

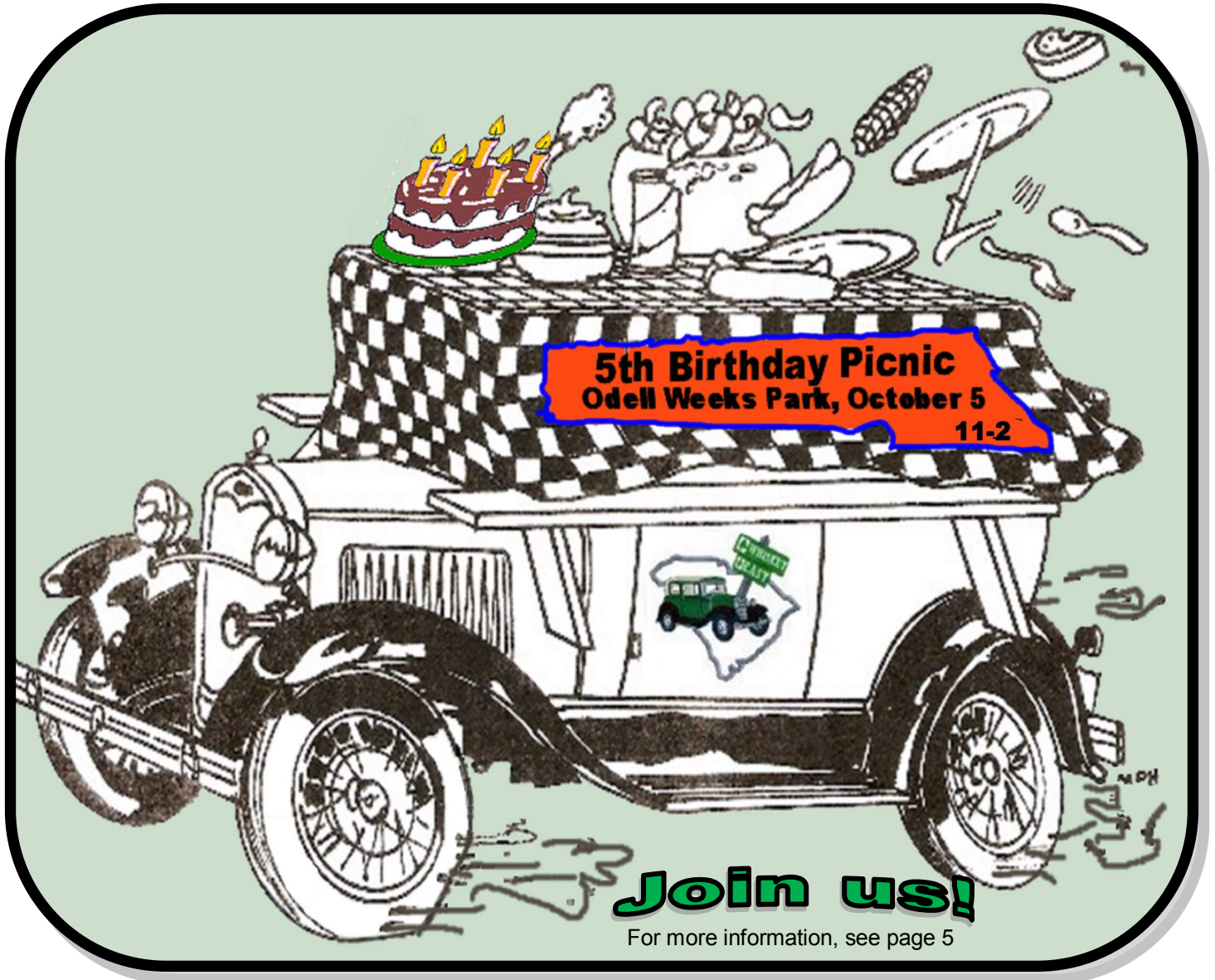


Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

October 2019



Join us!

For more information, see page 5

Tuesday, October 1, 2019

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

Program: **Fire Prevention**
by Eric Shogren

WHAT'S INSIDE?

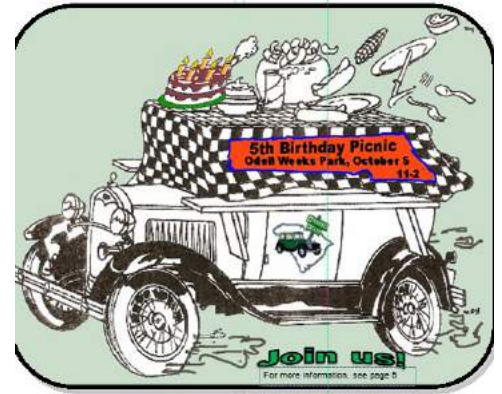
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WHO'S WHO IN AMA?

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
Treasurer	Brian d'Entremont	brian@dentremont.us
Director at Large	Rachel d'Entremont	rachel@dentremont.us
Membership/Website	Pat Roberts	aikenmodelas@gmail.com
National Representative	Bill Cox	williamcox237@yahoo.com
Newsletter	Pat Roberts	patroberts1176@gmail.com
Parade Coordinator	Tom Roberts	tjraiken@gmail.com
Photographer	Greg Jones	distagon2@aol.com

Club Postal Address: P. O. Box 992, Aiken, SC 29802
 Email: aikenmodelas@gmail.com Website: www.aikenas.org



Our 5th Birthday Picnic
Odell Weeks Pavilion
Aiken, SC
Saturday, October 5
11 am—2 pm
(More info—page 5)



..probably won't see this in Aiken!!

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.....

Fall is upon us and the days are getting shorter. The daily high temperatures will be getting into the "tolerable" range. Fall is a great time to enjoy our Model A's, hold some events, and take some drives.

When you read this, we will have taken a drive out to Magnolia Ridge in the Ridge Springs area. This is a great event and a nice, reasonable drive on good Model A roads. The event includes displays of many great vintage tractors as well as numerous vendors selling everything from art to used wrist watches. The emphasis is on vintage items.

The Aiken Model A's 5th birthday celebration will be October 5th from 11:00-2:00 at Odell Weeks park as we have done in past years. Rachel has sent out an email with details on the event, and she is graciously coordinating the types of food being brought to the event. Come and have fun! Invitations are being sent to other regional clubs so hopefully we will have out of town visitors with their Model A's.

I want to remind everyone that we are looking for someone to step up and take over the newsletter production task. Pat Roberts took it on after Dotti Shogren, and both of them have done a first-class job with the newsletter. Pat agreed to take it on for a year and it is now time to find someone else to take it over. Please let me or one of the other officers know if it is something you are willing to do. We all need to volunteer from time to time to make our club successful.

This has been a fantastic month, with **three** 'new' couples joining our happy group! Please extend a big AMA welcome to **Joanne and Ron Paul; Abbie and Steve Ethun** and **Deborah and Ron Paul, Jr.** The Pauls have a '29 Roadster; the Ethuns a '28 Closed Cab Pickup and a '31 Tudor; Ron (Jr.), a '31 Tudor. We are very excited to have them aboard!



On the road again!!



SEPTEMBER 3, 2019 MEETING MINUTES

Eric Shogren, Secretary

President, Greg Jones, called the meeting to order. The minutes from the August meeting were approved, as published in the newsletter.

Under member concerns, we welcomed back Lew Fierke who had a hip replaced the morning of the August meeting.

Under officer's reports, Brian d'Entremont provided the treasurer's report.

For Show & Tell Eric Shogren brought a book titled *Ford Auto Parts Interchange Manual 1928-1935*. It is a listing of Ford Parts that are cross-referenced with a Chilton's part number.

In the mailbox: Rachel noted that a bill for the Aiken Model A's post office box had come in.

Under Business/Planning. Greg Jones noted that VP Charles Hilton was drafting a response to Jim Hedges' offer of a complete collection of the Model A News. It was also discussed that our inventory of Aiken Model A Car Banner's had been depleted. Lew Fierke volunteered to research local sources for more banners. It was also noted that the Aiken Model A's were on the list to receive an electronic loaner copy of the Coffield Collection of Model A Advertisements. This is being circulated by MAFFI.

A non-profit aviation museum in Ridgeland, SC had contacted the club to see if we would be interested in participating in a car display. Ridgeland, SC is approximately 95 miles southeast on I-95. It was noted that touring down there would be about a 3 hour drive.

The Hills at Cumberland, the assisted living center we have visited with cars before, contacted the club and is interested in having the AMA's visit again. Lew Fierke volunteered to make the contact.

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.

The following upcoming events were discussed:

September 14 – International Model A Day Shade Tree A Tour

September 21 – Magnolia Ridge Car Display. We will be jumping off from First Presbyterian Church (corner of Laurens Street & Barnwell) at 10:30 that morning.

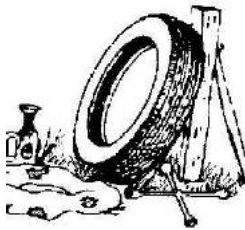
(continued, page 4)

(from page 3)

- October 5 – Aiken Model A's 5th Birthday Party Picnic (11:00 to 2:00), Odell Weeks Park. It was discussed that the club would do chicken again and Rachel would help coordinate.
- October 17 & 19 – Charlotte Auto Fair Display
- December 13 & 14 – Sage Valley Currier & Ives Christmas
- May 2020 – Tour and Picnic at Rivers Bridge State Park

Greg Jones gave a very informative Tech Talk on Model A points. He talked about how the replacement point arm for original style points is slightly longer than the original point arms. This results in the point arm not mating up with the point block properly and this robs performance. He illustrated this with some excellent pictures. He also noted that Bratton's is selling a point block that is slightly offset to compensate for this.

The meeting was adjourned.



Nebraskan restores Model A, finds out it can't be licensed

Lane Nelson, who owns Lane's Auto Service in Wahoo, Nebraska, has restored his great-grandfather's original engine 1930 Ford Model A, fighting the state to get the Model A registered to drive on public roads because it was once erroneously listed as "junked."

The Model A was purchased in 1930 by Lane Nelson's great-grandfather from Swanson Ford in Ceresco, Nebraska, and driven in turn by his son, Lane's grandfather. Then, when Lane's father turned 16, he was given the opportunity to restore the family Ford and make it his own—but an accident put it out of commission.

Lane recently took charge of efforts to get the car back on the road, with no bigger plans than Sunday drives and the occasional participation in a parade.

Did it work? Not so much. A Nebraska Department of Motor Vehicles official told Lane that once a vehicle has a "junk" title, it cannot thereafter be licensed and driven on public roads. The state claims that there are safety and consumer protection reasons. Lane argues that interested owners of old cars should be allowed to fix and drive whatever vehicle they have the expertise to work on.

Thinking outside the box, the resourceful Model A owner trailed the car to City Hall when Gov. Pete Ricketts was in his town for a meeting in February. On the car he posted an attention-grabbing sign: "Governor Please Grant This Car Clemency." But the answer has been the same: Forget about it.

Want to know what happens? Here are two links..

<https://www.caranddriver.com/news/a29023874/ford-model-a-classic-car-cant-register>

<https://www.facebook.com/groups/Fordmodelt/>



Think about this great opportunity!

Just two more issues, and then I'm out of a job! I volunteered to 'do' this newsletter for 2019, and how the time has flown! I've enjoyed my time as your editor—now it's time for someone "new" to step up and volunteer for 2020.

I'll be happy to help anyone who's thinking (or may be thinking) about assuming this task (your 'editorship' would begin January 2020, with that issue sent out in late December) ...just tell Greg (or me) if you're interested. Thanks!!

....pat

TINY TIPS

HOOD ROD REPAIR

Some A's have a hollow hood hinge rod. The front end sometimes wears off before the female bracket attached to the radiator shell does - usually from lack of oil. Result: when the hood is raised, it falls off. One method of repair consists of driving out enough of the rod so that it can be put in the chuck of an electric drill (once an insert has been made to keep the hollow rod from collapsing in the chuck). Provided the hinge has been well oiled, the drill will turn out the rod.

Submitted by Robert Scoon - Arcadia, California

Another repair can be made by obtaining a hex head sheet metal screw of the type used in radio work - one inch or longer. The head should just fit into the radiator bracket. The threaded portion can then be screwed into the hollow rod. There is just enough "give" in the radiator shell to allow the screw head to be pried into place with a fine screwdriver (or else, release the radiator support rods). Future grief will be avoided by keeping the hood hinges well oiled, along with the holddown clamps, particularly the internal springs.

MAGNOLIA RIDGE, TAKE 2

September 21, 2019
All photos by Greg Jones





ABOUT THE PICNIC...

On Saturday, October 5th from 11-2, we'll host our fall picnic at Odell Weeks Activities Center in Aiken. We have invited several local Model A clubs to join us to celebrate our **5th birthday!** We will have an informal display of Model A Fords, lined up and facing Whiskey Road. Be sure to tell your neighbors, family and friends to stop by for this visual history lesson. Car owners will be 'manning' the car display to answer the public's questions and keep an eye on the cars. Please note the map of Odell Weeks Activities Center below, and where to park.

MAP OF ODELL WEEKS ACTIVITIES CENTER, AIKEN, SC

Whiskey Road/Price Avenue
 Aiken Model A's 2019 Fall Picnic;
 public display of Model A Fords
 11 a.m. – 2 p.m.



From Whiskey Road, turn into the main entrance to Odell Weeks Activity Center. Then turn left on the walking track—remember, **walkers have the right of way!** Park along the wooden fence, facing Whiskey Road. The Park requests that we leave our modern cars in the parking lot (except for loading and unloading). Attendees are asked to bring a side dish or dessert to share; it would also be helpful if you'd bring a chair!! The AMAs will be providing everything else—hope to see you there. (and we hope it doesn't rain at all this year.....)



The Model A, 40 Years Later.



Here's Part 1 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. Part 2 will appear next month!

The Early Birds By H. S. 'DOC' KALINKA Part 1



Bumper with flat rounded, open end, without the usual bolt, is one of the more obvious features of a true "early bird." Also notice round center bumper clamp with Ford script and "made in USA" - same as Model T

Forty years ago the first of our beloved Model A Fords were produced. Records relate that nearly five thousand complete 1928 Model A Ford cars were actually built in 1927. From pictures and present day articles on these "early birds" we find that many errors and false ideas have been created concerning Henry's first. It is not my intention to create more argument and confusion but to simply set forth some of our findings, as compiled from the 1928-Owner Questionnaire which has been sent out to interested owners over the past two years.

The basic intention of the questionnaire was to tabulate, if and when possible, the appearance and disappearance of certain features related to the 1928 Model A. Definite emphasis was placed on the early left-hand emergency brake models. More than two hundred questionnaires were sent out; with a fifty percent recovery.

The first misconception I would like to bring up concerns the Position of the emergency brake handle. Contrary to

some beliefs, the left side emergency brake handle and single brake system is found to appear into the month of June 1928. The changeover took place between the 10th and 22nd of June that year and involved engine numbers A-155,000 thru A-177,486. This data does not apply to commercial vehicles or 7928 passenger cars produced outside the continental United States.



HUB CAP and WHEEL. LUGS same as Model T

Next, it seems appropriate to discuss some of the ramifications appearing on some of the 1927 models that we have records of; some six reports, I have on file. We suspect that some or perhaps all of the assembly plants used up stocks of late Model T Parts where and when they were compatible on the first very early Model A's. Despite Ford directives, many of the early Model A's sported Model T center bumper clamps, with "made in USA" in block letters beneath the Ford script.

I hesitate to comment on the following, but at least two thousand pairs of open-end front bumpers were released, the vast majority going to foreign assembly plants, especially to Canada.

Many of the sheet metal body components on the early A's were actually bolted and screwed together instead of being spot welded or riveted. Many of the floor panel patterns and rear fender well patterns differed not only from car to car but also from one side of the car to the other.

In retrospect, from forty years away, one might summarize that the assembly plant did not receive a full stock of parts to build a complete car at first. Thus necessitating the use of whatever they had on hand or could acquire in order to make it saleable and roadworthy. It cannot be denied that the first days were not difficult and trying, since from mid-October to December 37, 1927, only five thousand vehicles were manufactured. Compare this to the near record production rate of nine thousand units per day in 1929.



REAR BUMPER CLAMPS have Ford script

After only a little research on the subject, one begins to imagine that the Model A must have been designed while it was being assembled. The number of changes evident on the first early five thousand or even twenty thousand Model A Fords manufactured defies imagination or description. I will describe, however, just a few of the most obvious deviations from what may be considered a "typical" 1928-1929 Ford.



Road Trip: The Edison and Ford Winter Estates, Fort Myers, FL

For more information, check the website: Edison & Ford Winter Estates at <https://www.edisonfordwinterestates.org/>

The Edison and Ford families left an incredible legacy in the small town of Fort Myers, Florida, where the two celebrated innovators spent their winters. Their world-changing accomplishments are well known, but just one brief encounter led to a lifelong bond so strong that the men even ended up buying neighboring vacation homes in Fort Myers, Florida. Today, the Estate features nine historic buildings, including the homes, historical Ford automobiles, the private moonlight garden, Edison's office, the caretaker's home, swimming pool, pier, lily pond and fountain, all set among beautiful gardens and tropical Florida foliage.



Edison's "Seminole Lodge"

World-renowned inventor Thomas Edison held 1,093 patents (a record set by any inventor). Most recall that he is credited with inventing the electric light bulb, phonographs, film projectors and motion pictures. But that's just the short list. Much of his success came from work conducted at a research lab he built in Menlo Park, New Jersey in 1876. Four hundred of his patents were granted in the first six years the lab operated. The news media dubbed him the "Wizard of Menlo Park" and heralded Edison as the greatest American inventor of all time.



In the winter of 1885, he traveled to Florida looking for a place to relax and warm weather. He found both in abundance in the frontier town (population 349) of Fort Myers and purchased a 13-acre piece of land on the Caloosahatchee River for \$2,750. Soon after, Edison sketched a plan for his winter retreat, including houses, a laboratory, and extensive gardens.

The Edison home, called Seminole Lodge (named in honor of the Florida Indian tribe), consists of two buildings separated by a garden walkway. Here he and his wife hosted famous friends, including Henry Ford (above) John Burroughs, president-elect Herbert Hoover, and many more.

Edison's Friendship Walk

Edison's visitors often brought engraved stones for his "friendship walk." The names of his friends, famous or not—local folks among them—went into this walk. As did many. many others, Harvey Firestone chose his stone, had it engraved and sent on to Fort Myers. Henry Ford's stone is blank—he said he couldn't afford to have it engraved.



Ford's "The Mangoes"

In 1896, Henry Ford attended the convention of the Association of Edison Illuminating Companies in New York. Also in attendance was Thomas Edison, who happened to be

Ford's boyhood hero. Then, it happened: that brief encounter between the two inventors. Edison, who was convinced that electric cars were the way of the future, gave Ford a few words of encouragement on his newly-invented quadricycle. Apparently, that little bit of advice was enough to set the foundation of a friendship that would last for the rest of their lives. The friendship was so close, in fact, that in 1916, Ford purchased the property next door to Seminole Lodge. Ford's Craftsman bungalow estate, The Mangoes, included lush grounds brimming with citrus on the banks of the Caloosahatchee River.

Road Trips!



The next step was obvious: road trips! Between 1914 and 1924, Ford and Edison (L) toured the eastern U.S. in Ford cars for a series of camping trips. The BFFs were joined by other famous figures including tire-maker Harvey Firestone and naturalist John Burroughs, and branded themselves "the Vagabonds" for their cross-country adventures. The trips functioned as advertisements for Ford cars and Firestone tires, generating headlines like "Millions of Dollars' Worth of Brains off on a Vacation" and "Genius to Sleep Under Stars." Of course, the trips were also just a good ol' time with the boys out in the wilderness, where they'd challenge each other to races and tree chopping and high kicking contests during the day and tell stories around the campfire at night.

En route to a new campsite on a rainy day, the Lincoln touring car carrying (US President) Harding, Ford, Edison, Firestone and naturalist Luther Burbank bogged down in deep mud on a back road in West Virginia. Ford's chauffeur went for help and returned with a farmer driving an ancient Model T. After the Lincoln was yanked from the mire, Ford was the first to shake the farmer's hand.

"I guess you don't know me but I'm Henry Ford. I made the car you're driving."

Firestone chimed in, "I'm the man who made those tires." Then he introduced two of the campers: "Meet the man who invented the electric light — and the President of the United States."

Luther Burbank was the last to shake hands. "I guess you don't know me either?" he asked.

"No," said the farmer, "but if you're the same kind of liar as these other darn fools, I wouldn't be surprised if you said you was Santa Claus."

Wheelchair Races and later....

As for the end of the Edison/Ford saga? Before death separated the two, Ford bought his own wheelchair so he could commiserate with (and race!) the now wheelchair-ridden Edison. Just after Edison's death, his son Charles noticed test tubes in the room where Edison passed away. He had one sealed up, considering it to hold his father's last breath, and gave it to his dad's best friend, Henry Ford. Today, you can see this test tube at the **Henry Ford Museum**, Dearborn, Michigan.

Sources: 1) Patricia Zacharias / *The Detroit News*
2) *Two Iconic Inventors:* <https://curiosity.com/topics/thomas-edison-and-henry-ford-were-both-iconic-inventors-and-best-friends-curiosity/>



Jim McPherson

2 TECH TIPS...from 2 JIMS!

From Jim McPherson, AMA and Jim Cannon, MAFCA Tech Director

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.

MORE ABOUT GASKETS: Before we take a look at other gasket materials and their use, there are a few tips I forgot earlier. For metal clad gaskets, it is advisable to soak them in warm water overnight before use. They will swell to some extent and you will get a better seal. You never know the age of the gasket you are using. Even gaskets just bought from your favorite parts supplier may be old, so soak all clad gaskets before use. And yes, you can reuse clad metal gaskets, even head gaskets. Just soak them in warm water overnight and reuse as you normally would. This assumes the gasket was not harmed or damaged during removal. Not all Model A headgaskets are the same. Many are looking for specific gaskets for their Model A engine because of differences in bore size or the use of oversize valves. Many are looking for older FelPro gaskets from a specific manufacturing run. They are clearly marked. Another tip is for the use of the "rope" seal used at the front of the oil pan and timing cover, to seal the crankshaft pulley. Keep several of these soaking in a jar of motor oil, ready to use.

Through the 1960's a tan colored paper called vegetable fiber was the standard gasket material. WG5 is the modern replacement for gaskets 1/32" and thinner. For gaskets thicker than 1/16" use Interface RN8011, and for cork gaskets use Neoprene-cork CR20, available in varying thicknesses. While this is far superior to the old cork gasket, some prefer the cork gasket for the Model A gas gauge. The use of neoprene gaskets for this application is not advised. For cork gaskets, make sure not to over tighten the bolts. Doing so may create voids between the bolts or splitting of the gasket, resulting in a leak. For all these gasket materials, make sure there are no sharp edges in the parts being assembled and there are no warped flanges. These could result in gasket puncture or voids, resulting gasket failure and a leak.

Jim's Tech Tip

Jim Cannon, MAFCA Tech Director

Starter Ground

I've had several people ask me why their starter seems to crank the engine over rather slowly. For the most part, this is because that's what our starters do, they did not spin as fast as on a modern car. So there is nothing wrong.

However, I will mention that you need to make sure that the starter has a really good ground when you mount it to the flywheel housing. Fresh paint on the engine combined with fresh paint on a newly rebuilt starter can result in you not having a very good ground connection between starter and engine. Over time you can also get a buildup of rust on the mounting surfaces, or a film of oil and dirt accumulation that interferes with the ground.

So if you think your starter is cranking a bit slowly, it would not hurt to pull it off, clean up the mounting surfaces with a degreaser followed by some fine sandpaper, and reinstall it. See if that gets it turning at a better speed again.

Have a Model A Day!



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Fire Prevention Week
October 6-12, 2019
Come to October 1
meeting and hear
Eric's talk

The
Model A
Years:



CASUAL FASHIONS

Casual Fashions Of The Model A Era

By Sharon Pelikan

During the Model A era, people dressed much more formally than today. Ladies always wore a dress, hat, gloves, hose, jewelry, and appropriate shoes when leaving the house. Men often wore a three piece suit completed with a hat. More casual clothing was slow to come about. How did these fashion changes happen then? There were a number of things that occurred during the years 1928-1931 that influenced these changes.

With the advent of all women's colleges, women began competing in active sports. Prior to this only men participated in competitive sports. With the crash of the stock market people could no longer afford expensive clothing. Clothes that could be laundered at home were needed. Another change was the automobile. Families could now get out into the country for outdoor activities such as camping. It was also more common for women to be working in factories.

More casual clothing for both men and women were now needed. Manufacturers scrambled to meet these needs. Washable fabrics and ready to wear clothing was common in catalogs of the era. Designers began to use men's fashion ideas when creating women's outdoor clothing.

The idea of ladies wearing pants, or trousers as they were then called, was not accepted very readily. Clothes had always been gender specific. Society had strict rules and trousers were defined as for men. Knickers were the first casual item of clothing that was acceptable for both sexes to wear. These were shorter pants often worn with cotton long sleeve shirts and ties. This was true for women as well as men. The catalogs from the era show women wearing cloche style hats, and men wearing the paneled newsboy style hats with knickers.



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Specialising in 1928 - 1931 Model A Ford Parts

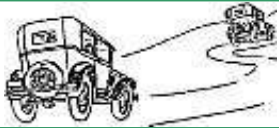


Aiken Model A's
*A New Chapter
 in an Old Story!*

P. O. Box 992
 Aiken, SC 29802

(803) 649-0054
aikenmodelas@gmail.com
www.aikenas.org





DOWN THE ROAD....



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

October 5—Aiken Model A's 5th Birthday Picnic, Odell Weeks Park, 11 am—2 pm

October 18-19—Charlotte Fall AutoFair, Charlotte, NC—invitation to car show on 19th

NEW: October 19—Visit to The Hills of Cumberland Village, 3215 Wise Creek Lane, Aiken, 10 am-noon. Meet in Ollie's parking lot (same as Rose's, but other end behind Waffle House) at 9:30, ready to leave at 9:45. Will have ice cream treat for residents...contact Lew Fierke (lfierke2@bellsouth.net or cell 803/998-6713) to volunteer or for more info.

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

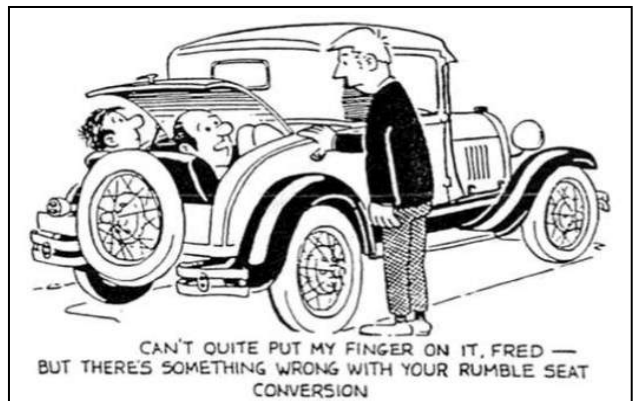
October 6-10—2019 MAFCA National Tour, Canyonlands. Travel with us through Southwestern Utah and Northeastern Arizona. We will visit several national parks and national monuments during this "Hub and Spoke" style tour based out of Kanab, Utah. Visit the MAFCA website for more information. (www.MAFCA.com/)

October 9-12—AACA Eastern Fall National Meet- Hershey Region - Hershey, PA. Since 1955, the Eastern Division AACA (Antique Automobile Club of America) National Fall Meet takes place each year during the 1st full week in October. Hershey is considered one of the largest antique automobile shows and flea markets in the United States.



OCTOBER BIRTHDAYS

- 2—Linda Srednicki
- 6—Bill Cox
- 8—Jim McPherson
- 11—Dolores Cerefin
- 18—Connie Martini
- 26—Pat Roberts
- 29—Tom Gormley



WELCOME TO OUR NEWEST MEMBERS!

Ron & Joanne Paul
381 Misty Morning Court
Aiken, SC 29805

The Pauls have a
'29 Roadster

Steve & Abbie Ethun
154 Woodstone Way
North Augusta, SC
29860

The Ethuns have a
'28 Closed Cab Pickup
and a '31 Tudor



Ron & Deborah Paul (Jr.)
118 Highgrove Court
Aiken, SC 29805

The Pauls have a
'31 Tudor