghosted" onto a page of the program behind a map of the City of Dearborn and was not too distinguishable. But even those few who did take notice apparently shrugged it off as an error in identification, because there was little or no comment about it among the many Model A conversationalists at the Meet.

The location or even existence of the car is not known today, but surely such a rare automobile, with its unusually small and rakish style, would have softened the heart of even the most fiendish car rapist and saved it from the scrap heap. It is our belief that the car does still live somewhere in the annals of the Ford family or backroads of Michigan. We hope so, for nothing would give us more pleasure than being able to report a sequel to this story.

CARRY THIS CARD WHEN DRIVING		1930 License No. ....
<b>CERTIFICATE OF REGISTRATION</b>		<b>MICHIGAN</b>
(Passenger Car, not for Hire.)		
Not valid until stamped by Branch Office where license is issued.		
Receipt for Fee Paid, \$ .....		
JOHN S. HAGGERTY, Secretary of State.		
Certificate Expires Dec. 31, 1930. (To be filled out IN INK by applicant.)		
OWNER SIGN HERE WHEN CARD IS RECEIVED	1. <u>Edsel B. Ford</u>	
	(NAME OF OWNER)	
	2. <u>Grosse Pointe Shores</u>	3. <u>Mich.</u>
	(Postoffice address, city or town) (State)	
	4. <u>1100 Lake Shore road</u>	
	(Street and number or R. F. D.)	
	5. <u>Ford</u>	6. <u>Port Huron</u>
	(Trade name of car) (Style of body)	
	7. <u>2079701</u>	8. <u>2079701</u>
	(Engine number) (Factory serial number)	
9. <u>A</u> <u>1930</u>	10. _____	
(Model and Year)		(Title number)

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Friday, September 8, 2017 8am to 5pm Swap Meet  
 Saturday, September 9, 2017 8am to 3pm Swap Meet & Car Show  
 Vendor Space: Early registration: \$15/one day \$25/two days \$20/\$30 at the gate  
 Car Corral: \$10 for two days

Palmetto A Members - Free Vendor Space  
 \$2 Door Prize Tickets Food Concession 50/50

Contact: Dick Fraser  
 dickfraser@earthlink.net 803-622-7582

### Vendor Sign Up Form

Name: \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ email \_\_\_\_\_

Will you be arriving and setting up on Thursday, Sept 7? \_\_\_\_\_

Are you primarily a Model A or Model T vendor? \_\_\_\_\_

Please mail this form along with a check or money order made payable to:  
 Palmetto A's of SC--- 113 Ian Dr. Leesville, SC 29070

By participation in this event and signing this form I/we agree to hold harmless  
 The Palmetto A's of SC Model A Club, Smith & Jones Antique Auto Parts and any of the  
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Signature \_\_\_\_\_ Date \_\_\_\_\_

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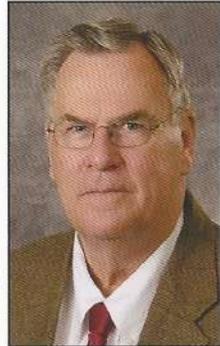
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## EVENTS CALENDAR

AUGUST 1*	MONTHLY CLUB MEETING CUMBERLAND VILLAGE
AUGUST 5	FIRST SATURDAY BREAKFAST AT MASONIC LODGE
AUGUST 5	TOUR / AFTER BREAKFAST
AUGUST 12	TUCKER GA, SWAP MEET
AUGUST 19	CARS AND COFFEE WITH FRIENDS VISITING FROM OLD 96
SEPTEMBER 8-9	PALMETTO A'S SWAP MEET AT SMITH AND JONES
SEPTEMBER 16	INTERNATIONAL MODEL A DAY WITH THE SHADE TREE A'S AUGUSTA
SEPTEMBER 30	CLUB PICNIC AT ODELL WEEKS SAVE THIS DATE, TOO!



A new arrival at the [Model A Museum](#) is a 1931 Right Hand Drive Deluxe Phaeton which is currently on loan from MAFFI member, Tom Mack of South Carolina. It will be displayed as a part of the "A"round the World Exhibit. Make plans to come and say, "Hello" to this beauty during Model A Day, September 16<sup>th</sup>!

*\*Correction: Last month's newsletter erroneously listed the August club meeting as Aug 8. The first Tuesday falls on Aug 1<sup>st</sup>. The editor apologizes for the error.*



## ABOUT THE AIKEN MODEL A'S

The Aiken Model A's (AMA's) is a chapter of the Model A Ford Club of America (MAFCA). We are a not-for-profit corporation, dedicated to the preservation and the restoration of the Model A Ford automobile. Owning a Model A Ford is not required for membership. An application for membership in the Aiken Model A's is available at [www.aikenAs.org](http://www.aikenAs.org). AMA's annual dues are \$50, with no dues for *new* members for the 2017-2018 fiscal year.

For information about the Aiken Model A's, visit our web page, noted above, or contact Membership Coordinator, Pat Roberts at (803) 649-0054, or e-mail [aikenmodelAs@gmail.com](mailto:aikenmodelAs@gmail.com).

To further the Model A Ford hobby, AMA's members are encouraged to consider memberships in the hobby's national organizations, MAFCA, (Model A Ford Club of America), MARC (Model A Restorer's Club) and MAFFI (Model A Ford Foundation, Inc.) For information on these organizations go to [www.mafca.com](http://www.mafca.com) and [www.model-a-ford.org](http://www.model-a-ford.org) and [www.maffi.org](http://www.maffi.org).

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**AIKEN MODEL A'S  
PO Box 992  
AIKEN, SC 29802**

### Meetings

The 1835 Room at Cumberland Village,  
3335 Wise Creek Lane Aiken, SC  
Monthly, First Tues., 7 P.M.  
GUESTS WELCOME!

### Cars and Coffee

Join the AMA's 10-11 a.m. on Saturdays at  
Atlanta Bread on Whiskey Road, Aiken  
for fun and fellowship, car-talk and comradery.  
GUESTS WELCOME!