



Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

February 2019



Happy Valentine's Day!

Tuesday, February 5, 2019

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

The technical part of our meeting will be
of interest to us all:

Larry Shirley (see page 3) will be talking about the
history of automotive paint.

Come hear him—perhaps get some ideas about how
to give YOUR "A" a facelift!

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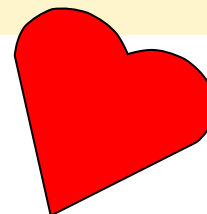
Club Postal Address: P. O. Box 992, Aiken, SC 29802
 Email: aikenmodelas@gmail.com Website: www.aikenas.org

THE REST OF THE STORY.....



The Model A mail truck on our February cover first appeared on the cover of MAFCA's *The Restorer* magazine (November/December issue) way back in 1991. It was drawn by MAFCA member Fred L. Henley; the truck belonged to Mitch Stenzler.

I've modified it a bit so the postman is delivering Valentines.....



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...

I hope that 2019 is off to being a good year for all.

Our first event of the year, our January 12th road trip to Blackville, was declared a success by many. We had folks from STA and Palmetto A's, some who drove with us from Aiken and others who met us there for lunch. The chilly temperatures caused more than half to forgo the Model A's in favor of their heated modern cars, but we still had 9 or 10 Model A's. Miller's Bread Basket provided a large room where the entire group of 30 or so gathered. It turned out to be a great place for this event.

I am unaware of any "roadside technical seminars" which is a blessing considering the cold wind!

More than a few folks said that they had a great time and suggested we do these short trips more often. It was even suggested that we do more road trips in lieu of the monthly business meetings...something to discuss at the next meeting.

Speaking of road trips in the cold weather, as the operator of an open Roadster, I can't say enough for silk long undergarments!



A little about...

Larry Shirley



Larry Shirley has always been surrounded by the automotive industry because he grew up in a family who built, painted, and drove Hot Rods. His father was a custom painter whose skills included hand striping and lettering. When Larry was 13, he started automotive body work, and soon after learned how to paint cars. It was at this point in his life Larry developed his hard-working mentality and a true passion for the industry.

Larry will be at our February 5 business meeting, and has agreed to talk with us about the history of automotive paint.

Come hear him!

Here are two 'vintage' Valentines I found on the Internet. (car-related, of course!)



CLUB ACTIVITIES



Destination: Blackville, SC and Miller's Bread Basket

Finally! Saturday, January 12 was COLD, but it was sunny and dry, and our outing to Blackville, SC and planned lunch at Miller's Bread Basket was a **GO!** No rain!!!

Folks from Augusta's Shade Tree A's joined us, and at Blackville, we met fellow "A-ers" from the Palmetto A's in Columbia. There were nearly thirty of us who enjoyed the Amish-Mennonite cafeteria-style lunch bar of vegetables, meats and casseroles, made-to-order salads and yummy homemade bread. I even saw a couple of whole pies being taken home for further enjoyment!



Photos by Greg Jones, Rachel d'Entremont, Pat Roberts
(more on our website: www.aikenas.org)





HOW TO READ THOSE ADS!



Official Car Advertisement Conversion Chart How to Interpret Model A Ford Ads *By Model A Garage Inc.*

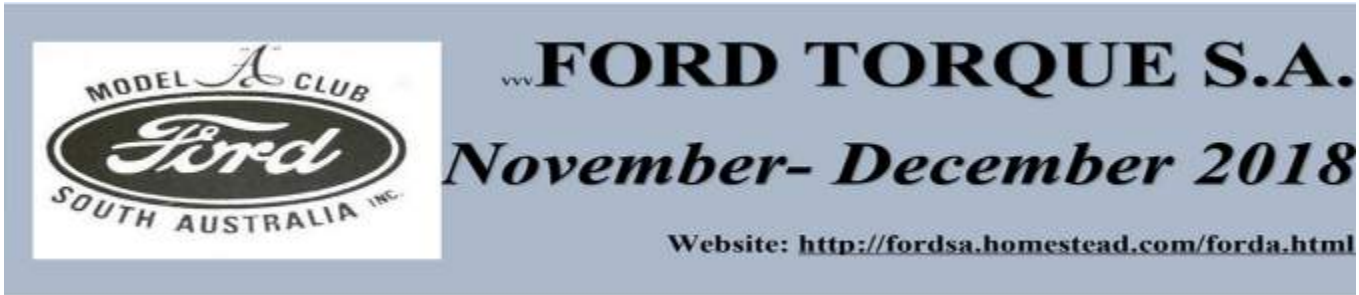
IF IT SAYS:

Rare model
Older restoration
Needs engine work
Uses no oil
No visible rust
Rough
One owner
No time to complete
Needs interior
Rebuilt engine
May run
Low mileage
Many new parts
29 coats of paint
Clean
Always driven slowly
Prize winner
Stored 25 years
Real show stopper
Easy restoration
Secure Storage
Top good
Good investment

IT REALLY MEANS:

Did not sell well when new
Painted with a paint brush
Squirrels have hidden acorns in it
Just throws it out
It is covered with body putty
It's too bad to lie about
No one will buy it
Can't find parts anywhere
There are some seat springs in a bag somewhere
Has new spark plugs
May not
Third time around
Still needs more
Needed that much to cover all the rust
Except for the dirt
The best that it will do
3 worst of class trophies
In a chicken coop
Sticks out like a sore thumb
It is in 6-bushel baskets
Tree growing through it
Only leaks when it rains
Can't depreciate any more

KIWIS, OZ AND MODEL A'S!



It's been a number of years now since Tom and I travelled (twice!) to Australia. While there on our first trip, we spent a wonderful day with Glen Williams and his wife Colleen of Gawler, South Australia (SA), not far from Adelaide. (We toured places near their home, and Tom drove Glen's 'right-hand drive "A" on the 'wrong side of the road'!)

We're still in touch with the Williamses, and Glen is the webmaster for the Model A Ford Club of South Australia. In the November-December 2018 issue of the *Ford Torque S.A.* newsletter, I found this letter to the editor. It's from a "Kiwi" (New Zealander) couple, Murray and Anne Ashby, who had recently visited Australia ("Oz") to see their new granddaughter. While there, they attended the monthly South Australia Model A Club meeting, and they share:

We learned a number of important things. A New Zealander who had intended taking his own Model A to SA decided not to because of the (new?) asbestos regulations. The powers that be have concern that with older cars, there may be asbestos in the brake and clutch linings, so for imported cars (even temporarily), an inspection is warranted. The worst-case scenario may be that the car is dismantled by authorities on the wharf to check these components, and maybe one could be left with the re-assembly, for which one may not be prepared. (Put **that** in the too hard-basket!)

The other thing I learned was the "Historic Register 90-Day Law". Here in NZ, we can use our Classic Cars just as we do our modern vehicles, but the rules in Australia are not the same—indeed, they can vary from state to state.

In SA one is allowed to drive one's Historic Registered car on 90 days in a calendar year (July to June, I believe). A logbook is kept and signed each day of use and is signed off by Club Officials at the end of the year. It appears to be diligently policed, as everyone with whom I spoke would never dare to leave home without it and without having signed their logbook.

Other (Australian) States have different legislation, but my understanding is that in some states one must apply in advance for permission for a trip, and maintain the route chosen without deviation. So, I could not get up one morning, see a nice day outside, give a friend a call and suggest a picnic, unless it had been pre-arranged and documented. I think I shall stay here!

Visit Glen's website at:
<http://fordsa.homestead.com/FordA.html>.
 He'll be glad to 'meet' you!

You'll like this....!!





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.

To keep your Model A on the road, you need a good set of points. It is generally accepted that the foreign-made points are of inferior quality, or as Henry Ford called non-Ford authorized parts, "gyp parts". Ford Motor Company hasn't manufactured points for the Model A in some years.

Now Standard and Elgin (supplied by NAPA), both respected brands, are having manufacturing problems with their Model A points. The moveable point arm is too long. When assembled on the upper distributor plate, the contact point overlaps the other half of the points on the point block by one-half the diameter of the points.

Bratton's also supplies these points, and is aware of the problem. Their solution is to enlarge the hole securing the point block to the upper plate to align the points. And to those of you using modern points (Ford points from 1957 to the early 1970's), the manufacturing of those points has ceased. So if you are using them, you might want to stock up before the current supply is sold out.



And, from Jim Cannon, MAFCA Technical Director:

Radiator Hoses – Hard to Get On, Hard to Get Off!

For many years I had a hard time getting new radiator hoses on the engine to seal well. I would tighten the hose clamps to what I thought was reasonable, and they still seeped a bit of coolant. And years later, when I needed to remove the hoses, they seemed to be glued to the metal parts and I had to pry them off—or cut them off.

A Master Mechanic shared his secret with me years ago. Apply a very thin coating of a specialized gasket dressing called "Hylomar AF" to the inside of the new hoses where they will contact the metal just before installing them. Install and rotate each hose back and forth, to spread the sealant out evenly. Now tighten hose clamps and you are done. It will not seep or leak. And years later, when you need to remove the hose, it will come right off!

I get the Hylomar AF (Advanced Formulation) – originally developed by Rolls Royce for their jet engines – from an industrial supply place near me called W. W. Grainger. It's also available on Amazon and other places on the internet. Compare prices, because some places price it like it's gold!



There are several variants of Hylomar. You don't want the original "Hylomar Universal Blue" or the "Racing Formula". The Hylomar AF works best for our application. I also put a little on my oil drain plug threads, on the transmission and differential drain plugs, etc., to stop the drips. It gives a good seal but never hardens, so it's easy to take it apart later.



SERVICE STATION ATTIRE IN THE MODEL A ERA

In the early days of the automobile, getting gas for the horseless carriage was no small feat. Dispensing gasoline evolved from bulk depots on the outskirts of towns, often requiring three people to fill the tank, to curbside pumps. As the popularity of the motor car increased and technology allowed larger quantities of fuel to be refined from the same amount of petroleum, merchants of all stripes, from bicycle shops, general stores, garages, and automotive dealers, installed gas pumps in front of their establishments. By 1920 approximately 15,000 gas stations were located in the US. They were rudimentary at best, some little more than shacks, with advertisements littering their walls and the roads leading to them. They were considered by many to be an eyesore, and even worse, there was little confidence in the product they offered.

Major oil companies took note and began to standardize their stations, making them visually appealing to the motorist. Not only did the station need to look good, the service employees needed to project honesty, integrity, reliability, and quality. What better way to do that than through the clothing they wore?



Ford Service Bulletins emphasized service, shop cleanliness, and the appearance of the employees. The illustration to the left, from the July 1928 Bulletin, shows the serviceman in a shop coat, with the Ford Logo, shoes polished, and cap in hand.



Left: This mechanic also wears a shop coat..and a cap. The shop coats were designed to promote ease of movement through the pleats in the coat.
Ford Service Bulletin, August 1928.



Above, this advertisement from the April 1930 issue of the *Country Gentleman* shows the attendant wearing jodhpurs, a matching button down waist length jacket, and either boots or shoes with shin guards.

Right: This advertisement for the "new Ford" shows a man getting directions from the attendant. The attendant is wearing a five-button vest with matching trousers, a long sleeved shirt and cap.



This April 1931 *Saturday Evening Post* advertisement shows the attendant in a long sleeved shirt, with a crisp, black bow tie. Both his hat and shirt bear the Texaco emblem.

..from a MAFCA Era Fashions article by Lois Przywitowski, March 2011.
Source: Witzel, Michael Karl, *The American Gas Station*, Motorbooks International, 1992



FORD TRIVIA: HENRY FORD'S ACCIDENTAL GARAGE DOOR

Henry Ford might have passed away in obscurity had it not been for a neighbor who was generous enough not only to give up his rights to a coal shed, but to help remodel it to the inventor's convenience as well. In 1896, Ford had been experimenting at home with a primitive gasoline engine, which he placed in the kitchen sink. Wires ran from a ceiling light to the spark plug. While his wife, Clara, regulated the gas flow, Henry spun the flywheel, and the engine erupted into a cacophonous 30-second performance.

But Ford needed more room to work on his larger, two-cylinder engine. Some of the neighbors complained about the industrial-sized racket coming from Ford's kitchen. Not Felix Julien. Julien, who shared the use of a nearby shed with Ford, was so supportive that he cleared the coal and wood from his side and helped Ford take down the wall that separated the two halves so the inventor could spread out his tools and jumble of parts. Here Henry set up his workshop and began construction of the chassis and body of his machine. On many nights after Clara and 3-year-old Edsel had gone to bed, Julien stood by and offered the weary Ford encouragement. (Ford had a day job as chief engineer at Detroit's Edison Illuminating Co.)



58 Bagley Avenue, Detroit, MI

(Clara was very good at keeping a secret—when friends visited, she'd make frequent trips out to the shed to check her husband's progress, only to return and tantalize her guests with "Henry is making something, and maybe some day I'll tell you!")

About 2 a.m. on June 4, 1896, the machine was completed, ready for its test run. And then Ford ran into what seemed an insurmountable obstacle: the car was too big to go through the door! Henry had tended to disregard that what was built within had eventually to be taken out. Sounds of steel striking stone drew the neighbors from their beds and into the night. The noise and puffs of powdered mortar were coming from the coal shed behind No. 58 Bagley Avenue as bricks from the outer wall tumbled to the ground. Soon they could make out the figure of young Henry Ford, and coming through the door he had just widened with his hammer, a fragile-looking vehicle with four bicycle wheels, a horn made from a doorbell, and a tiller steering wheel. They had just glimpsed Ford's first automobile, the Quadricycle.

Ford was well-pleased with his first test run—then his immediate concern was to repair the jagged hole in the wall. He got two bricklayers from the Edison Plant to hurry over to quickly restore the damage. When landlord William Wreford arrived to collect the \$25 June rent and saw the broken wall, he was furious. But then he laid eyes on the 'automobile' and was delighted. Rather than make Ford pay for the damage, Wreford insisted on enlarging the opening at his own expense so the vehicle could pass through more easily. (Ford later insisted the result was 'America's first garage door') History is unlikely to honor Julien or Wreford much, but they are, along with Ford, the fathers of the American garage.



The vehicle first appeared with the engine encased in a box at the rear, but Ford modified the vehicle several times within the next six months. He sold his first Quadricycle for \$200 in 1896 to Charles Ainsley. He later built two more Quadricycles: one in 1899, and another in 1901. (According to Ford Museum records, he eventually bought his first one back for \$60.)

—compiled from "The Cars That Henry Ford Built" by Beverly Rae Kimes and "GARAGE" by Eric Calonius, *Fortune* magazine, March 4, 1996.



MODEL A'S, HERE 'N THERE...



ALONG THE WAY.....



Another chapter in that old story!

A story to tell, indeed, but we don't know what it is.

Coming home to Aiken from North Augusta, we encountered this truck in the middle of Highway 1.

Where did it come from? Where was it going?



MAFFI Newsletter Minute

January 2019

"Happy New Year from the Board of Trustees at MAFFI! We hope you had a great 2018. Reflecting back, we are very pleased with the progress and additions made to the museum over the course of the year. During 2018, through donations, we added 10 vehicles and an elaborate tool display to our collection. In addition, 3 vehicles were placed on loan to the museum. We have a partnership with NATMUS in Auburn, Indiana in which 4 Model A vehicles and a cutaway chassis are on display in a vintage gas station environment. Our balance sheet improved and we remain debt free. Model A Day at The Gilmore saw the largest attendance to date and we were grateful to have Tim Kelly's Town Car and Town Car Delivery collection on display.

For 2019 we are working on a new theme for our annual Model A Day at The Gilmore. We also plan to have new displays completed in our showroom and service garage as well as an educational display showing the inner workings of a Model A chassis. Thanks to all that made 2018 such a success and help support the museum as we jump into the New Year!

Editor's Note: Did you know that the President of MAFFI (Model A Ford Foundation, Inc.) is John Begg from South Carolina? John's from Columbia, and he's been at our last two picnics at Odell Weeks.

Today, the Gilmore Car Museum, (just twenty minutes from I-94 and US-131, located midway between Detroit and Chicago and a short drive from Kalamazoo, Grand Rapids, Battle Creek, and Lansing, Michigan) is North America's largest auto museum with nearly 400 vehicles on display and over 189,000 square feet of exhibit space. The Museum's 90-acre Historic Campus features numerous vintage structures including a restored and fully-functioning 1941 Silk City Diner, a recreated 1930s Shell Station, six onsite Partner Museums, and so much more. It's a great vacation destination—perhaps combine it with a visit to the Henry Ford Museum and Greenfield Village in Detroit. Visit <https://www.gilmorecarmuseum.org/about/> for more information.

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TINY TIPS

INSTALLING SPRING SHACKLE BUSHINGS

Getting those new shackle bushings installed can be a puzzle. They can be pressed in, but the prospect of removing the spring and perch bolts to take them into a shop isn't too appealing. Buy a piece or 1/2" NC threaded steel rod about a foot long, with nuts and several flat washers. Put a nut and washer on one end, and insert it through the perch and bushing. Apply a little grease to help it slide in. Put two washers and another nut on the other end, and begin closing it up. Watch to see that the bushing doesn't get "cocked" when it first starts into the perch. Continue to turn the nut until the bushing is in place.

Submitted by Rusty Houdaille, Pasadena, CA

This space available for YOUR ad!
Simply contact us at
patroberts1176@gmail.com
or
Aikenmodelas@gmail.com



DOWN THE ROAD.....



MONTHLY AMA HAPPENINGS

First Saturday Breakfast—February 2, March 2....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, also)

OUR CALENDAR

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

OTHER UPCOMING OPPORTUNITIES

February 28-March 2 For **MARC** (Model A Restorers Club) members—The 2019 MARC Membership Meet will be held in Richmond Hill, GA and Savannah, GA.

March 3-7—AACA (Antique Automobile Club of America) Regional Tour, “Southern Model T and Model A Tour” in Savannah, GA. Email Lee Froehle at jfla67@aol.com for tour details, registration form and hotel information.

March 23—Picnic in the Park, Saluda Shoals Park, Lexington, SC—hosted by the Palmetto A's of Columbia, SC

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

June 21-22—Palmetto A's Swap Meet, Columbia, SC

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,



Love is letting her drive your Model A!

(from Glen Williams' South Australia website, <http://fordsa.homestead.com/cartoons.html>)



FEBRUARY BIRTHDAYS

- 9—Biz Mann
- 17—George Gordon
- 24—Craig McMullin
- 28—Susan Buff
- 28—Rachel d'Entremont



I **hope** I can safely say that this is NOT a location in South Carolina!!

..from "On the Road with MAFCA January 2019

