

# AIKEN MODEL A'S NEWSLETTER



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

December 2017

## Local History and a Hide Away

by Eric and Dotti Shogren

There was a large crowd at the "First Saturday Breakfast" at the Masonic Lodge on November 4th. After the meal seven Model A Fords, carrying Ken Bernacchi, Tom and Pat Roberts, Bill and Liz Cox, Vance Coulthard, Brian and Rachel d'Entremont, Walker Crosby and Eric Shogren headed out to visit the site of

some local history at Redcliffe Plantation, in nearby Beech Island.

It was an absolutely idyllic day for a Model A tour; a sunny sky, cool temps...just perfect. After a few beneficial wrong turns (beneficial because it extended the drive on such a perfect morning) the group arrived at Redcliffe Plantation.



Our members and visitors to the plantation relax on the expansive front porch.

*(Continued on page 2)*



Summer Parade in Alaska

What will the weather bring this year for OUR Christmas parades?

Photo courtesy of "Photo of the Week" [mafca.com](http://mafca.com) Posted 11/4/17

## In This Issue

- November Activities Recaps
- November Meeting Minutes
- Notes From the Shop
- News from the Nationals
- Torque and Horsepower
- Torque on Model A  
Nuts and Bolts
- Reading Spark Plugs
- Era Fashions - Gloves
- The Model A Wheel
- Calendar of AMA's Events



Elizabeth Laney was our tour guide and she had previously encountered several members of our group on other Model A events at Redcliffe. So when we visited this time, she showed us some photos of cars belonging to past residents of Redcliffe Plantation. One of these was a 1928 or 1929 Ford Special Coupe.

Elizabeth provided an excellent presentation of the

rich history of the plantation and of the many generations of people that had lived there. It amazed us that descendants of the original owner lived there until 1975. More amazing, was that descendants of those who had once been enslaved there, continued to live on the property as paid staff into the 1990's.

Following the plantation tour, we climbed back into our

Model A's and drove to Boyd Pond Park for a picnic lunch. This is a little known 210 acre Aiken County Park with a large pond, that was formerly the Savannah River Site's employee recreation facility. Again, the weather was perfect, the picnic shelters were empty and a good lunch and good time was had by all.

Photos by Pat Roberts.



Our cars on the Redcliffe Plantation tour.



House at Redcliffe Plantation



Stable at Redcliffe Plantation



Slave cabin at Redcliffe Plantation

# Car Display and Benefit Breakfast at the Aiken Rotary's Polio Fundraiser November 11, 2017



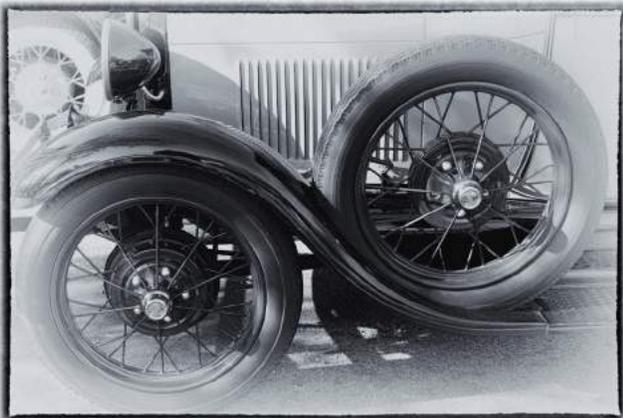
L to R: Woody, Ken B., Vance, Brian, George and Misty look forward to breakfast. (G. Jones)



More members attending the breakfast, L to R: Sheila, Jim, Tom, Pat, Rachel and Greg. (G. Jones)



It was a chilly, crisp and clear morning on Newberry Street in downtown Aiken and the Model A's gleamed in the brightness of the fall day. (G. Jones)



Artfully interpreted photography by Greg Jones, taken at the Rotary breakfast car display.



Proud and Patriotic. Tom and Pat's Fordor never looked more proper. (G. Jones)

## Meeting Minutes

Aiken Model A's  
(AMA's)  
November 7, 2017  
Cumberland Village  
1835 Room

President Ken Bernacchi called the meeting to order.

The minutes from the October meeting were approved as read during the meeting.

Under old business the 2017 Aiken Model A's Christmas Party was discussed. It will be at Houndslake Country Club on Tuesday, December 5<sup>th</sup>. The deposit has been paid to Houndslake. Members can gather at 6 p.m. at the bar before moving to a reserved room. Entrées are approximately \$10, which will be paid at the event.

Also under old business, a motion was passed to obtain the services of an accountant to assist in filing the club tax return.

The recent tour to Redcliffe Plantation and picnic at Boyd Pond was discussed. Everyone had a great time on a perfect Model A Day.

The car display for the Aiken Rotary's "Polio Plus"

breakfast was discussed. A head count was taken to determine how many parking places would be necessary for the car display on November 11<sup>th</sup>.

Everyone was reminded that MAFCA dues were due by the end of December to not miss a copy of the *Restorer*.

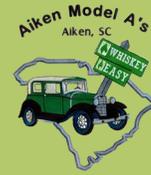
The upcoming calendar of events as published in the newsletter was discussed.

Jim McPherson passed around a paperboard tag; a reproduction of one sold by Ford Motor Company, that was to be hung in used Fords for sale. The tag featured an image of a 1928/1929 Ford radiator shell as the frame around the blank space for filling in the specifics about the used car for sale.

A DVD on Model A road side troubleshooting and repairs was shown. An extensive list of recommended tools and spare parts for touring was described at the end of the video, and Eric Shogren was heard to say "I need a bigger trunk. . ."

The meeting was adjourned.

Respectfully submitted,  
Eric Shogren, secretary



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

# Notes from the Shop

## Don's Solution

by Eric Shogren

This photo shows an outstanding road side repair that Don Cerefin came up with when his '29 Model A Coupe broke down on Whiskey Road. Don's car was randomly stalling as he drove down the road. In the picture you can see Don has wired the choke lever to the carburetor fuel-air adjustment needle driver.

The choke had been randomly closing, cutting off air to the carburetor and causing the engine to die. Under normal conditions, a button on the back of the choke lever rides in a groove on the carburetor fuel-air adjustment needle driver. When the fuel-air nob in the passenger compartment is pulled on, the carburetor fuel-air adjustment needle driver moves away from the carburetor, pulling the choke lever and closing the choke (i.e., the butterfly valve in the carburetor air intake).

Over time this button on the back of Don's choke lever had worn down. The vibration of going down the road would cause it to bounce out of the groove, allowing the choke



Don's Ingenuity

to move freely and close on its own. Don's solution was to wire the two together. This solution allowed the choke to be operated normally but also prevented the button on the choke lever from bouncing out of the groove. An elegant solution!

## Worn Brake Cross Shaft Bushings

by Eric Shogren

In the photo you can see a brake cross shaft. The gray "collar" near the top is one of two bushings on a brake cross shaft, and the bushings should fit snugly on the shaft.

When coming from the factory, these bushings

*(Continued on page 6)*



Brake cross shaft bushing

(Continued from page 5)

were made of bronze and had a cloth/brass wire weave fabric between the bushing and the shaft. The bushing in this photo is an aftermarket pot-metal bushing and it's lost the fabric liner. Between wear and loss of the liner, there is a visible 1/8 inch gap between the bushing and the cross shaft.

This gap causes the whole shaft to shift forward when the brake pedal is depressed. The forward movement of the cross shaft may allow the rear brakes to function, but it means the brake rod for the front brakes won't move as far as it should, robbing a huge amount of braking power from the front brakes. Replacing these badly worn bushings will significantly improve braking

performance.

As an interesting side note, there is no telling when these pot-metal brake cross shaft bushings were installed, but the fact they are pot-metal may give a clue. During World War II copper was vital to the war effort and therefore was rationed. So, it is likely that these pot-metal cross shaft bushings were developed as a substitute for the normal bronze bushings, that required copper.

I found similar evidence of this "war-years copper shortage" when I had the engine in my '31 Fordor rebuilt. Instead of a copper clad head gasket, it had a steel clad head gasket, which was a common substitution during WWII.



While not a Model A (obviously) this 1922 Oldsmobile would have been quite the surprise from Santa on Christmas morning!!!

<http://www.shorpy.com/node/11993>

## News from MAFCA



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

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

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

To join the Model A Ford Club of America, [click here](#). Renewals, [click here](#).

Henry Ford

TO

Clara Ford

Any Amount

VALUE

250 South Cypress La Habra, CA 90631-5515 (562)697-2712

*Gift Certificate*

### The Coupe Book

1928 to 1931

Model A Ford Club of America

Wishing You A Merry Christmas And A Happy New Year

Shop the MAFCA Store for your gifting needs.

**Model A Ford Club of America**  
2018 Membership Renewal

You can also renew membership and shop online:  
[www.mafca.com](http://www.mafca.com)

Amount \$	Check #	Visa/Mastercard #	Exp:	C/W:
<input type="checkbox"/> U.S. Membership		\$50.00	<input type="checkbox"/> International Membership (U.S. Currency)	\$70.00
<input type="checkbox"/> Canada/Mexico Membership (U.S. Currency)		\$60.00	<input type="checkbox"/> International Membership Digital Edition only	\$50.00

A valid email address is required for the Electronic link - Please print carefully below

Valid Email: \_\_\_\_\_ Address: \_\_\_\_\_ TOTAL Enclosed: \$ \_\_\_\_\_

Are you a member of a MAFCA chapter? Yes No Name of primary chapter: \_\_\_\_\_

MAFCA does not issue refunds  
Please return this form with payment by MAFCA

713 P1  
3468

**Change of Address**

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

Address: \_\_\_\_\_

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

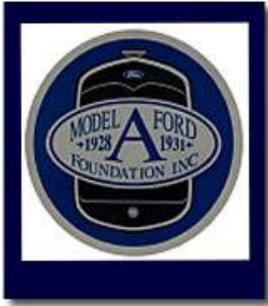
Country: \_\_\_\_\_

Phone: \_\_\_\_\_

MEMBERSHIP ← Your # appears here

Don't forget your MAFCA membership dues are payable by the end of the year. If you are currently a member you will have received a notice from MAFCA (in about September) with your renewal reminder like the one above.

[You can also renew at mafca.com by clicking here.](#)



## News from MAFFI

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

To join Model A Ford Foundation, Inc.,  
[click here.](#)



## MAFFI Newsletter Minute

Send a Brick for Christmas!

Since 2011, when we first started raising money for the construction of the Model A Museum, over 1400 bricks have been ordered in memory or in honor of our favorite Model A'ers, Model A clubs and regions. We have room under the gas canopy at the Museum for about 200 more bricks. It would be a wonderful thing if we could finish off that area this year! You could help us make that goal by ordering a brick for a loved one for Christmas. It would make a great gift for that loved one in your family who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form in this issue of the 'A' Preserver to order your engraved brick. It will be in place at the Museum by next September.

Merry Christmas and thank you.

Loukie Smith, Brick Coordinator



## News from the Model A Restorers Club



To get to the Model A Restorer's Club home page, [click here.](#)

To join or renew your membership in MARC, [click here.](#)

April 12 - 15 Membership Meet Granville, Ohio

June 24 - July 1 Come a Dancin' n Branson in 2018

The information below was sourced from the website of the Horseless Carriage Club of America. Click [here](#) to visit the HCCA webpage and peruse interesting photos and info.

Horseless Carriage Education  
Technical Articles

### **What is the difference between Torque and Horsepower**

Author: Harold Sharon

---

So, What is the difference between torque and horsepower? Don't shy away from a couple of very simple formulas. A formula is just shorthand for ordinary words.

So, here we go: Torque is a measure of how powerfully we can turn a shaft. A common unit of measurement is foot-pounds. Any other unit of dimension and force will do. Grab a "torque wrench" with a foot long handle and pull sixty pounds on it and the torque exerted is sixty foot-pounds. Nobody mentioned motion or time here, just force and lever arm.

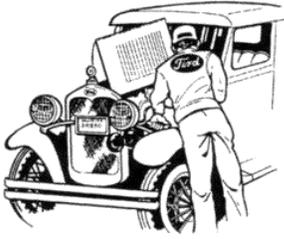
If you pull the nose of a car up to a tree, and put two huge torque wrenches on the rear wheel nuts, it's very easy to spin the wheels of the car. (Or strip the threads on the axle nuts).

But you cannot do this rapidly unless you have some machinery that will turn the big wrenches at a fairly high speed. That's horsepower!

Horsepower measurement includes the element of time. The very simple measurement of horsepower is usually denoted in pound-feet per minute. If you write the formula out, as an 8th grader would do, you'll note that both pounds and feet are in the numerator, and time is in the denominator. You can restate the formula as feet per minute times pounds. So it's now speed times force! Sit in the back of a pick-up truck and hold a rope which is attached to the old car behind, Have someone drive the truck, and you pay attention to the tension in the rope. As the truck speeds up, the force gets greater ( wind drag, tire drag, etc). You are exerting more horsepower through the rope.

Got it? Harold

Reprinted with permission from the Restorer March/April 1999



# Service Hints

Les Andrews - Technical Director

## Torque Values For Model A Nuts & Bolts

The expression, "a little knowledge can be a dangerous thing," is usually true. I have learned this lesson the hard way at times. My thanks to Enrique J. Klein of Los Altos, CA for pointing out to me some stated torque value errors and asking that I reevaluate some of the stated Model A torque values given in previous publications. In most of the previous articles, including some I have written, a specification table is included that comes out of an engineering handbook that shows torque values for the different size bolts, giving bolt size, threads per inch, and torque value for different grade bolts, with dry or lubed threads. It's up to the reader to determine which torque value should be used.

There are many factors to be considered when apply-

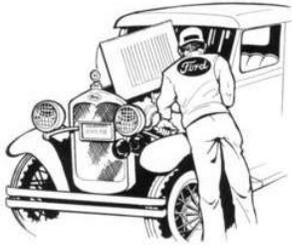
ing torque to a bolt or nut: bolt size, bolt grade, dry or lubricated threads, and how many times the threads have been torqued (stressed).

Before torquing a nut or bolt, make sure the threads are dry to obtain a more accurate reading. Clean all threads and make sure they have not been stripped or show evidence of overstressed or stretched threads. Many of you have asked for a chart listing the recommended torque value for the specific torqued nuts and bolts on the Model A. The table below lists the recommended torque values.

For additional information see *The Restorer* article, "Nuts and Bolts for Model A" (September/October 1976, Volume 21, Issue 3).

**Model A Recommended Torque Values**

Bolt Location	Bolt Size	Tensile Strength psi	Grade	Torque ft. lbs.	Remarks
Differential Carrier Assy	3/8-24	74,000	2	20	Low Carbon Steel (Original Model A)
Axle Housing-to-Banjo Bolts	3/8-24	74,000	2	20	
Torque Tube-to-Banjo Bolts	3/8-24	74,000	2	20	
Rear Axle Nut	5/8-18	110,000		100	
Wheel Lug Nuts	--	--		64	
Pinion Bearing Preload Nut	--	--	New Bearing Used Bearing	20 in.lbs. 15 in.lbs.	
Timing Gear Nut	--	--		100	Replace with Grade 5
Pressure Plate Bolts	5/16-18	150,000	5	20	
Head Nuts	7/16-20	150,000		55	
Manifold Nuts	7/16-20	150,000		45	
Flywheel Hsng-to-Block Bolts	7/16-14	120,000	5	50	
Flywheel-to-Crank Bolts	7/16-20	120,000	5	50	
Crankshaft Pulley Nut	-	-		50	
Main Bearing Bolts	1/2-20	-	-	80	
Rod Bearing Nuts	7/16-20	-	-	35	
Spark Plugs		-	-	25	



# Service Hints

Les Andrews - Technical Director

## Reading Spark Plugs - An Engine Analysis

The single most accurate indicator of the engine's condition is the firing end of the spark plugs. Although the spark plug has no moving parts, it is exposed to more stress than any other engine part. It is required to deliver a high voltage spark thousands of times a minute, at precisely timed intervals, under widely varying conditions. Because it is inside the combustion chamber, it is exposed to corrosive effects from chemical additives in the fuel and oil and to extremes of temperature and pressure. The terminal end (top) may be cold, but the firing tip will be exposed to flame temperatures in excess of 3000 degrees F (1650°C). A quick inspection can identify engine performance.

### Heat Range

The heat range of a spark plug is one of the most important design factors. Every spark plug has a certain limited range of temperature within which it must work to give best results. Hot operating plugs have a long ceramic insulator, while cold plugs have a short ceramic insulator. The ceramic insulator on hot operating plugs will usually extend beyond the end of the threaded end of the plug. The metal gasket ring is part of the heat path and therefore, has a lot to do with the operating characteristics of the plug. The gasket ring should be replaced each time the spark plug is replaced. Corrosion should always be removed from the plug hole, allowing good conduction of heat transfer from the plug to the cast iron head. Engines driven under severe operating conditions require cooler running spark plugs than do engines operating at continuously low speeds. A spark plug that is too cool for the operating conditions of the engine will soot up with oil and carbon and eventually short out.

The heat range in the 7/8-inch thread size varies from cold to hot. The 3X spark plug used in the Model A is a moderately hot plug. The Model A can use this hot plug because it has a moderate compression, and the engine is so well cooled.

Preferably, the plug should always be hot enough to burn any carbon that may be formed, but not hot enough to cause preignition. Unfortunately, the temperature range marked between these two limits is comparatively narrow—only about 350 degrees C, which explains why plugs may easily cause trouble.

Very little heat flows through the threaded part of the plug. This explains why a Metric plug, when used in a 7/8-inch spark plug hole, does not give the same results as using a Metric plug in a hole tapped directly in the cylinder head. The extra resistance to flow of heat through threads of adapter bushings offsets the gain due to reduced heat-exposed area.

The Champion 3X spark plug is the correct heat range for the Model A engine under normal driving conditions. The Champion W16Y spark plug has a little hotter range and may be needed if driving conditions consists of short slow trips or if there is more than normal oil consumption. The Autolite TT10 spark plug runs

a little on the cooler side and may be used under more severe running conditions such as highway speeds or with a higher compression head.

### Appearance

A properly operating plug will retain just enough heat to burn off the small amount of oil which is always present in the combustion gases.

**Normal** This plug is typical of normal operation. The insulator nose varies from a light tan to grayish color. The spark plug heat range is correct and the engine is running correctly with good carburetion.



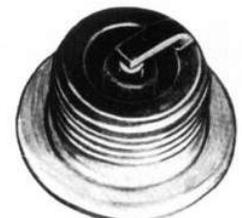
**NORMAL**

**Blistering** A spark plug that is too hot will blister and ignite the fuel mixture prematurely by its white hot insulator. This can also be accompanied by excessive wear of the electrode and the absence of deposits. A car operated at high speeds can require a colder plug. Other causes are advanced timing, poor engine cooling system, lean fuel mixture, or intake manifold leak.

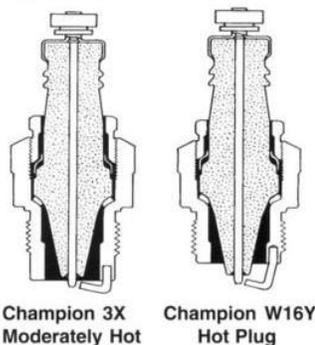


**BLISTERING**

**Light Carbon** A plug with light carbon could be running too cool. If running short, slow speed trips, a hotter range plug may be needed. A soft carbon coating also shows that the air-fuel mixture was too rich. If the insulator is light gray and the shell is coated with carbon soot, only low speed and idle circuit in the carburetor is too rich. Change cap jet orifice to next smaller size.



**LIGHT CARBON**



**Oil Deposits** The firing end of the plug is covered with a wet, oily coating. On high mileage engines, oil is leaking past the rings or valve guides into the combustion chamber. Engine overhaul is probably needed. New rings and valve guides will improve oil consumption.



OIL DEPOSIT

**Carbon Deposits** Carbon fouling is easily identified by the presence of dry, soft, black, sooty deposits. Changing the plug to a higher heat range can lead to carbon fouling, as can prolonged slow, start-and-stop driving. If the heat range is correct, carbon fouling can be attributed to a rich fuel mixture, retarded timing, or low compression. If only one or two plugs are carbon fouled, look for cracks in the distributor cap. Incorrectly adjusted carburetor float or fuel mixture can cause a rich air/fuel mixture and carbon fouling.



CARBON DEPOSIT

**Splash Deposits** Splash deposits occur in varying degrees as spotty deposits on the insulator. By-products of combustion have accumulated on the pistons and valves because of delayed tune up. During hard acceleration, the deposits loosen and are thrown against the hot surface of the plug. If sufficient deposits accumulate, misfiring occurs. Clean plugs and reinstall.



SPLASH DEPOSIT

**Ash Deposits** Ash deposits are characterized by light brown or white colored deposits crusted on the side or center electrode. The deposits are usually derived from oil or fuel additives burned during combustion. If deposits are excessive in short mileage, the valve guides may be worn. Clean plugs and reinstall.



ASH DEPOSIT

**Detonation** Detonation is characterized by a white blistered and broken insulator. A portion of the fuel charge begins to burn spontaneously from the increased heat following ignition. The explosion that results applies extreme pressure to the engine components, frequently damaging spark plugs and pistons. Detonation results from over advanced ignition timing, lean air/fuel mixture, engine lugging, or an increase in compression ratio due to combustion chamber deposits or high compression head.



DETONATION

**Glazing** Glazing appears as a shiny coating on the plug, either tan or yellow. During hard acceleration, plug temperatures rise suddenly. Deposits from normal combustion have no chance to burn off. Instead they melt on the insulator, forming an electrically conductive coating that causes misfiring. Replace spark plug with a cooler heat range.



GLAZING





Gloves are an important accessory in the fashion world, yet little is written regarding all the many styles, types of fabrics, and appropriate lengths for certain occasions.

There are five classes of gloves:

**Daytime Formal** (for afternoon) - gloves of soft suede or glace kid. The style is a pull-on, varying in length, worn wrinkled at the wrist, casually covering the bracelets. Sometimes, according to the year's "fashion decree", an expanse of arm shows between the glove and short sleeve of a formal, daytime frock.

**Daytime Informal** - gloves of heavy suede or kid, doeskin, mocha or chamois for summer; in style, plain pull-on. There may be insets of contrasting colors, stitchings, pipings, cuffs and what-not, dictated by fashion (or a craze) but they were never in perfect taste.

Colors chosen should harmonize with the ensemble's color plan; grays, browns, tans, some white and some black; darker tones for fall and winter.

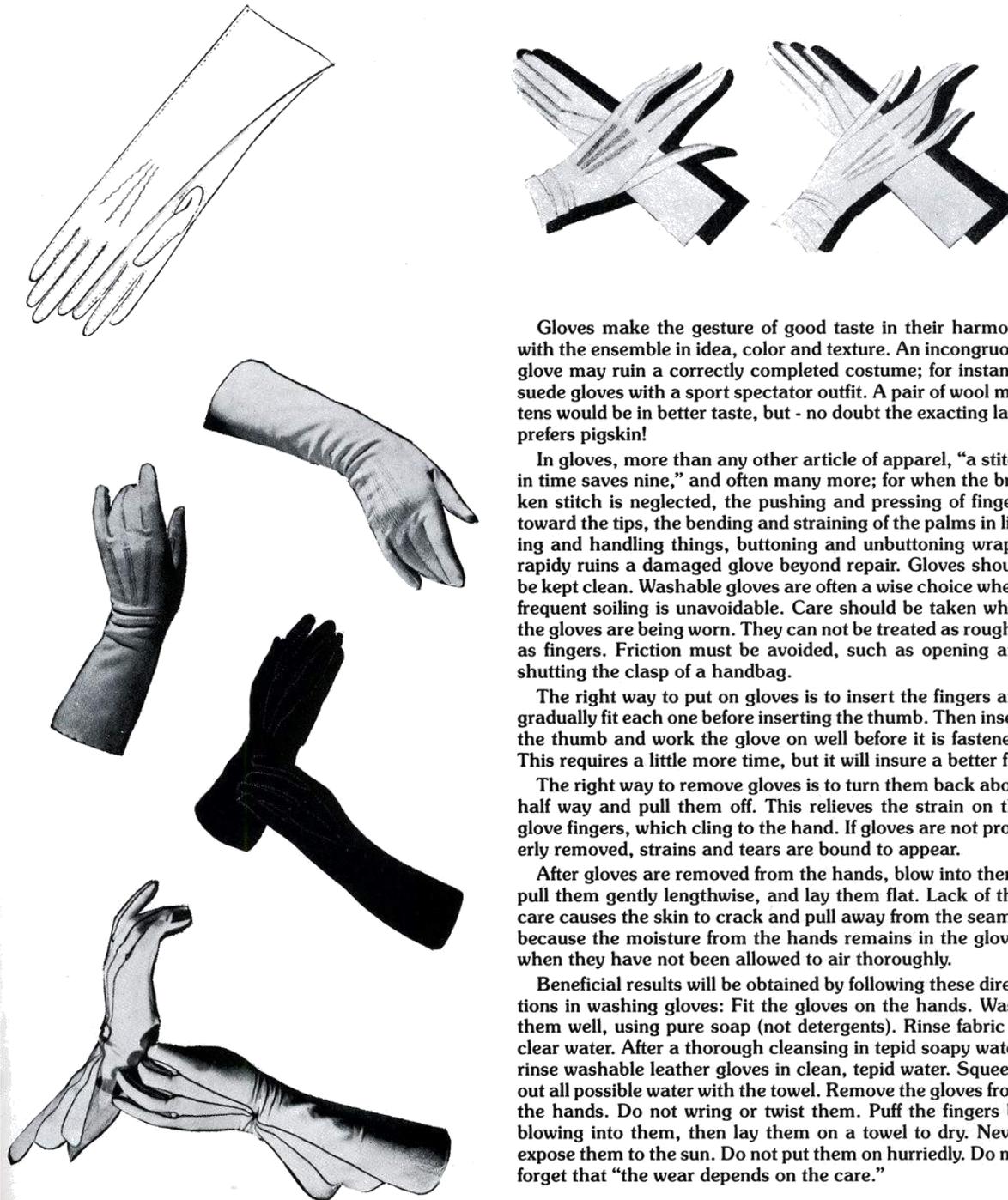
**Informal** - Heavy doeskin, antelope, yellow or white chamois, pigskin. The style was pull-on or one button, open seams, hand stitched, loose and swaggery.

**Evening Informal** - Glace kid, suede; style - pull-on or mousequetaire.

**Evening Formal** - Suede; style - mousequetaire, long and wrinkly. Colors - white with a tinge of color, pastel tones and black.

Pull-on evening gloves without buttons are not so popular as the ones with buttons which are more easily removed. Quite naturally, one removes the gloves when she is dining and puts them on when she goes to the theater. Some wear them while dancing; others do not. One glove may be removed, which depends on whether you are right or left handed.





Gloves make the gesture of good taste in their harmony with the ensemble in idea, color and texture. An incongruous glove may ruin a correctly completed costume; for instance suede gloves with a sport spectator outfit. A pair of wool mittens would be in better taste, but - no doubt the exacting lady prefers pigskin!

In gloves, more than any other article of apparel, "a stitch in time saves nine," and often many more; for when the broken stitch is neglected, the pushing and pressing of fingers toward the tips, the bending and straining of the palms in lifting and handling things, buttoning and unbuttoning wraps, rapidly ruins a damaged glove beyond repair. Gloves should be kept clean. Washable gloves are often a wise choice where frequent soiling is unavoidable. Care should be taken while the gloves are being worn. They can not be treated as roughly as fingers. Friction must be avoided, such as opening and shutting the clasp of a handbag.

The right way to put on gloves is to insert the fingers and gradually fit each one before inserting the thumb. Then insert the thumb and work the glove on well before it is fastened. This requires a little more time, but it will insure a better fit.

The right way to remove gloves is to turn them back about half way and pull them off. This relieves the strain on the glove fingers, which cling to the hand. If gloves are not properly removed, strains and tears are bound to appear.

After gloves are removed from the hands, blow into them, pull them gently lengthwise, and lay them flat. Lack of this care causes the skin to crack and pull away from the seams, because the moisture from the hands remains in the gloves when they have not been allowed to air thoroughly.

Beneficial results will be obtained by following these directions in washing gloves: Fit the gloves on the hands. Wash them well, using pure soap (not detergents). Rinse fabric in clear water. After a thorough cleansing in tepid soapy water, rinse washable leather gloves in clean, tepid water. Squeeze out all possible water with the towel. Remove the gloves from the hands. Do not wring or twist them. Puff the fingers by blowing into them, then lay them on a towel to dry. Never expose them to the sun. Do not put them on hurriedly. Do not forget that "the wear depends on the care."

From our friends at Bentley's....

## Model A Q&A's

### The Model A Wheel.

I recently had a customer who wished to swap his Model A wheels to be 1935 style 16 inch spoke wheels so he could run radial tires on his Touring Car. This got me thinking about the several choices for Model A wheels, and also some basic maintenance chores.

There were basically 3 original Model A Ford wheels.



The first one a lot of people don't know about is the early 1928 "AR" wheel. These look like a regular 1928-9 21" wheel, but the hub area is thinner. If you use this on your 1928 or 1929 Model A you will end up with a 1/4" gap between your wheel and brake drum. Just be aware.



The next is the 1928-29 21" wheel. These are very easy to find and are even available brand-new if you want a really nice, true wheel. These are easily recognized by the tubular tire rim and smaller hubcap.



Finally we have the classic 1930-31 19" wheel. These have a larger hubcap and a flat tire flange like a modern wheel. These are also available new.



This is the 1935 16" wheels I mentioned earlier. Although this is not original to the Model A Ford, it will fit and a lot of guys like to use them along with the radial whitewall tires. They say the cars drive better on the open road with the larger tires, although I have never spent much time behind the wheel of a car equipped with these. There is a wheel spacer available to make these wheels fit perfectly on original drums.

# Bentley's

Antique Auto Service, Inc.

We are a Full Service Shop, specializing in Model A Fords  
 We offer Award-Winning Paint and Bodywork  
 Expert Service and a Complete Machine Shop

Enjoy the Drive...

## 678-407-1947

**Model A Wheel Maintenance:** As a routine, anytime we get a car in the shop that needs restoration or just new tires, we generally have the wheels refinished. First thing to do is remove the old tires, tubes, and rim liners. This sounds easy, but many times after a tire has been on a wheel for 50-60 years, the tires can become hard as a rock and be very difficult to remove. We have had to cut them with a sawzall just to get them off. But usually a little muscle with a tire iron will do the trick. Next we look over the wheels for cracks or broken spokes. These can usually be welded, but be very careful to do a good job. Next we use a slide hammer and straight edge to get all the spokes as straight as possible. Then we send the wheels out to be sandblasted and powder coated. When I first went into business, I tried painting a couple of wheels, but powder coating is a far superior method of final finish. Powder coated wheels will last for decades and will not scratch and chip like painted wheels. I ran across this article on line about "Straightening the Model A Wheel"

[www.durableperformance.net/Do\\_it\\_Yourself\\_Wheel\\_Straightening.revised.12.4.09.web.pdf](http://www.durableperformance.net/Do_it_Yourself_Wheel_Straightening.revised.12.4.09.web.pdf)

I have not tried it yet but it looks like a very interesting method. If you decide to try it, let me know how it works out. Thanks, Bentley Bohanan

## Model A's and TT's for Sale



### **1929 Roadster**

- miles UNK
  - older restoration
  - Great overall condition
  - Great driver
  - New Distributor 2016
  - some stains on convertible top
- Asking \$25,500.

Mark Piekarski  
Hilton Head, SC  
c- 603-566-6789



### **1927 Ford Model TT Truck**

New Warford transmission installed last year and it will run about 35 mph. We have the high speed ring gear and worm gear for the rear axle that have not been installed but will be included with the truck. The truck has a beautiful red oak bed and red oak trim and floor in the cab. Beautiful C cab. It's a really nice truck. We have just decided that it isn't for us. We are asking \$16,000 for it which is the amount we have in it.

Richard and Susan Buff [randsbuff@gmail.com](mailto:randsbuff@gmail.com)

Please support the businesses that support us!

**"ONE MILE AHEAD"**  
*Smith and Jones*  
**Antique Auto Parts**  
 60 Wisconsin St., W. Columbia, SC 29170  
 803/822-4141 FAX 803/822-8477



Quality Parts  
 Same Day Shipping  
 Established 1972  
 142 Page Catalog  
 Order Desk 800-422-1928

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

Call me today to insure that your classic car has the coverage that you need.

**803-642-6560**

**WALKER CROSBY**

1890 Huntsman Dr., Country Square  
 Aiken, SC 29803  
[walkercrosby@allstate.com](mailto:walkercrosby@allstate.com)



Insurance subject to availability and qualifications. Allstate Fire and Casualty Insurance Co., Northbrook Indemnity Co., Northbrook, Illinois © 2012 Allstate Insurance Co.

**BRATTON'S**  
**ANTIQUÉ AUTO PARTS**



**800-255-1929 Phone**  
**[www.brattons.com](http://www.brattons.com)**  
 800-774-1930 Fax  
 1606 Back Acre Circle  
 Mount Airy, MD 21771

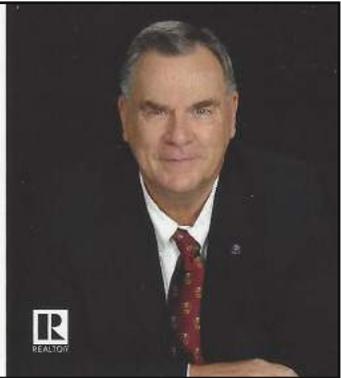
*Your source for Quality Model A Ford Parts since 1976*

  
*Woody Malone*  
 DRIVING YOU HOME

(803) 215-4024 cell  
 (803) 502-7789 office  
[woodleymalone@gmail.com](mailto:woodleymalone@gmail.com)

**Meybohm**  
 REALTORS®

142 Laurens Street NW Aiken SC 29801  
[www.meybohm.com](http://www.meybohm.com)





The World's Largest Selection of 1909-31 Ford Parts

**Snyder's**  
**ANTIQUÉ AUTO PARTS**

12925 Woodworth Rd. • New Springfield, OH 44443  
 Toll Free Ordering (888) 262-5712  
 or FAX (888) 262-5713  
 Order On-Line @ [www.snydersantiqueauto.com](http://www.snydersantiqueauto.com)

 **FREE Fully Illustrated CATALOG**  
 \$10.00 outside the U.S., Canada, & Mexico



**Guben's Garage**



**Model A Ford Service and Repair**  
**(803) 215-3276**  
[ericshogren@gforcecable.com](mailto:ericshogren@gforcecable.com)

**Bentley's**  
 Antique Auto Service, Inc.

We are a Full Service Shop, specializing in Model A Fords  
 We offer Award-Winning Paint and Bodywork  
 Expert Service and a Complete Machine Shop

Enjoy the Drive...

**678-407-1947**

**Mike's "A" Ford-able Parts**

**Mike Butcher** 

124 Model A Drive, Maysville, GA 30558  
 email: [mike@mikes-afordable.com](mailto:mike@mikes-afordable.com) - [www.mikes-afordable.com](http://www.mikes-afordable.com)  
 Fax: 706 652 2492 - Phone: 706 652 3866  
 1 888 TRY MIKE (879 6453)



*Specialising in 1928 - 1931 Model A Ford Parts*

**HAPPY  
HOLIDAYS**

## EVENTS CALENDAR

DECEMBER 2	FIRST SATURDAY BREAKFAST MASONIC LODGE 8:30 A.M.
DECEMBER 2	GRANITEVILLE CHRISTMAS PARADE 1—2:30 LINE UP, PARADE AT 3 PM
DECEMBER 3*	AIKEN JAYCEES CHRISTMAS PARADE 1 PM LINE UP, PARADE AT 2 PM THEME: "ALOHA CHRISTMAS"
DECEMBER 5	AMA'S CHRISTMAS PARTY HOUNDSLAKE RESTAURANT 6 P.M. (NO DECEMBER CLUB MEETING AT CUMBERLAND)
DECEMBER 15	SAGE VALLEY GOLF CLUB'S CURRIER & IVES NIGHT SHUTTLE EVENT (INFO TO FOLLOW)

### Christmas Open House at Bentley's Antique Auto Service, Inc.

**Friday, December 15 10 AM-2 PM**

**95W Ridgeway Rd · Maysville, Ga 30558**

The Open House is a special day we set aside each year to have fellowship and show our appreciation to all our Model A friends and customers. The shop will be opened up for a day of fun, and a nice lunch for everyone at noon. We invite everyone to bring snacks and food to share. Of course we would love for you to drive your Model A or other classic cars to show to everyone. Bring your families and friends, all are welcome to this day of fun. We will even have some nice door prizes to share. This is our way of saying Merry Christmas and Happy New Year to all our Model A Friends.

\*A note about 2017 Christmas parade schedules; In years past, Aiken's parade has been on the second Sunday in December. Please note that this year it is on the first Sunday, which conflicts with the Edgefield parade, traditionally on the first Sunday of December.



## 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).

About This Newsletter; © 2017 Aiken Model A's, except as noted. Please contact [aikenmodelAs@gmail.com](mailto:aikenmodelAs@gmail.com) concerning reprinting of articles, illustrations, or photos.

**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 Auten's (behind KFC) on Pine Log Road, Aiken for fun and fellowship, car-talk and comradery.  
GUESTS WELCOME!