

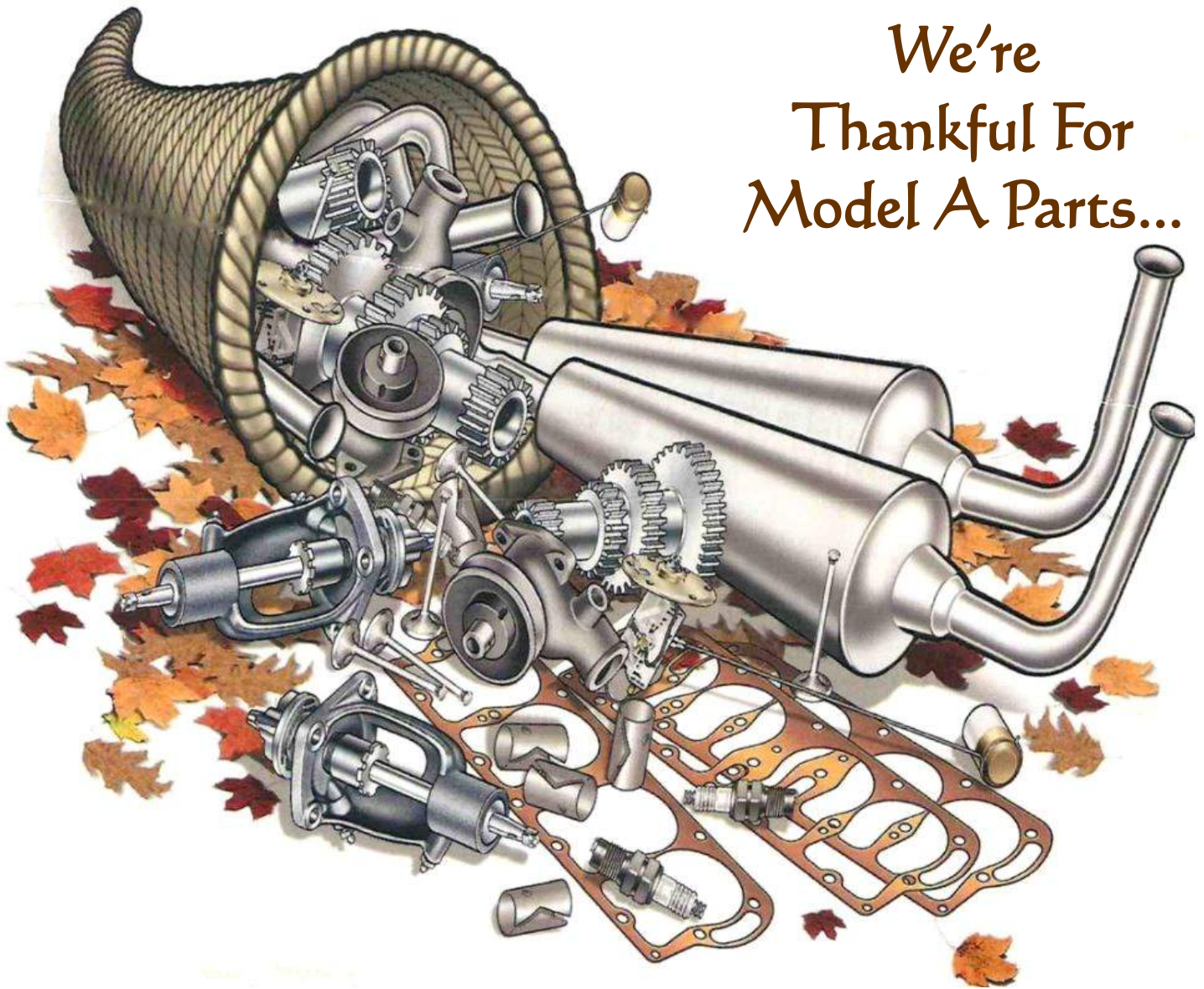


Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

November 2019



We're Thankful For Model A Parts...

Tuesday, November 5, 2019

First Presbyterian Church Fellowship Hall
Aiken, SC, 7 pm
November business meeting.

WHAT'S INSIDE?

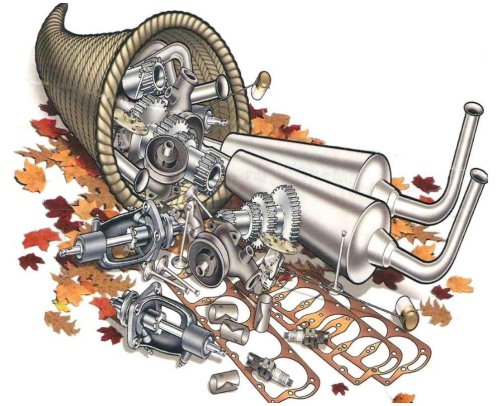
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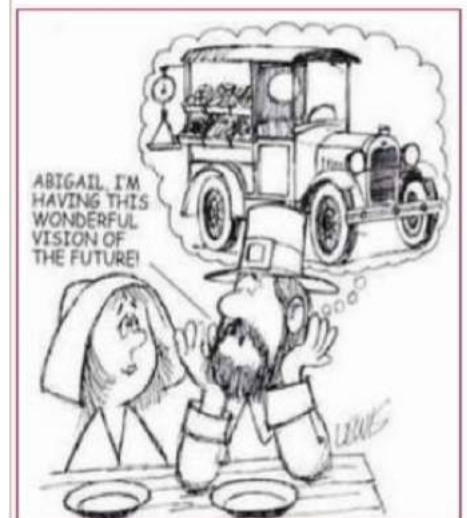
WHO'S WHO IN AMA?

2019-20 BOD/STAFF	NAME	EMAIL
President	Greg Jones	distagon2@aol.com
Vice President	Charles Hilton	cahilton@hotmail.com
Secretary	Eric Shogren	ericshogren@gforcecable.com
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Club Postal Address: P. O. Box 992, Aiken, SC 29802
 Email: aikenmodelas@gmail.com Website: www.aikenas.org



I don't know where I originally found this cornucopia of 'parts' image —I think it was in a Model A catalog several years ago.



WHAT, WHEN, WHERE??

CARS & COFFEE

Join us Saturdays at the Village Café from 10-11 for fun, fellowship and car-talk!
 Solve all the world's problems here!
 110 Coach Light Way SW
 Aiken, SC 29803

CLUB BUSINESS MEETINGS

Fellowship Hall
 First Presbyterian Church
 224 Barnwell Ave NW
 Aiken, SC
 First Tuesday of each month
 7 pm

FIRST SATURDAY BREAKFAST

Meet for a cooked-to-order breakfast and fellowship at the Masonic Lodge, 8:30 am on the first Saturday of each month.
 443 Laurens St NW
 Aiken, SC 29801

GUESTS ARE WELCOME TO ANY AND ALL OF THESE MEETINGS!



The Aiken Model A'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; a membership application is available at www.aikenas.org.



Our annual dues are \$25; our fiscal year runs from July 1-June 30. For more information, visit our website or contact the membership coordinator.



OFF THE RUNNING BOARD

'Pratterings' from President Greg.....

What a wonderful gathering we had in early October to celebrate our 5th "birthday party" at Odell Weeks Park in Aiken! As Model A folks are wont to do, we had mass quantities of food and lots of Model A's on display. The hot weather disappeared and we had a comfortable temperature (finally!) for our gathering. I want to thank Rachel for spearheading the coordination of the event (as well as all the others who helped).

As of this writing, the club is planning a trip to Hills of Cumberland. We have had a fairly long relationship with the Cumberland Village complex and we always enjoy taking our cars to share with the residents. It sure brings smiles to lots of faces, and sometimes we hear stories about "back in the day" when the Model A was a common car on the road. Thanks to Lew Fierke for coordinating this event. **Update: rain cancelled this event.**

We look forward to visiting Guben's Garage on November 2 for a Technical Seminar/Work Day to be hosted by Eric Shogren. The focus of the seminar will be rebuilding Model A distributors. This will include original distributor setups, including checking condition of bushings, points, etc. and determining what is required to bring the distributor back to top working condition. Thanks to Eric for hosting this event.

We have not had anyone volunteer to take over the production of the monthly newsletter. Pat Roberts has been doing an outstanding job producing the newsletter, but she needs to hand it off to someone new. Of course, I would like to maintain the high standard established for our newsletter but it may be necessary to truncate the newsletter down to something quite simple and short if we get no takers for the newsletter editor position. Please, if you have basic computer skills such as word processing, consider taking on the task. Volunteers are what make a club work.

Enjoy the fall weather!



Greg's Garage



OCTOBER 1, 2019 MEETING MINUTES

Eric Shogren, Secretary

President, Greg Jones, called the meeting to order.

The minutes from the September meeting were approved, as published in the newsletter.

Under member concerns, everyone was asked to wish Ken Bernacchi a speedy recovery.

For Show & Tell Charles Hilton had a tool box and wrenches that had belonged to his wife Bobbie's grandfather. Some were identified by the membership as Model T and Model A tools.

Under officer's reports, Brian d'Entremont provided the treasurer's report. Additionally, a motion was made to authorize spending for chicken at the upcoming club picnic. The motion was seconded and passed without comment by the membership.

In the mailbox Rachel reported that the bill for the Aiken Model A's post office box had been paid.

Bill Cox introduced the Reverend Dr. Brian Coulter, the minister for First Presbyterian. Bill explained that he and Brian d'Entremont had met with Reverend Coulter about selling his Model T rolling chassis and donating the proceeds to First Presbyterian's Jubilee Celebration. The Jubilee Celebration was to commemorate the 50th anniversary of the present Presbyterian building, where the Aiken Model A's meet. The Church's mission partner for their Jubilee Celebration is Children's Place. The goal of the Jubilee Celebration is to help pay off Children's Place \$67,000 in debt on their current facility as they plan for a new facility. Bill asked that the membership help get the word out that he is selling his Model T rolling chassis.

The following upcoming events were discussed:

- October 5 – Aiken Model A's 5th Birthday Party Picnic (11:00 to 3:00), Odell Weeks Park. Set starts at 10:00 am.
- October 19 – Car Display and ice cream social at the Hills at Cumberland Assisted Living Center

- November 2 – “Build a Distributor” Workshop/
Tech Session at Guben’s Garage starting at
9:30 am.
- December 13 & 14 – Sage Valley Currier & Ives
Christmas
- May 2020 – Tour and Picnic at Rivers Bridge
State Park

Under Other Business:

- Lew Fierke had researched purchasing additional Aiken Model A banners as our original supply is exhausted. Lew had looked into both cloth banners identical to what we have and magnetic banners. He found that cloth banners would cost \$20 each, with a minimum order of 50. As it turns out, magnetic banners would be twice as expensive. After discussion by the membership everyone was agreed that we would not pursue purchasing additional banners.
- Greg Jones also noted that we need to be looking for a newsletter editor, as Pat Roberts will be retiring from that position in December. Those interested should contact Greg Jones, Charles Hilton, or Pat Roberts.
- Greg Jones discussed his thought about developing an Aiken Model A’s calendar featuring the membership and their cars. Greg has done these in the past. With Greg doing the photography, he can get them produced at Costco for approximately \$14-\$16 each. There will be more discussion, but the plan is to pursue this for 2021.

With October being Fire Prevention Month, Eric Shogren gave a presentation on Fire Extinguishers and Model A’s. Eric pointed out the fire hazards in a Model A, the type of fire extinguisher to purchase and basic operation of a fire extinguisher.

The meeting was adjourned.

Build a Bear
Oops—I Mean
Build a Distributor

AMA Fall Tech Session
Saturday, November 2, 9:30 at
Guben’s Garage



Do you have a distributor that just doesn’t have the same old spark? Are you tired of trying to set the point gap on a modern upper plate distributor? Need a new offset point block installed? Does your (distributor) shaft wobble? Bring your distributor to the Aiken Model A’s Fall Tech Session at Guben’s Garage...where **you’ll** do the work and the **membership** provides the tools and expertise. See you **Saturday 11/2/19 at 9:30!**

**Fire Extinguishers
& Your Model A**



You’ll notice something extra in this November issue. On pages 11 through 14, you’ll find a very useful **Fire Safety Bulletin**.

Eric Shogren originally prepared this bulletin way back in 2009-10, but a few things have changed since then. So it’s updated....we hope you’ll print it out and carry it in your toolbox.

The Bulletin may also be found as a stand-alone item—go to our website, www.aikenas.org, click on the “Technical Things” page, and then choose “Safety/Fire Extinguishers”.

Submitted by Gene R. Bassage Palmyra, New York

TINY TIPS
PAINTING WHEELS

If you are painting your wheels and don’t want to remove and reinstall the tires, here’s a tip for masking the tires.

- deflate the tube
- break the tire beads from the wheels
- cut a “donut” from a sheet of heavy-duty plastic. The center of the donut is an 18” diameter circle and the outside of the donut is 32” (for 19” wheels). For 21” wheels, add 2 inches to these dimensions.
- Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tire and can be taped in place with masking tape.
- Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: don’t use the plastic donuts for priming and then for color coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

PREVENTING PAINT POPPING

If you have trouble with freshly painted wheels “popping the paint” when the lug nuts are tightened, “mask” the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help prevent “popping the paint.”



OUR FIFTH BIRTHDAY PARTY!

October 5, 2019
All photos by Greg Jones



Big smiles all around! With 17 cars, plenty of food (and no rain, but wind), we celebrated our 5th birthday—lots of folks came out to see our cars!



What's he reading? All about our Model A's in our "Henry's Lady" pamphlet!



The Model A, 40 Years Later.

Here's Part 2 of "The Early Birds", an article discussing the very first Model A Fords in 1927-1928, written by "Doc" Kalinka (R). It appeared in MAFCA's *The Restorer* Volume 12 Issue 3 September/October 1967, **52 years ago**.

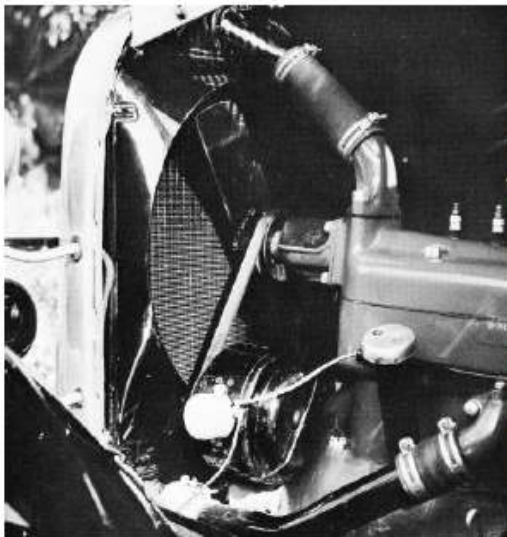


The Early Birds

Part 2

By H. S. 'DOC' KALINKA

The radiator shell lacing, or webbing, was not riveted onto the shell but was interwoven on the shell (like Model T radiator shells). Clutch and brake Pedals were completely smooth, with no ribbed pattern or raised boss on the ends to prevent your foot from slipping off. Upon casual inspection, one might think that these Pedals were worn smooth like a "A" with the odometer around a couple of times. Actually, these smooth clutch and brake pedals appeared on at least the first 70,000 or 80,000 Model A Fords.



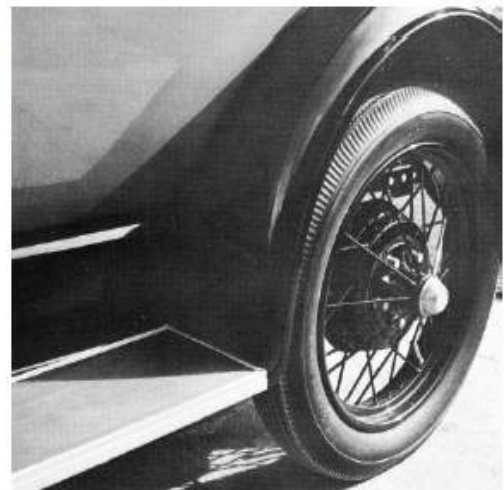
The "powerhouse" generator, which is considered by some as a trademark of the 1928's, actually appeared in three different forms. The very early A's had a cadmium plated adjusting arm which held the generator in Position. The cutout was located on the side of this powerhouse generator. The most significant difference, however, was the finish of the back or end cover on the generator. The end cover was either unpainted aluminum or metal plated with dull nickel or cadmium, again unpainted.

Another early item was the ignition cable with the long, five-inch solid end; the end which screwed into the distributor. This solid portion was integral with and included the forged conduit clip (2" inch thick), through which it is bolted tight to a head bolt. A rectangular Briggs and Stratton patent plate is riveted to the solid end.

Other "early bird" features are the fan shroud, the offset starter rod, metal conduit, short choke rod, a smooth running board apron just forward of the rear fender (instead of the bump which clears the emergency brake rod), and a very subtle difference in the contour of the front fenders where they sweep down to the frame, etc.

These differences will be found when comparing the early 1928 with a later 1928, or a '29. But as mentioned before, even the early ones will vary from car to car. Do not expect two cars of similar dates to look alike. We previously discussed one cause for this-the Problem of factory changeover and parts short' ages - but another factor would of course be the matter of parts replacement. When a car was returned to the Ford agency for service, or especially for repair, it would be modified with the latest part then being issued by the factory service department. Naturally, after thirty or forty years of wear and accumulated grime, that replacement part is going to look just as legitimate and original as all the other parts on the car.

One of the earliest cars in our questionnaire file is a Tudor belonging to Andy Baudino of Tustin, California. The engine number is A-1149. It has almost all of the "early bird" features described here and was used as the model to illustrate this article. Incidentally, it is beautifully restored; a first Place trophy winner at the Albuquerque National Meet and a recent "Award Winner" in *The Restorer* (Vol.11-6, page 5).





Jim McPherson

2019 HERSHEY REPORT and a 2010 TECH TIP ...from JIM!

And the Model A Ford kept rambling right along.....

By Jim McPherson (our very own AMA member!)

This column contains maintenance, diagnostic, and technical tips to aid you in keeping your Model A on the road and operating at peak performance. I have stolen this information from a variety of sources including forums, websites, books, publications, discussions with fellow Model A owners and personal experiences.

For those few of you who were unable to attend the Antique Automobile Club of America's annual Fall National Meet in Hershey, PA, let me give you an overview of this year's event. The major events consist of a Swap Meet, containing over 10,000 spaces, a Car Corral, and a Car Show for cars 25 years old and older.



Hershey, 2019

The weather was great, lows of 50 and highs of 65-70. Nice and sunny days. Set-up day begins at 8 AM on Tuesday morning (this year October 8th). The meet ends on Saturday with the Awards Banquet. The Swap Meet is reduced by about half the size on Saturday due to the prominence of the Car Show. Of most interest to many of us is the Swap Meet. There was an abundance of Model A Ford parts this year. This was aided by two prominent Model A estates being liquidated. There was also an increase of Model A's for sale, mostly Coupes. This was one of the best in recent memory.



Tech Tip of the Month

...Jim McPherson

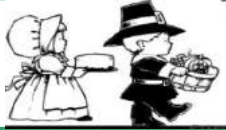
November 2010: How long has it been since you lubricated your speedometer cable?

Lubrication of the speedometer cable must rate among the most overlooked, and definitely the messiest maintenance item on the Model A Ford.

While driving, the speedometer cable rubs against the speedometer cable housing, creating hot spots where it rubs. A good lubricant reduces the friction, increasing speedometer cable life and reducing noise. White lithium or black molly are good lubricants. Harley Davison also makes a good speedometer cable lubricant.

To lubricate the cable, remove it from the housing, and apply grease to the length of the cable as you put the cable back into the housing. You only need to disconnect one end of the speedometer cable housing to accomplish this task, and if working over your head is not a problem, disconnecting the speedometer housing from the drive assembly on the torque tube will allow access to the speedometer cable and leave your instrument panel untouched.

The
Model A
Years:



A SAMPLE 1929 THANKSGIVING MEAL

Sure, putting on a Thanksgiving dinner isn't cheap or easy today, but what about mere weeks after the Stock Market Crash of 1929? There were a few things missing from the shopping list below that would have been commonplace in 1929, but it would probably fascinate Miss Laura Thompson, dietician and manager of the State College cafeteria, to learn that ready-made pies are easily found today and cost only \$4-\$6, or that Stove Top stuffing is a "thing"!

Thanksgiving Meal For 4 Need Cost Only \$7.89

AN ideal Thanksgiving Day dinner with enough left over for a lunch at night is planned by Miss Laura Thompson, dietician and manager of the State College cafeteria, for four persons for \$7.89.

The menu includes turkey, mince pie, cranberry gelatine salad and mixed nuts.

Here it is:

Roast Turkey	Fruit Cup	Mashed Potatoes
Dressing		Creamed Onions
Squash		Celery
Rolls		Butter
Cranberry Gelatine Salad		Cheese
Mince Pie		Coffee
Mixed Nuts		Grapes

Now for the cost:

For the fruit cup arranged in half grapefruits: Two grape fruits, \$.25; 2 oranges, \$.10; one banana, \$.04; one apple, \$.05.

"An 8-pound turkey is large enough for the dinner and the lunch and is much cheaper than getting a smaller bird, for in the smaller bird there is much waste from large bones," Miss Thompson says.

An 8-pound turkey, at \$.45 a pound, \$3.60; 2 quarts potatoes, \$.15; 2 pounds onions, \$.20; small squash, \$.20; bunch celery, \$.15; head lettuce, \$.12; pint cranberries, \$.10; half pound Tokay grapes, \$.10; package gelatine, \$.20.

Small loaf bread for dressing, \$.10; pound butter, \$.55; half dozen rolls, \$.09; small jar mayonnaisse, \$.25; quart milk, \$.14; half pint light cream, \$.20; pound mince meat, \$.40; quarter pound lard \$.12; pound flour, \$.05; pound sugar, \$.08; pound mixed nuts, \$.45, and half pound cheese, \$.20.

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MONTHLY AMA HAPPENINGS

First Saturday Breakfast— November 2, December 7....Masonic Lodge, Aiken. (see page 2 for location)

Saturday Morning Cars and Coffee at the Village Café—Food, fellowship, coffee and conversation. (see page 2, too)

OUR REGIONAL HAPPENINGS

November 2 — Build a Bear AMA Fall Tech (Distributor) Session, Guben's Garage, 9:30 am (see page 4)

Nearby Parades:

- * **Sunday, December 1**—Aiken Parade, 2-3 pm. Theme: *Ushering in the Roaring '20s*
- * **Saturday, December 7**—GVW (Graniteville) Parade, 3 pm
- * **Sunday, December 8** —Edgefield Parade, 3 pm

December 13-14—Currier and Ives Event, Sage Valley Golf Club

2020: May—Tour and Picnic at Rivers Bridge State Park, hosted by Shade Tree A's

OTHER UPCOMING OPPORTUNITIES

December 2-5 —MAFCA's 2019 National Awards Banquet, Claremont, CA. Registration open: www.2019NAB.com

The Holiday Season is right around the corner.

Get your holiday cards at MAFCA and celebrate the season the Model A way!

Wishing You A Merry Christmas And A Happy New Year

Your Choice: \$14.95

To Wish You A Merry Christmas

https://mafca.com/cart/index.php?show_price=yes%22

NOVEMBER DATES TO REMEMBER

- 1—First auto club formed
- 3—Daylight Saving Time ends
- 6—Edsel Ford born, 1893
- 11—Veterans Day
- 12—Holland Tunnel opened
- 20—US patent issued for three-position traffic light
- 25—Ford Tri-Motor airplane ("Tin Goose") completed 1925

NOVEMBER BIRTHDAYS

- 4—Liz Cox
- 5—Mary Jones
- 16—Anna d'Entremont





Fire Extinguishers and your Model A

...an updated safety bulletin for all Model A'ers by Eric Shogren of the Aiken Model A's, Aiken, SC
November 2019

Fire Extinguishers and your Model A

In the nineteen years I've been a member of the Model A Ford Club of America (MAFCA) I know of two fires involving club members' Model As. In both instances the fire originated in the vicinity of the carburetor. Let's look at why.

We all know how easy it is to detect a gasoline leak by the smell. That is because gasoline flashes to vapor at 45 degrees BELOW zero! To give you sense of how it flashes to a vapor here is a comparison of the flashpoint of gasoline and other common products

Substance	Flash Point	Intended Use
Gasoline	-45 degrees F.	Fueling an engine ONLY
Acetone	0 degrees F.	Nail polish remover; solvent
Turpentine	95 degrees F.	Paint thinner, brush cleaner
Mineral spirits	104 degrees F.	Paint thinner, brush cleaner
Charcoal Lighter	160 degrees F.	Starter fluid for grills
Some mineral-oil	160 degrees F.	Multi-purpose remover/solvent products

Now, gasoline will auto ignite at about 495 degrees F. So it essentially vaporizes itself and will auto ignite at less than 500 degrees F. So all you need is vapors and hot surface.

Looking at Figure 1 (R) you've got a carburetor and exhaust manifold in close proximity.



Figure 1: Model A Carburetor Arrangement

If the car backfires through the carburetor all the gasoline-air mixture that should be heading for the engine cylinders is now heading right for the exhaust manifold/muffler. Not a good situation. The good news is with reasonable timing the exhaust manifold and muffler shouldn't be above 495 degrees F. However, if you're backfiring through the carburetor your timing is probably out of whack and your manifold could be above 495 degrees F. **OOPS.**

That's why I carry a fire extinguisher in both my Model As.

Fire extinguishers are divided into four categories, based on different types of fires. Each fire extinguisher also has a numerical rating that serves as a guide for the amount of fire the extinguisher can handle. The higher the number, the more fire-fighting power. The following is a quick guide to help choose the right type of extinguisher.

- **Class A** extinguishers are for ordinary combustible materials such as paper, wood, cardboard, and most plastics. The numerical rating on these types of extinguishers indicates the amount of water it holds and the amount of fire it can extinguish.
- **Class B** fires involve flammable or combustible liquids such as gasoline, kerosene, grease and oil. The numerical rating for class B extinguishers indicates the approximate number of square feet of fire it can extinguish.
- **Class C** fires involve electrical equipment, such as appliances, wiring, circuit breakers and outlets. Never use water to extinguish class C fires - the risk of electrical shock is far too great! Class C extinguishers do not have a numerical rating. The C classification means the extinguishing agent is non-conductive.
- **Class D** fire extinguishers are commonly found in a chemical laboratory. They are for fires that involve combustible metals, such as magnesium, titanium, potassium and sodium. These types of extinguishers also have no numerical rating, nor are they given a multi-purpose rating - they are designed for class D fires only.

So for a Model A, the primary concern is getting a fire extinguisher that is Class B to extinguish flammable liquids. But because other things in the engine compartment may catch on fire a fire extinguisher rated for both Class A and B or for Class A, B and C is a good investment. Don't get a CO₂ extinguisher because they are only Class B and C and would be ineffective against burning paint or rubber. Fire extinguishers rated for Class A, B and C are most often a dry chemical powder which comes in a variety of types and are suitable for a combination of **class A, B and C fires**. These are filled with foam or powder and pressurized with nitrogen. (See Figure 2, next page)

Figure 2 shows some of the common labeling of a fire extinguisher

TYPES OF FIRES		TYPES OF EXTINGUISHERS	
LETTER SYMBOL		PICTURE SYMBOL	
A	For wood, paper, cloth, trash and other ordinary materials.		CLASS A 
B	For gasoline, grease, oil paint and other flammable liquids.		CLASS AB 
C	For live electrical equipment.		CLASS BC 
D	For combustible metals. No Current Symbol		CLASS ABC 

It is also important to understand how to use a fire extinguisher. Use this acronym to as a quick reference:

P A S S

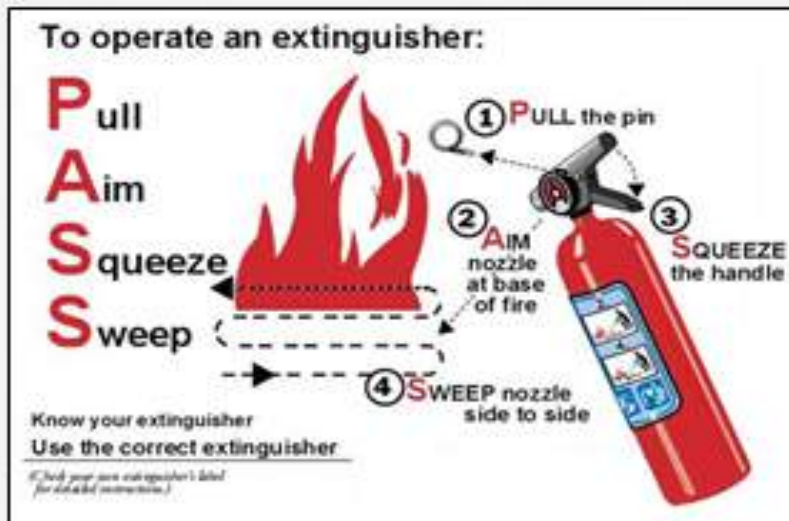
Pull the Pin at the top of the extinguisher. The pin releases a locking mechanism and will allow you to discharge the extinguisher.

Aim at the base of the fire, not the flames. This is important - in order to put out the fire, you must extinguish the fuel.

Squeeze the lever slowly. This will release the extinguishing agent in the extinguisher. If the handle is released, the discharge will stop.

Sweep from side to side. Using a sweeping motion, move the fire extinguisher back and forth until the fire is completely out. Operate the extinguisher from a safe distance, several feet away, and then move towards the fire once it starts to diminish. Be sure to read the instructions on your fire extinguisher - different fire extinguishers recommend operating them from different distances. Remember: Aim at the base of the fire, not at the flames!!!!

Figure 3 helps illustrate this



Just as important as "how" to use a fire extinguisher is "when" to use one. Fires have several stages. We're concerned with the first three stages; **incipient**, **free burning** and **growth**.

- An **incipient** fire's flames may be visible, but it's not very hot yet.
- Once a fire has grown to the **free burning** stage, flames are visible but limited to area of ignition.
- In the **growth** phase, the fire is spreading, growing rapidly and extremely hot.

So **when** do you use a fire extinguisher to fight a fire?

First, never use a fire extinguisher to fight a fire if you have the slightest doubt about your safety. If you do have the slightest concern about your safety call for help, warn others in the vicinity and evacuate the area. Only attempt to fight a fire:

- **If it is small and contained.** The time to use a fire extinguisher is in the early or **incipient** stage. Once the fire starts to grow or spread, it's time to evacuate the area.
- **If you are safe from the toxic smoke.** If the fire is producing large amounts of thick black smoke or chemical smoke, do not try to extinguish the fire, especially if indoors. If outdoors, approach the fire with the wind at your back. All fires produce toxic gases that can be fatal in even small amounts
- **If you have a means of escape.** You should only fight a fire when you have a means of escape at your back. If the fire is not extinguished quickly you need to be able to get out quickly and avoid becoming trapped.
- **If your instincts tell you it's OK.** If you don't feel comfortable fighting the fire, don't try. Get out and let the fire department do its job.

Never attempt to fight a fire that is in the growth phase and spreading beyond the region of ignition. If it's crawling out of the engine compartment, run away!

*How much does the type of fire extinguisher that Eric recommends in this safety bulletin cost?
About \$20. It's a small price to pay for peace of mind—and a 'fire resistant' Model A!*



Meet the Author:

MAFCA member Eric Shogren first prepared this article in December 2009 for all of us who love our Model A's and want to keep them (and ourselves) as safe as possible. A few items have changed since then, so he's updated the publication. Eric lives in Aiken, SC, and in his 'day job', he's a Fire Protection Engineer with a national firm. He's also a member of two Model A Clubs, the Shade Tree A's of Augusta, GA and the Aiken Model A's. The article may be found on the Technical Things page of the Aiken A's website, www.aikenas.org. Click on Safety/Fire Extinguishers!