



Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

April 2019



*Yes, a member of Mr. Bunny's family has been spotted before.
In April 2009 (10 years ago!) his first cousin graced the cover of the Shade Tree A's newsletter. (See sidebar, page 2)*

Tuesday, April 2, 2019

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

By-laws discussion/vote
Nominating Committee formed

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WHO'S WHO IN AMA?

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Parade Coordinator	Tom Roberts	tjraiken@gmail.com
Photographer	Greg Jones	distagon2@aol.com



Here's my first cousin! He let me borrow his hat, cane (and car) for this year's cover shot. (I added the AMA logo on the door!)
 Guess the editor must think my family's cute (or something!)

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



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

Thoughts from President Rachel...

The weather is getting warmer and the calendar fuller with Model A activities. I hope that each of you is able to participate in some way.

During both the February and March club meetings, we had discussions about how we want the club to operate and how it should be run. This discussion grew out of a concern that the current term limits for officers, particularly that of the treasurer, could be detrimental to the club.

The treasurer's position is one that requires continuity. We have few bills to pay but the treasurer does have obligations for maintaining the bank records, depositing and recording dues and other income, maintaining records for our tax-exempt status, and filing our tax return. Once a person creates a system that works for him/her, rotating these tasks to others seems counterproductive.

Since the second year (during our first, we actually had multiple candidates) we have struggled to find members willing to serve as officers. There are probably several reasons and among them is that as a new small club, we have a limited pool of active members.

Officers should be selected because they have the skills, time, and desire to take on the duties of an office. An orchestra would not appoint a flautist to play the violin just because the person could read music and a newspaper wouldn't (I hope) hire a reporter just because he has a computer.

Term limits have their place, and in a large organization, can keep the membership engaged in the workings of the club by rotating members through the positions. But, they can also, especially in a small club, prevent someone who is doing a good job from continuing.

Another issue with the by-laws is that a vote for any change requires 30-day written notice. We started our discussion in February but because it's a short month, could not vote at the next meeting, hence the e-mailed notice last month that we will be voting April 2.

Out of the discussion at the past two meetings, we were reminded that at our organizational meeting in August 2014, we agreed that we wanted our club to be activity- and people-oriented and did not want to get bogged down by rules and regulations. While some regulations are needed as part of our tax-exempt status and MAFCA affiliation, we need to be careful not to let the tailpipe wag the car.

The By-laws are under the "Members-Only" page of the website or I can e-mail them at your request. Please plan to attend on April 2 and join in the discussion.

ELECTION OF OFFICERS

It's time for the nominating committee to put together a slate of officers for our fiscal year which begins July 1. If you would like to serve on the Board, please let V-P Charles know. Also, if asked to serve, if the duties match your skills, please consider accepting. There is nothing that prohibits a position being shared or the delegation of duties to others. Membership in MAFCA is a requirement.



March 5, 2019 Meeting Minutes

President, Rachel d'Entremont called the meeting to order. Guest Noel Cleveland of the Pacific Model A Club in Vancouver, British Columbia was introduced.

During officer reports our new Vice President, Charles Hilton, talked about attending the MARC Business Meeting in Richmond Hill, GA. He said compared to a National Meet it was pretty low key and unfortunately, the weather was not very cooperative.

Attendance of Aiken Model A members at Ken Jackson's funeral and George Gordon's funeral was discussed. Ken Jackson's family conveyed how appreciative they were of the club members attending the funeral as well as the club's support of Ken's Model A hobby. Everyone agreed it was very fitting that the Aiken Model A's attended George Gordon's graveside service and those that could drove Model A's, especially because whatever the club event was, George had always been there for the club.

The following upcoming events were discussed:

- March 9 – Tour to Shealy's BBQ with Shade Tree A's, Palmetto A's and Old 96
- March 24 – Benton House Car Display
- March 30 – Palmetto A's 24th Annual Picnic
- April 26 & 27 – Old 96 Swap Meet, Greenwood
- April 27 – ACTS Car Show
- May 4 – Aiken County Historical Museum Fundraiser
- May 18 - Magnolia Ridge Festival, Ridge Spring
- May 25 – Memorial Day Parade
- June 1 – Shade Tree A's Picnic with Live Oak A's at Magnolia Springs
- June 15 – Trenton Peach Festival Parade
- June 21 & 22 – Palmetto A's Swap Meet at Smith & Jones
- September 14 – International Model A Day Shade Tree A Tour
- October 5 – Aiken Model A's Picnic
- October 18 & 19 – Charlotte Auto Fair Display
- December 13 & 14 – Sage Valley Currier & Ives Christmas

(continued from page 3)

A revision to the Aiken Model A's by-laws was discussed. Because Article X, SECTION 1 of the by-laws requires "at least thirty days written or electronic notice is given of intention to alter, amend or repeal or to adopt new bylaws" the discussions were focused on how to amend/revise the by-laws and that a vote on what was discussed tonight would occur in the April Aiken Model A's meeting.

The membership in attendance was in agreement that term limits (Article VI, SECTION 3, in the by-laws) at the outset was a well-intended effort to encourage more participation in the club, but that it was not proving to be very practicable. This was especially true for the treasurer, as the treasurer would just learn his/her role and responsibilities and then would be voted out of office due to the term limits. Therefore, it was proposed and agreed by the membership in attendance to delete Article VI, SECTION 3, Term Limits, and renumber the remaining Article VI sections.

Because of the requirement for 30 days notice, a formal vote to approve deleting Article VI, Section 3, will not occur until the April meeting.

During the discussion on term limits it was also noted that requirement of Article X, SECTION 1 for 30 days notice was cumbersome in that often times during the year there are less than 30 days between Aiken Model A's meetings. It was also noted, that in this day and age, with email and text messaging it is much easier keeping the membership informed of proposed actions.

After a thorough discussion it was decided by the members in attendance that the Article X, SECTION 1 should be revised to read "fifteen days written or electronic notice." But because we are still working to the 30 day requirement, a formal vote will be taken during the April meeting.

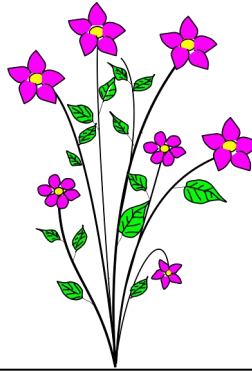
Noel Cleveland, a Model A friend of Eric & Dotti, gave a presentation on his club, the Pacific Model A's and the unique aspects of Canadian Model A Fords.

The meeting was adjourned.

Eric Shogren, Secretary



Eric and Noel hard at work in Guben's Garage. Eric tells us 'the block is a test block for when I first pour babbit bearings.'
(photo by Greg Jones)



The Aiken Model A's extend sincere condolences to our member Richard Buff. Richard's mother passed away recently.

AN APRIL OPPORTUNITY

AIKEN: ACTS CAR SHOW, April 27th

It's time for ACTS' (Aiken Churches Together Serving) 5th Annual Car Show. A family fun event and free for the public, there will be an array of classic and vintage cars. With food, entertainment, raffle drawings and prizes throughout the day, attendees will vote for their favorite entries and 1st, 2nd, and 3rd place winners will be recognized with a trophy. The Car Show supports the ACTS' Food program which serves low income families, working poor and senior adults who live on fixed incomes. Attendees are asked to donate non-perishable food items and/or make a financial contribution to support this mission.

FREE EVENT
 For the public
 Millbrook Baptist
 Aiken, SC

SAVE THE DATE

5TH ANNUAL
CAR SHOW
*A Drive Against Hunger,
 Come Ride With Us*

Fun for the Whole Family
 Food * Raffles * Prizes

Please bring Non-perishable
 food or Financial donation!

April 27, 2019 10 am - 2 pm

To become a vendor or enter a vehicle, contact us at 803.649.3800 or events@actsofaiken.org

Car Show Exhibitor Form

Exhibitor Car # _____	
Name _____	
Mailing Address _____	
Email _____	Phone _____
Show Car Make/Model _____	
Tag # _____	Color _____

SOUTHERN CUISINE.. WITH FRIENDS!



Tour to Shealy's BBQ

By Jim McPherson; photos by Sheila McPherson



The Aiken Model A Club invited area Model A Clubs to join them on a tour to eat lunch at Shealy's BBQ. The occasion was to introduce a fellow

Model A'er visiting from Vancouver, British Columbia, Noel Cleveland, to Southern BBQ and fried chicken.

It was an overcast Saturday morning (March 9) when members from the Aiken Model A's and the Shade Tree A's left Aiken, SC and headed to Batesburg-Leesville, SC.

Driving thru peach country, with the blooms just appearing, we ran into a thunderstorm. Rachel and Anna d'Entremont and Ken Bernacchi and Francis (all riding in their Model A Roadsters) got their early Saturday bath!



Palmetto A's. We soon found our way to the buffet, and like the sign said "pay your way to get in, eat your way out!"

Afterwards we took group pictures at a local church. (see below) In all, twenty-one Model A's and about forty members participated in the tour.



Upon arrival at Shealy's we were met by members from the Old 96 District Model A Club and the



Four clubs' vehicles: Shade Tree A's, Aiken Model A's, Old 96 District Model A's and Palmetto A's at Shealy's BBQ, Batesburg-Leesville, SC—March, 2019 (Shogren)



Tin Can Tourists in DeSoto Park, FL—December 1920

AUTOCAMPING—100 years ago

..by the “Tin Can Tourists”...

Long before today's #vanlife movement, another generation of travelers and wanderers who carried their houses around with them put down some roots, so to say, as the Tin Can Tourists, a group that celebrates 100 years of “autocamping” this year.



Washington, D.C., or vicinity circa 1920

Even after Ford's Model T put many Americans on the road starting in 1908, those roads remained unpaved messes, prompting Carl Fisher and other likeminded entrepreneurs to start instigating for paved highways criss-crossing the country. One of those, Fisher's Dixie Highway, connected the Midwest to Florida and made seasonal long-distance vacation travel possible for middle-class motorists.

“With the postwar drop-off in industrial production in the North, many laid-off workers still had a cushion of money and a Ford Model T,” according to the Tin Can Tourists website. “Instead of despairing, they decided, ‘Let's take a vacation.’ And they headed to Florida.”

The highway might have beckoned those travelers, but it didn't always provide for them. A one-way trip from Michigan to Florida could take two weeks or longer, and none of the amenities modern travelers rely on — the first motel didn't open until 1925, and they sure as heck didn't have roadside plazas with restrooms and chain restaurants — existed at the time.

Motorists of means had pioneered autocamping years before. (see “Four Vagabonds”, below) But these new “Tin Can” travelers weren't having coachbuilders outfit their Model Ts, and in many cases weren't living self-contained at all, preferring instead to pitch wherever they ended up for the night and roasting a can of beans (from a tin can, of course) over a campfire.

“There were at that time no worth-while highways or camps and the tourists after a hard day's drive of some forty or fifty miles often had to spend the night by the lonely roadside,” according to the Tin Can Tourists website: <https://tincantourists.com/>

(Excerpts from “Hemmings Daily”, shared by Daniel Strohl, March 2019)

..and by the “Four Vagabonds”

Between 1915 and 1924, **Henry Ford**, and his friends inventor Thomas Edison, tiremaker Harvey Firestone, and naturalist John Burroughs, calling themselves the **Four Vagabonds**, embarked on a series of summer camping trips.

The idea was initiated in 1914 when Ford and Burroughs visited Edison in Florida and toured the Everglades. The notion blossomed the next year when Ford, Edison and Firestone were in California for the Panama-Pacific Exposition. They visited Luther Burbank and then drove from Riverside to San Diego.

In 1916, Edison invited Ford, Burroughs and Harvey Firestone to journey through the New England Adirondacks and Green Mountains; Ford, however, was unable to join the group.

In 1918, Ford, Edison, Firestone, his son Harvey, Burroughs, and Robert DeLoach of the Armour Company, caravanned through the mountains of West Virginia, Tennessee, North Carolina and Virginia.

Subsequent trips were made in 1919 to the Adirondacks and New England; in 1920 to John Burroughs' home and cabin retreat into the Catskill Mountains; in 1921 to West

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(continued from page 6)

Virginia and northern Michigan; and in 1923 to northern Michigan. In 1924, the group journeyed to northern Michigan by train, gathered again at Henry and Clara Ford's Wayside Inn in Massachusetts, and visited President Coolidge at his home in Vermont.



The trips were well organized and equipped. There were several heavy passenger cars and vans to carry the travelers, household staff, and equipment; Ford Motor Company photographers also accompanied the group.

The 1919 trip (left) involved fifty vehicles, including two designed by Ford: a kitchen camping car with a gasoline stove and built-in icebox presided over by a cook and a heavy touring car mounted on a truck chassis with compartments for tents, cots, chairs, electric lights, etc.

On later trips, there was a huge, folding round table equipped with a lazy susan that seated twenty.



After 1924, the growing fame of the campers brought too much public attention and the trips were discontinued.

This photograph of Henry Ford (right) is also from their 1919 excursion, when the friends visited New York, Vermont, New Hampshire, Massachusetts, and Connecticut.

The next year, their wives would join, rendering the trips (according to this report!) decidedly more formal and less adventurous.

(From "<https://www.thehenryford.org/>)

Classic Car Display all makes & models welcome

Saturday 20 April 10AM - 3PM
at Aunt Sue's on Hwy 11
Pickens, SC

Sponsored by
Western Carolina's Model A Ford Club
Blue Grass Music
Aunt Sue's eating delights
Scenic Views
Craft Shops to browse

Polish up your favorite ride and come on down and join us
for fun times, kicking tires and good camaraderie
Bring a lawn chair, hammock, blanket or whatever

TINY TIPS

H

HORN LUBRICATION

Lubricating their horn is one item that some people overlook. There are two felt pads at the armature area of your horn. Put two (2) drops of 3-1 type oil on each felt oiler pad about two times a year and this will help keep your horn working. **DO NOT OVER OIL.**

Oil Felt Pads
Front

Submitted by Tony Topicz, Ohio Valley Region.
Illustrated by Dick Lewis, Lawrenceburg, Indiana



Eric Shogren

CANADIAN MODEL A FORDS



According to Wikipedia, the Ford Motor Company of Canada was not a subsidiary or a branch plant of Ford Motor Company – rather, it was a separate organization and had its own distinct group of shareholders. At its formation, Ford Motor Company was not a shareholder of Ford Canada, but its twelve founding shareholders directly held 51% of Ford Canada's shares, and Henry Ford himself owned 13% of the new company. The Company had gained all Ford patent rights and selling privileges to all parts of the British Empire, except Great Britain and Ireland. It eventually established and managed the following subsidiaries:

- Ford Motor Company of Southern Africa
- Ford India Private Limited
- Ford Motor Company of Australia
- Ford Motor Company of New Zealand

Therefore, Ford Motor Company of Canada built both left-hand and right-hand drive Model A's. The Vancouver, British Columbia, Assembly Plant was also a "disassembly" plant, which disassembled right hand drive cars, packing all the removed components into the interior of the car prior to shipment overseas.

However, over the years, Ford Motor Company in the U.S. acquired a majority share in Ford of Canada and the courts eventually required Ford Motor Company to take over Ford of Canada in 2006.

Canadian Model A engines were produced in the Windsor, Ontario plant. All Model A's produced in the United States have body production number on the frame cross member directly in front of the driver's seat. In the United States, this number starts with a letter or letters identifying the Assembly Plant followed by a production number. Canadian Model A's had a similar body production number.

The Canadian body production number starts with a number identifying the body style, a letter or letters identifying where the body was made and the a production number. My 1931 S/W Fordor body production number is 15F501. The 15 identifies it as a S/W Fordor, F identifies the body was made at the Rouge Plant in Detroit, MI, and the 501 is a production number.



The most noticeable difference in Canadian Model A's is the use of Robertson Head Screws or "square socket drive screws."

Ironically, Henry Ford tried to acquire the Robertson Screw company, but was unable to. Instead, he acquired the rights to another kind of socket screw invented by Henry F. Phillips. Had Ford acquired the rights to Robertson screws, we might all be using them today!

Other noticeable differences in most of the forging on a Canadian Model A frame will have a large "D" for Dominion Forge. Additionally, Canadian Model A's have forged rear motor mounts rather than the stamped steel rear mounts found on Model A's built in the U.S. The Canadian rear motor mounts look more like a small beam and are not as subject to cracking as the stamp steel ones.

- Other items were marked with either a Maple Leaf, a "C," or "Made In Canada. These parts include:
- Cutout switch on the generator – "C"
 - Starter switch – "C"
 - Coil – Maple Leaf
 - Champion 3X Spark Plugs with "Made in Canada"

Because Canadian Model A's and U.S. Model A's are essentially identical, these markings were used to allow Customs officials at the border to readily identify the country of origin for a car crossing the border.

Additionally, Canadian Model A's all came with tools identical to the tools that came on cars made in the U.S., but they had "Made In Canada" on them. Also, the tool pouch had cloth ties to hold it closed instead of snaps as they did in the U.S.

Since Ford of Canada had all the Ford patent rights, parts are completely interchangeable between Canadian and U.S. Model As.

Next time you're around my 1931 S/W Fordor, see how many differences you can identify!





Jim McPherson

TECH TIPS...

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

By Jim McPherson

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.

Like many things, a catastrophic failure is usually easily spotted. But try locating a slow drain on your Model A battery. When this happens, many of us grab our ohm meter to locate the problem. But an ohm meter may be too sensitive to locate the problem. The answer to locating the problem may be the simple light bulb.



If your Model A has a six volt electrical system, then use a six volt light bulb. And if it has been converted to twelve volts, use a twelve volt light bulb. Disconnect the active battery cable (in the case of a positive ground system, the negative side is the active side) from the battery terminal and connect the appropriate light bulb between the active cable and the battery terminal. If the bulb glows, or burns brightly, there is an electrical drain or open circuit (short to ground). A dim glow indicates a smaller short, while a bright glow indicates a larger short.

Now, disconnect each circuit one at a time. When the light goes out, you have located the problem circuit. Make the necessary repair(s), reconnect the wire(s) and test again. No glow from the light bulb means you have repaired the electrical short. I like to totally disconnect all wires from the battery, then add them back into the circuit one at a time to locate the short. The most common places for shorts to occur are the headlamp connections, the stop light switch, especially the 1928-29 style, and the horn.

A PROBLEM—AND SOLUTION



It was Saturday, March 2, and these five "A's" from AMA were on their way to Augusta for the Gordon funeral and celebration of life.

The driver of the middle "A", Brian d'Entremont, developed an overheating problem and was able to park his car at a store along the way and 'hitch' a ride to Augusta.

Later, visiting Canadian Noel Cleveland came up with this fix for Brian's radiator, and Eric shared it with us:

Below is a picture looking into Brian's radiator. The baffle prevents water flowing into the radiator from getting to the overflow line (tube in the center). The normal flow into the radiator without a baffle will go over the top of the overflow. This results in losing water and eventually overheating. Now with this baffle the flow of water into the radiator is directed back down into the radiator and away from the overflow.

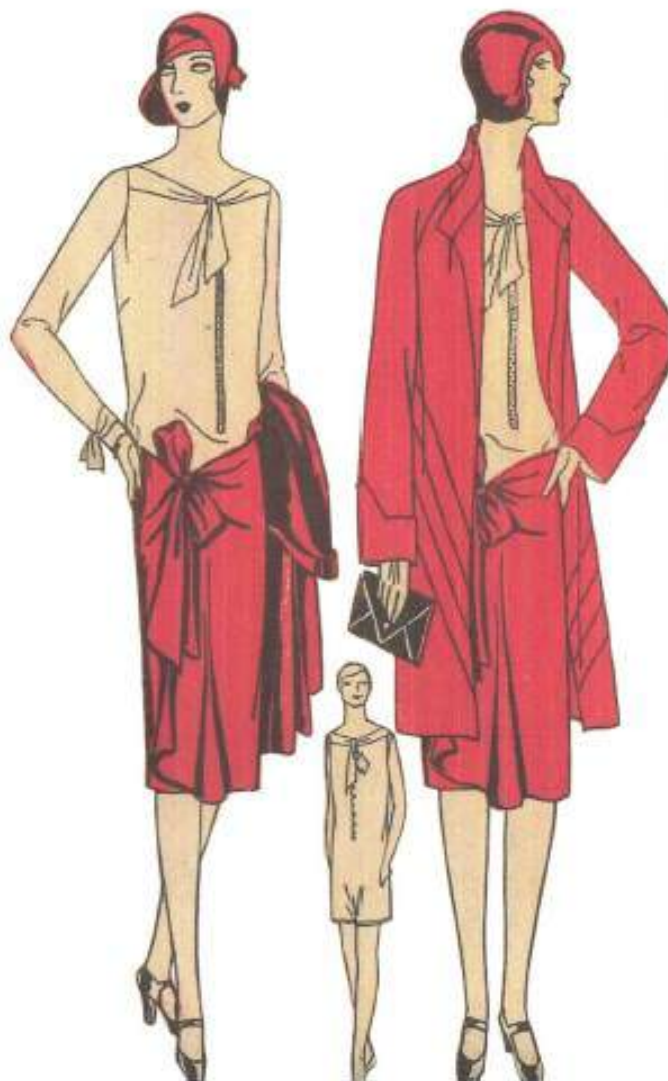




THE MODEL A YEARS: FASHIONS

A CULOTTE-BLOUSE AND A CAPE-FROCK ENSEMBLE

By Lois Przywitowski



While researching magazines, catalogs and pattern fliers, I stumbled upon a picture of a Culotte-Blouse and a Cape-Frock pattern. When I think of culottes, I think of split skirts, clearly not the case here, and I still am not sure how the term culotte applies to this pattern.

This frock is a combined blouse and step-in with a one-piece tie-around skirt. The step-in bodice fastens by way of a slide, rather than the normal snaps of the era. Slide was the term for zipper in the Model A era. Slides were mainly used for galoshes and were not normally used in clothing until after the era.

Butterick recommended using satin crepe for the blouse and contrasting satin crepe for the skirt. The instructions for the slide fastener were included in the pattern.

For the cape, they suggested satin crepe, or plain or novelty weave wool coatings, or ribbed silks.

A Culotte-Blouse and a Cape-Frock,
Pattern Numbers 2526 & 2518
Butterick Fashions, April 1929

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MONTHLY AMA HAPPENINGS

First Saturday Breakfast—April 6, May 4....Masonic Lodge, Aiken. (see page 2 for address)

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

OUR REGIONAL HAPPENINGS

April 4-7—Charlotte Spring AutoFair, Charlotte, NC

April 20—Aunt Sue's Classic Car Displays, Hwy 11, Pickens, SC—10 am-3 pm—hosted by Western Carolinas Model A's

April 26-27—Swap Meet, Greenwood, SC—hosted by the Old 96 District Model A Club

April 27—ACTS car show, Millbrook Baptist parking lot, Aiken, 10 am—2 pm

May 4—Model A Display, Aiken County Historic Museum Fundraiser, Aiken

May 4—Johnston Peach Festival parade, 10 am

May 18—Magnolia Ridge Antique & Arts Festival, Ridge Spring, SC, 10 am--2 pm

May 25—Aiken Memorial Day Parade, Aiken, 11 am

June 1—STA & Live Oak A's Picnic, Magnolia Springs State Park, GA

June 15—Trenton Peach Festival Parade

June 21-22—All Model A & Model T Swap Meet/Peoples' Choice, Smith & Jones, Columbia—hosted by Palmetto A's

September 14—3rd Annual International Model A Day Tour & Poker Run—hosted by Shade Tree A's

October 5—Aiken Model A's 5th Birthday Picnic, Odell Weeks Park

October 17-19—Charlotte Fall AutoFair, Charlotte, NC—invitation to car show on 19th; see minutes, page 4

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



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. Registration is now open. 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.



APRIL BIRTHDAYS

3-Pam Crosby
 9-Jim Hedges
 10-Theresa McMullin
 17-Brian D'Entremont

What topic(s) would YOU like to see covered in our monthly business meetings? Simply let Rachel know (rachel@dentremont.us); we'll see what we can do!