

Aiken Model A's  
Aiken, SC



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# AIKEN MODEL A's NEWSLETTER

NOVEMBER 2015



## GLORIOUS FALL!!!



It's finally, truly autumn! Every season has its distinctive attributes, but in Aiken, South Carolina, cool mornings, changing colors and two great holidays in one month definitely spells 'November.' Oh, to be driving a Model A Ford down a country road, thick with crispy, fallen leaves! It's captivating to watch as the colorful leaves are tossed airborne into swirling patterns of disarray.

One of November's holidays is, of course, Veteran's Day. Knowing the history of a tradition is helpful to understanding its significance, and the history of this special holiday is featured in this month's newsletter. I hope you have the opportunity to express your thanks to a Veteran on November 11<sup>th</sup>, and any other time the opportunity arises.

Unsurprisingly, thankfulness is the

historical foundation for the tradition of celebrating Thanksgiving. Pumpkin pie and turkey with sage stuffing, shared with family and friends, brings out the gratitude in all of us...especially gratitude for the cook!

Here's wishing everyone a wonderful, and thanks-filled month.

*Dotti*

**Happy  
Thanksgiving**



# The Festival In Olar, SC

by Bill Cox



**ABOVE: The Olar police department cruiser is a 1926 Model T Coupe, just like the one owned by AMA's member, Greg Jones!**

*Although we were prepared to go topless, after a brief discussion, we decided to stay covered until the parade and the trip home.*

It was an absolute perfect Saturday, as I pulled into the Bi-Lo in New Ellenton to meet Greg Jones in his Model A and

Rachel d'Entremont and Anna in Rachel's A.

The day before, I had made it known that I would join the group going to the Olar Model T Festival IF I could bum a passenger seat in a Model A. Well, Greg quickly responded, "Welcome aboard, Bill."

Although we were prepared to go topless, after a brief discussion, we decided to stay covered until the parade and the trip home. The trip

down to Olar through Barnwell was uneventful, and upon arrival at the festival in the "center of town" we were parked, and following registration, and the purchase of t-shirts and a cookbook for Liz, we wandered around the Model T's and the Model A's present and took pictures.

We then followed the aroma of cooking burgers and corn dogs and sausage and peppers and pulled up a picnic table for a nice lunch.

Then it was time to line up for the parade in with all the restored John Deere's and Fords and the International Harvesters and we paraded down the "Main Street" of Olar, SC.

We then decided to return to

Aiken via the same routes taken on the way down, and what a pleasant trip!! The wind blowing through our bald and nearly bald heads (obviously does not apply to the 2 beautiful ladies following us) also served to drown out the pesky sounds of a couple of rattles that Greg has yet to locate.

When Greg dropped me at Bi-Lo, he invited me to follow him to his home, and a tour of his garage, where he has a Model A coupe, a Model T business coupe, (which was his Grandfather's) and a 1953 Ford Salmon and White Sedan, which is very near completed.

Greg then suggests that we start up the Model T and take her for a spin. What a ride!! It was GREAT!!



## October 31<sup>st</sup> - A Busy Saturday



AMA's cars at Spring Branch Baptist

The small, country church of Spring Branch Baptist in Windsor, SC finally held their fall festival. Having been rained out on October 10<sup>th</sup> and rescheduled for the 24<sup>th</sup> it eventually took place on October 31<sup>st</sup> with four Model A's making up the car display. The Roberts' and Cerefin's, joined by Eric Shogren and Rachel d'Entremont, contributed. Participation time was, however, limited in order for a timely arrival at

the next event.

JoAnne Bernacchi's memorial service was held at 3 p.m. in Aiken, and was a beautifully celebratory, uplifting recognition of a life well-lived. Having joined just this past spring, and ill at the time, we really didn't have the chance to get to know JoAnne. Clearly our members are the poorer for it and the AMA's missed out on knowing a kindhearted individual, devoted to helping people.

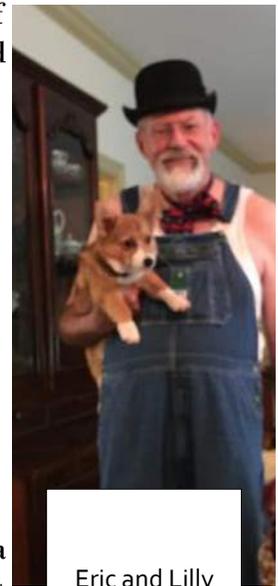


Members visit while in Windsor, SC

After the service, it was time to change gears for an evening of fellowship and folly at Vance Coulthard's home. At 6:30 a costumed



A cow and condiments, wacky witches and dogs invaded Vance's shark-y home.



Eric and Lilly

crowd of AMA's descended on Vance's Halloween bedecked house for a dinner of Shepard's Pie and Louise's now-famous Trifle dessert. Vance's well-crafted recipe and beautiful home won the approval of a couple of witches, a few hillbillies, a cat-burglar and even Mr. Clean! The AMA's are evidently a creative crowd and the costumes added a "spirit" of fun to the evening. We were all relieved that Louise had the good judgment to wear a tutu to conceal "udderly" conspicuous anatomy! Just a warning...beware of sharks if you enter the Coulthard home!



Lilly helps with the clean up.

Even with all the great costumes, the scene-stealer of the evening was Louise's five-month old Corgi puppy, Lilly. A busy bundle, Lily was especially fond of Eric.

# THE SPARK

**Dotti Shogren, President**



When I sit down to write this column, I rarely know what drivel and brain dust might end up in print. I had started typing and actually written a fair amount of what surely was entertaining copy, but set it aside to work on other pages. A few days passed, and in light of a couple of recent events, I was feeling quite introspective; what emerged was a different column.

As I thought about our club member, Ken Bernacchi, and his loss of JoAnne, I was also aware of my blessings. I'm sure I speak for the whole club when I offer our sincere sympathies to Ken, and both families.

Those of us with memberships in both the STA's and the AMA's have recently lost three club members. It has been a saddening couple of weeks, and it makes us realize not only what we have lost, but what we cherish.

In the hurry-up world we live in it's easy to get caught up in schedules and commitments, whether those are work, family or community responsibilities. It's just as easy to get our "nose out of joint" over some comment, or become so wrapped up in our own expectations about how someone else should be doing something, that we take what

we cherish for granted.

Gratitude is the theme for November holidays. Let's celebrate Veteran's Day, but remain vigilant because *every* day there are news story that should remind us how grateful we are for the sacrifices of the men and women who gave us, and those who continue to give us, the opportunity to live in a free country.

Why wait until Thanksgiving to pause to be grateful for family, health, secure housing, a full table and enough financial security to enjoy material goods; maybe even a Model A Ford?

Many of us do practice daily gratitude, and it does wonders to keep life in perspective. The blessed life I am privileged to lead is not lost on me.

The fellowship of this club is high on my list of appreciated relationships. That appreciation deepened even more due to another event. I had sent out an email explaining some difficulties I was having writing this month's newsletter. Within four hours I'd received two articles for the newsletter and a promise for a third. I was truly blown away by the response, and I want to thank Jim, Bill and Tom R. for the stories they contributed this month. Every

month Greg shares photos for our pleasure of revisiting the month's activities, and Rachel contributes the meeting minutes to record our history.

I am reminded and inspired to put my best foot forward when I see the way our group gets along. Woody made a comment a few weeks ago while at Cars and Coffee, that I will paraphrase here. He said the AMA's are a unique club, because unlike many other organizations he's experienced, we don't have those one or two members who constantly upset the apple cart. I am very grateful that my opportunity for leadership in this club isn't defined by trying to "keep the peace," and for that, I thank you ALL!

In retrospect, you might wonder where I got my rose-colored glasses, but what I see is that we all have our trials. Some are life threatening and others are mentally, physically or financially burdensome. Some are quite painful and others are just a downright hassle. Regardless, keeping a perspective of grace goes a long way in times of ease as well as sorrow. I hope everyone can take a moment each day to recognize their blessings.



# MEETING MINUTES

Rachel d'Entremont, Secretary

AIKEN MODEL A's    OCTOBER 6, 2015    CUMBERLAND VILLAGE 1835 ROOM

Present: Dotti Shogren, Pat & Tom Roberts, Don Cerefin, Rachel d'Entremont, Charles Hilton, George Gordon, Rita Thornhill, Misty Hooker, Woody Malone, Greg Jones, Vance Coulthard, Louise Mellon, Ken Meeler, Ken MacPherson, Jackie Testa, and guests Mark Pope with his mother.

At 7 pm President Dotti welcomed everyone to the meeting. She announced that Ken Meeler, owner of a '29 Tudor had joined the club and introduced guests Mark Pope and his mother. Dotti said that the club had received a thank-you note from FOTAS (Friends of the Animal Shelter) for inviting them to participate in the International Model A Day display and she thanked Craig for arranging our participation in the Edgefield reenactment.

After consideration of the minutes from the September 1<sup>st</sup> meeting, Woody made a motion, seconded by Greg, to approve the minutes as published in the newsletter. The motion carried.

Don gave the Treasurer's report which included expenditures for name badges, P O Box rental, and International Model A Day. Income was reported from the collection of dues and the sale of banners.

Pat gave a membership report that included the newest member, Ken Meeler.

Pat also reported as Webmaster. She said that she had put new photos on the webpage. Greg complimented her on the excellent job she was doing.

It was noted that Greg's car had been featured as the MAFCA *Car of the Day* on its website.

Dotti described how guest Mark Pope had contacted them after reading about the club in the Aiken Standard and that Eric had met with them on Model A Day to give Mrs. Pope a ride in his Model A, a car model of which she had many fond memories.

## OLD BUSINESS

Upcoming events were discussed including the 10/10 Spring Branch car display, the 10/17 Olar Model T Festival, the 10/24 Wedding at Louise's, the 11/7 Richland Creek Antique Festival, the 11/14 Tech session at the Fischer's, and the 12/8 Christmas party being co-chaired by Louise and Liz. Louise explained that Liz had an idea that instead of games and gifts at the party, the club would instead provide gifts to the residents and staff of Cumberland Hills (the assisted living/nursing home section of Cumberland Village) who may not have many visitors. The staff would give ideas for gifts. The suggestion was enthusiastically received and the consensus was to proceed.

It was explained that the vote to approve the by-laws during the Sept. 1<sup>st</sup> meeting had been invalid because the proper notice had not been given and that the vote had to be redone. Tom

*(Continued on page 6)*

(Continued from page 5)

made a motion followed by several seconds. There was no discussion and the amendments were approved as discussed in August and September (see August and Sept. minutes). The motion carried.

Dotti passed around a catalog with a couple of styles of jackets and asked for input. She said that those she was looking at would cost between \$40 and \$55 plus the \$25 embroidery fee. The consensus was that the jackets not have elastic at the hem.

Dotti thanked those who had agreed to take club service positions and said she appreciated that Walker had agreed to be the Monthly Tech Seminar Coordinator; he will be responsible for scheduling the seminars for

meetings but not for presenting them.

#### NEW BUSINESS

Because the cake for International Model A Day was not what had been ordered, Dotti requested and received a partial refund from Publix.

It was decided that the Halloween costume party and dinner at Vance's home on Oct. 31 would begin at 6:30 pm. Vance will be supplying shepherd's pie and wine, and Louise the dessert. Rachel agreed to coordinate the supplying of the salad ingredients.

Ken MacPherson had been asked to arrange for 4-5 cars to be displayed at a private party at the Green Boundary Club on Sunday Nov. 8 from 1:30 to around 5. Rachel and Vance

volunteered. Anyone interested should contact Ken. It's by invitation only and a light meal is included. The bar will be open but only credit and debit cards are accepted, no cash.

The club was reminded that the MAFCA ballots are due by Oct 15.

Woody, substituting for Roy, conducted the 50/50 drawing (won by Ken Meeler) and the drawing for the door prize (won by Mark Pope).

Greg Jones gave a presentation on radiator issues.

There being no further business, the meeting adjourned at 8:45.



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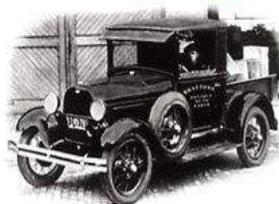


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# TIDBITS

It is with great sadness that we acknowledge the passing of Aiken Model A's member, JoAnne Bernacchi. Our deepest sympathies go out to Ken, and both Ken and JoAnne's families.

Don't miss the Christmas party sign-up and menu selection form on page 8. Please return it with payment by November 21<sup>st</sup>.

At our last club meeting we accepted Liz Cox's excellent suggestion to provide gifts for the residents of The Hills at Cumberland, a memory care facility, rather than having a gift exchange among ourselves. Pashmina scarves for the women, and slippers for the men have been located, and will be purchased with your contributions. Cost of each gift is \$10, which includes the gift as well as the wrapping. We have 23 member-families in the AMA's and The Hills currently has 22 residents. How perfect is that! Please remit your payment towards the gifts as soon as possible. Make checks payable to Aiken Model A's.

November 6-8 Richland Creek Antique Fall Festival. See more details about the event [here](#). We will plan the details of the jump-off point for this tour at the November 3<sup>rd</sup> club meeting.

November 14 Saturday Tech Session at Roy and Gloria Fischer's garage. We're discussing cooking hamburgers and serving cake...yes, you guessed it! We froze the left-overs from our September cookout, so we can enjoy them again!

November 27 Gaston Livery Stable Gift Faire and Car Display, Richland Ave. We attended this event last year and it was quite enjoyable. Please help us support the Stable in its on-going mission to preserve this Aiken landmark by displaying your Model A. It is on a FRIDAY this year, the day after Thanksgiving. Details to be decided at the November meeting.

December 8 AMA's Christmas Party in the Club House at Cumberland Village. We are planning a fun and relaxing evening, with a plated dinner and dessert. Era fashions are encouraged, but optional. Please find a sign-up form on the next page and be sure to get your payment in before November 21<sup>st</sup>.

Christmas Parades See the events calendar on page 20 for the dates of the parades the AMA's have attended most. There are others, and as the dates of additional parades are obtained, they will be added to the schedule.

December 18 Currier and Ives Shuttle Night at Sage Valley. Last year, Sage Valley Golf Club was very generous with their donations to our club for participating in their event. Please reserve this date to come and help us show our appreciation for their support of our club.



***Aiken Model A's  
Christmas Party Sign-Up***

**Our Christmas Party will be held in “The Club House” at Cumberland Village  
(not the regular meeting room!) at 6:00 on December 8<sup>th</sup>.**

Your cost includes a full service, plated meal with gratuity, as well as all set-up, linens, and Club House rental. Each meal includes your choice of either Chicken or Pork, plus Green Bean/Carrot Medley and Wild Rice, with Red Velvet Cake for dessert. Also included is a garden salad, rolls, tea, coffee or water.

**Please fill in *names and entrée selections* below so that we make sure everyone receives the meal they signed up for.**

**Please make your check out to *Aiken Model A's* and give your sign-up form/payment to Liz Cox, Louise Mellon or Dotti Shogren at the November meeting .**

**OR  
Mail it *no later than November 21<sup>st</sup>* to Dotti Shogren, 1929 Cottonwood Dr., Aiken, SC 29803.**

**No cancellations can be accepted, or refunds made after December 1<sup>st</sup>.**

**Member #1                      Select one entrée**

NAME:	Sub-Total
Chicken with Creamy Spinach Florentine    \$16.50	
Garlic and Herb Roasted Pork Loin         \$16.50	

**Member #2                      Select one entrée**

NAME:	Sub-Total
Chicken with Creamy Spinach Florentine    \$16.50	
Garlic and Herb Roasted Pork Loin         \$16.50	

**Guest #1                        Select one entrée**

NAME:	Sub-Total
Chicken with Creamy Spinach Florentine    \$16.50	
Garlic and Herb Roasted Pork Loin         \$16.50	

**Guest #2                        Select one entrée**

NAME:	Sub-Total
Chicken with Creamy Spinach Florentine    \$16.50	
Garlic and Herb Roasted Pork Loin         \$16.50	
<b>Please total all selections:</b>	<b>GRAND TOTAL \$</b>

# The History of Veteran's Day

The following information on the History of Veterans Day, may be found at <http://www.va.gov/opa/vetsday/vetdayhistory.asp>

World War I – known at the time as “The Great War” - officially ended when the Treaty of Versailles was signed on June 28, 1919, in the Palace of Versailles outside the town of Versailles, France. However, fighting ceased seven months earlier when an armistice, or temporary cessation of hostilities, between the Allied nations and Germany went into effect on the eleventh hour of the eleventh day of the eleventh month. For that reason, November 11, 1918, is generally regarded as the end of “the war to end all wars.”

In November 1919, President Wilson proclaimed November 11 as the first commemoration of Armistice Day with the following words: "To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country's

service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nations..."

The original concept for the celebration was for a day observed with parades and public meetings and a brief suspension of business beginning at 11:00 a.m.



The United States Congress officially recognized the end of World War I when it passed a concurrent resolution on June 4, 1926, with these words:

Whereas the 11th of November 1918, marked the cessation of the most destructive, sanguinary, and far reaching war in human annals and the resumption by the people of the United States of peaceful relations with other nations, which we hope may never again be severed, and

Whereas it is fitting that the recurring anniversary of this date should be commemorated with thanksgiving and prayer and exercises designed to perpetuate peace through good will and mutual understanding between nations; and

Whereas the legislatures of twenty-seven of our States have already declared November 11 to be a legal holiday: Therefore be it Resolved by the Senate (the House of Representatives concurring), that the President of the United States is requested to issue a proclamation calling upon the officials to display the flag of the United States on all Government buildings on November 11 and inviting the people of the United States to observe the day in schools and churches, or other suitable places, with appropriate ceremonies of friendly relations with all other peoples.

An Act (52 Stat. 351; 5 U. S. Code, Sec. 87a) approved May 13, 1938, made the 11th of November in each year a legal

*(Continued on page 10)*

*(Continued from page 9)*

holiday—a day to be dedicated to the cause of world peace and to be thereafter celebrated and known as "Armistice Day." Armistice Day was primarily a day set aside to honor veterans of World War I, but in 1954, after World War II had required the greatest mobilization of soldiers, sailors, Marines and airmen in the Nation's history; after American forces had fought aggression in Korea, the 83rd Congress, at the urging of the veterans service organizations, amended the Act of 1938 by striking out the word "Armistice" and inserting in its place the word "Veterans." With the approval of this legislation (Public Law 380)

on June 1, 1954, November 11th became a day to honor American veterans of all wars.

Later that same year, on October 8th, President Dwight D. Eisenhower issued the first "Veterans Day Proclamation" which stated: "In order to insure proper and widespread observance of this anniversary, all veterans, all veterans' organizations, and the entire citizenry will wish to join hands in the common purpose. Toward this end, I am designating the Administrator of Veterans' Affairs as Chairman of a Veterans Day National Committee, which shall include such other persons as the Chairman may select, and which will coordinate at the national level necessary

planning for the observance. I am also requesting the heads of all departments and agencies of the Executive branch of the Government to assist the National Committee in every way possible."

On that same day, President Eisenhower sent a letter to the Honorable Harvey V. Higley, Administrator of Veterans' Affairs (VA), designating him as Chairman of the Veterans Day National Committee.

In 1958, the White House advised VA's General Counsel that the 1954 designation of the VA Administrator as Chairman of the Veterans Day National Committee applied to all subsequent VA Administrators. Since March 1989 when VA was elevated to a cabinet level department, the Secretary of Veterans Affairs has served as the committee's chairman.

The Uniform Holiday Bill (Public Law 90-363 (82 Stat. 250)) was signed on June 28, 1968, and was intended to ensure three-day weekends for Federal employees by celebrating four national holidays on Mondays: Washington's Birthday, Memorial Day, Veterans Day, and Columbus Day. It was thought that these extended weekends would encourage travel, recreational and cultural activities and

*(Continued on page 11)*



President Eisenhower signing HR7786, changing Armistice Day to Veterans Day.

*(Continued from page 10)*

stimulate greater industrial and commercial production. Many states did not agree with this decision and continued to celebrate the holidays on their original dates.

The first Veterans Day under the new law was observed with much confusion on October 25, 1971. It was quite apparent that the commemoration of this day was a matter of historic and patriotic significance to a great number of our citizens, and so on September 20th,

1975, President Gerald R. Ford signed Public Law 94-97

(89 Stat. 479), which returned the annual observance of Veterans Day to its original date of November 11, beginning in 1978. This action supported the desires of the overwhelming majority of state legislatures, all major veterans service organizations and the American people.

Veterans Day continues to be observed on November 11, regardless of what day of the week on which it falls. The

restoration of the observance of Veterans Day to November 11 not only preserves the historical significance of the date, but helps focus attention on the important purpose of Veterans Day: A celebration to honor America's veterans for their patriotism, love of country, and willingness to serve and sacrifice for the common good.



A beautifully simple wedding between two police officers, took place in the field of Louise Mellon's farm, where a groom and his bride arrived to the ceremony in Model A Fords. Woody Malone chauffeured the bride in the Roberts' Fordor, and the groom arrived in Vance's Roadster.

# TINKERIN' TIPS

## Tech Tip: Inner Tubes

by Jim McPherson

One way or another we have all become aware of the poor quality of Model A inner tubes. For years we have followed the suggestions of fellow hobbyist as to who supplied the best inner tube. Early, it was Coker Tire, and more recently Bratton's was said to be manufacturing their own inner tubes. Yet, the failures continue.

There are two predominate inner tube failures, a slow leak and a catastrophic failure. Shade Tree A's member Jim Dover recently reported on the slow leak. Jim recently bought a set of tires and inner tubes for his Model A. After mounting the tires and tubes, he experienced all the inner tubes leaking down, from the valve stem. He called the supplier, and they sent him another set of inner tubes (good for them). He installed the second set of inner tubes and experienced the same thing, leakage from the valve stem

Upon closer examination, the valve core was not seating tight enough to prevent air leakage from the tube. Jim removed the valve cores and soaked them in brake fluid for a couple of days, then reinstalled them. No more leakage. The brake fluid swelled the rubber ring on the valve core, which makes the seal, just enough to get a proper seal.

The second common failure is the rubber valve stem being torn from the tube. When this happens, there is a sudden loss of air pressure, and depending upon which tire has lost pressure, your Model A does funny things (don't ask me how I know). The cure for this problem is metal valve stems. Metal valve stems were originally installed to all Model A inner tubes. Two options are available. One is to purchase new inner tubes with the valve stem already vulcanized to the tube. The other option is to install metal valve stems into your existing inner tubes (or new inner tubes). Excellent reproduction metal valve stems and their associated parts are readily available at a reasonable price.



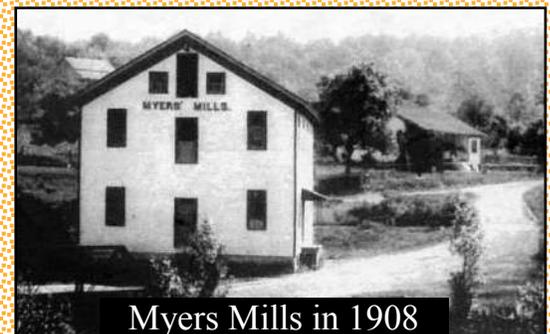
*Yet another inner tube solution!*



## The Roberts' Custom Panel Delivery Van ...Tom Roberts

I had been thinking about building a wooden-bodied "A" for some time; then I found the chassis at a 2007 swap meet in Moultrie, GA. The plans for the wooden body were ordered from Wagon Works (ad in *Hemmings*). One major change I made was to give the van roll-up windows; Jim McPherson let me borrow a door panel from a Woodie station wagon to get the profile and spacing of the moldings. The red oak came from Wall Lumber Co. in Mayodan, NC. *I made the resolution that I'd 'measure twice and cut once' to make the best use of the wood.* All moldings were cut, routed and sanded—not difficult, but very time-consuming. My son Ted and I did **all** the work ourselves—fun, but there's no one else to blame if you 'screw up'! Ted painted the body in Balsam Green and Valley Green (he's painted all four of our cars!!) The wood got a satin spar varnish; the spare tire is under the back of the van. It made its debut at 2007 Christmas parades.

Why is "Myers Mills" on the side? From 1835 until 1931, when the mill burned (ask her why??), Pat's maternal ancestors were owners/operators of a grist mill in Van, Venango Co., PA. A logical choice! Lucy Fabrick, an Aiken friend, depicted the mill for us. We made up the phone number!



Myers Mills in 1908

## FASHIONABLE BOOTS

By Lois Przywitowski

In some parts of the country the snow is flying and the trusty galoshes may not be enough to protect your feet from the winter weather. Thankfully, in the Model A era, there were multiple, fashionable, boot styles from which to choose, some of which are shown here.

### High Cut Boot

This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt™ leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2½ to 8 in a wide width. The sale price is \$4.79.

*National Bellas Hess,  
Winter, 1931-32*



™The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt, the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

### Rugged Outdoor Boot

Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher-cut™ boots, with a damp-proof fiber sole. Available in brown or black, sized 2-1/2 to 8, for only \$1.69

*National Bellas Hess,  
Winter, 1931-32*



™The Blucher-cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.

### Cuffed Bootee

"Here it is - the dashing cleverly designed Black Patent Leather Cuff Bootee that has swept the country by storm. It has been adopted as one of the favorite styles by the fashionably dressed women in the large cities. The front strap, with contrasting light shade of kid leather, folds over, creating a very smart effect. Covered Cuban heel. An ideal model for fall and winter because of its style, comfort and ankle protection." Sizes 2 ½ to 8, medium widths. \$3.98

*Charles Williams Stores, F/W 1928-29*



### Whoopie Booties

The modern woman won't want to miss the style success of the season... the new Whoopie Booties! Choose from red trim on black patent leather or gun metal patent trim on red leather, with 1 ¼ inch covered military heels. "Fancy cutouts show off beautiful hosiery to nice advantage. Vanity last with rounded toes, modern as youth itself." Sizes 2 ½ to 8. \$4.98

*Sears, F/W 1929*



# HISTORICAL TRIVIA

## *Historical Events for November 1928*

- 6 Herbert Hoover (R) beats Alfred E Smith (D) for US President
- 17 Boston Garden officially opens
- 17 Notre Dame finally lost a football game after nearly 25 years

## *Historical Events for November 1929*

- 4 Admiral Richard E. Byrd, Laurence McKinley Gould, and team begin a 2½ month, 1500-mile dog sled journey and the first exploration of the interior of Antarctica
- 18 Large earthquake in Atlantic breaks transatlantic cable in 28 places
- 29 Lt Cmdr Richard E Byrd sends "My calculations indicate that we have reached vicinity of South Pole" (he was wrong)

## *Historical Events for November 1930*

- 3 Bank of Italy becomes Bank of America
- 9 1st nonstop airplane flight from NY to Panama

## *Historical Events for November 1931*

- 1 Dupont introduces synthetic rubber
- 13 Hattie Caraway (D-AK) appointed first US woman senator
- 20 Commercial teletype service begins (AT&T)

# TRIVIA QUESTION FOR NOVEMBER

Can you name the persons  
pictured here, and their  
significance to the Model  
A hobby?



## ACKNOWLEDGEMENTS FOR THIS ISSUE

Page 2	Story: Bill Cox Photos: Greg Jones	Page 14-15	<a href="http://www.mafca.com">www.mafca.com</a> , Era Fashions, Articles
Page 3	Photos: Eric Shogren, Pat Roberts	Page 16	Historical trivia from <a href="http://www.historyorb.com">www.historyorb.com</a>
Page 9-11	<a href="http://www.va.gov/opa/vetsday/vetdayhistory.asp">http://www.va.gov/opa/vetsday/vetdayhistory.asp</a>	Page 17-19	<i>Wheels for the World: Henry Ford, His Company, and a Century of Progress</i> by Douglas Brinkley, copyright 2003.

# TRIVIA

## OCTOBER'S TRIVIA QUESTIONS WERE...

QUESTION 1. Ford Model A's were classed as a luxury car in England, and taxed at a higher rate than was a Rolls-Royce! Why?

ANSWER: The Model A "cylinders were fat and short" and the British government's Treasury Rating of 'fiscal horsepower' (fhp) was the basis for the taxation calculation. (Read more, below.)

QUESTION 2. By the autumn of 1931, Model A sales in England had fallen to a trickle. On October 19, 1931, Ford Motor Company formally began work on a car to combat the problem in question 1. What was this car called?

ANSWER: The Model Y

The above questions were derived from, and the following information is an excerpt from, *Wheels for the World: Henry Ford, His Company, and a Century of Progress* by Douglas Brinkley, copyright 2003.

All nations levy a use tax on the automobile, in one way or another. In the United States, the cost was (and still is) a direct assessment, taken as a tax on gasoline. The more gasoline one buys, the more, presumably, one uses the car. In Great Britain, and the many countries that followed its lead, the car itself was taxed annually. The basis for the calculation lay in the horsepower of the engine. However, the horsepower as recognized by Britain's Motor Car Act of 1920 was not the same figure by which manufacturers boast of engine output. The difference between the performance figure (known as "bhp," or brake horsepower) and the British government's Treasury Rating ("fhp" or fiscal horsepower) was confusing to Americans,

and it accounted for the preposterous fact that, in England, a Ford Model A was taxed at a higher rate than was a Rolls-Royce.

Fiscal horsepower was derived from a series of calculations based on the number of cylinders in the engine and their bore, or diameter. The Ford Model T had an fhp of 23, while the homegrown British economy car, the Austin, boasted a rating of 7. Affectionately known as the Chummy, mostly because people traveling together in its cramped quarters became just that, the Austin Seven had a 75-inch wheelbase, a full two feet shorter than the Ford. Although rather flimsy, it did boast four-wheel brakes and have an advantageous power-

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to-weight ratio. A hit in England, the Austin Seven had a hand in launching two of today's leading luxury-car makers: BMW had its origins in the "Dixi," a German version of the Seven built under license from Austin, while Jaguar's founder, William Lyons, made the transition to sports cars during the 1930's from a start building special bodies for Chummies. Austin was carving a strong lead for English automakers, along with copycats Morris and Triumph, in the international economy-car market that Ford had once owned for itself.

The most frustrating aspect of Ford Motor (England) Ltd.'s sagging sales in 1930-1931 is they couldn't be blamed on the Depression. Britain and especially its automobile industry were lightly touched by the reversals that proved so ruinous elsewhere. In fact, in the waning years of the British Empire, exports supported the home economy. In the healthy auto industry, marques such as Rolls-Royce, Rover, Vauxhall (owned by GM), Riley, Morris (MG), Austin, and Alvis were having good years in the early 1930's, or even gaining market share. In an otherwise upbeat atmosphere for auto sales, the Treasury Ratings, at a cost of £ 1 per fhp every year, were putting Ford at a real disadvantage. The sheer popularity (and low initial cost) of the Model T managed to overcome it, but to the disappointment of British Ford dealers, the Model A offered no improvement-its Treasury Rating was 24 fhp. Its true output, as measured by the bhp, was 40. Meanwhile, the three-liter Bentley, an 85-bhp rocket, had a Treasury Rating of just 16. In England, the Model A was being classed as, of all things, a

luxury car.

The reason was that its cylinders were fat and short. Henry Ford preferred such an arrangement, because in all functions (human or machine) he believed in eliminating unnecessary movement and so, excess wear and tear. The British formula rewarded small-bore engines, regardless of the stroke (the length of the cylinders). As a result, a £100 Ford Model A looked more expensive to customers than a £125 Austin Seven, simply because the difference in Treasury Rating promised to exact a £17 premium on the Ford each and every year. In 1930 Ford tried to patch the problem with the AF, the special export version of the A with narrower cylinders and a reduced fhp of 15 - along with reduced performance.

Perry surveyed his eroding business and diplomatically suggested to the Fords that England would require a special Ford. Edsel, who had long studied European auto making, was open to the idea, even though it represented a blow to the Model A's prospects and the investment the company had made in it. By the autumn of 1931 Model A sales in England had fallen to a trickle, even as the great factory at Dagenham struggled to open. Instead of humming with activity, it lay strangely quiet, most of its capacity unused. Officially, the factory began production when a Model AA truck rolled off the line on October 1, but it was a dispirited event, with a cloudy future hanging over the whole enterprise.

Ford Motor (England) Ltd. was losing money at the rate of £1.3 million a year (then the equivalent of \$6 million). It wasn't the way

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that Perry would have wanted to win his point, but the dire situation convinced those in Dearborn that Europe did indeed need its very own Ford. In October, A. R. Smith, general manager of the Dagenham works, arrived in Dearborn to discuss the car that Perry had in mind. Their outline contained four major points: "a small bore engine of about eight horsepower, a ninety-inch wheelbase, a narrow tread, and limited weight"; but the answers were wisely left to the engineers at headquarters.

The horsepower rating of 8 referred to the Treasury Rating, of course. At 90 inches, the wheelbase (or length) would be about a foot shorter than the Model A. More important, the tread (or width) had to be reduced to make the car fit comfortably on narrow country lanes and cobblestone alleys, such as those found

throughout Europe. As to the weight, while no Ford authorized by Henry Ford was ever an ounce heavier than it had to be, the Europeans were especially interested in fuel economy, so their Ford would have to be lithe.

On October 19, 1931, Ford Motor Company formally began work on the new car, later called the Model Y. It was a seminal move for the company. Even though few Americans, even those well versed in the lore of Ford, ever heard about the little Y, it would emerge as a product on par with the company's great Model T and Model A cars. With the Model Y, Ford Motor became a truly international company: not merely selling "universal" products overseas, nor overseeing established subsidiaries (as did GM). Instead, Ford made a leap: it stretched to become more than just an automaker to the world, but one *of* the world.



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## EVENTS SCHEDULE

NOVEMBER 3	MONTHLY AMA'S MEETING
NOVEMBER 6-8	RICHLAND CREEK ANTIQUe FALL FESTIVAL WWW.RICHLANDCREEKANTIQUES.COM
NOVEMBER 14	SATURDAY TECH SESSION AT ROY FISCHER'S GARAGE
NOVEMBER 20-22	MOULTRIE SWAP MEET
NOVEMBER 27 (FRIDAY)	GASTON LIVERY STABLE GIFT FAIRE AND CAR DISPLAY, RICHLAND AVE.
DECEMBER 2-5	MAFCA ANNUAL AWARDS BANQUET MEDFORD, OREGON www.mafca.com
DECEMBER 5	GRANITEVILLE PARADE PARADE STARTS AT 3 P.M.
DECEMBER 6	EDGEFIELD CHRISTMAS PARADE PARADE STARTS AT 3 P.M.
DECEMBER 8	AMA'S CHRISTMAS PARTY
DECEMBER 13	AIKEN JAYCEES' CHRISTMAS PARADE 2:00 PM DOWNTOWN AIKEN
DECEMBER 18	CURRIER AND IVES SHUTTLE NIGHT AT SAGE VALLEY
DECEMBER 19	CAR DISPLAY "CELEBRATING CHRISTMAS PAST" ON THE SQUARE IN EDGEFIELD



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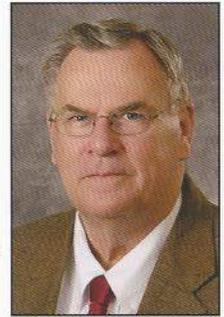


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## ABOUT THE AIKEN MODEL A'S

The Aiken Model A's are 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. Annual dues are \$50. Aiken Model A's club members are also required to maintain membership in MAFCA (\$40 annually). MAFCA membership includes a subscription to *The Restorer* Magazine, technical support and other benefits. A MAFCA membership application is available at [www.mafca.com](http://www.mafca.com). An application for membership in the Aiken Model A's is available at [www.aikenas.org](http://www.aikenas.org). 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).

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<b>Walker Crosby</b> <i>Monthly Tech Seminar Coordinator</i>	
<b>Woody Malone</b> <i>Meeting Room Set-Up</i>	



## MEETING SCHEDULE & TECHNICAL SEMINARS

Meetings are held at 7:00 P.M.  
 on the first Tuesday of each month in  
 The 1835 Room at Cumberland Village

Meeting	Tech Seminar Topic	Presentation By
November 3	My Restoration	Walker Crosby
December 1	NO REGULAR MEETING	DUE TO PARTY NEXT WEEK
December 8	Christmas Party	N/A
January 5	Pickup Truck Restoration	Don Cerefin

***"Coming together is the beginning. Keeping together is progress. Working together is success."***

***— Henry Ford***