



Newsletter of the Aiken Model A's

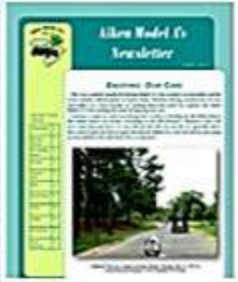
Aiken, SC

A New Chapter in an Old Story

January 2019



Remember these?
and 30 more...
(but who's counting???)



She does!



..photo by Sheila

Thanks,
Dotti!

..see page 2

WELCOME TO OUR NEWEST MEMBERS!

Grant and Sue Cassem
6185 Township Road
Aiken, SC 29807



The Cassems have a '29 Roadster PU and a '28 Tudor.



There won't be an 'official' business meeting in January. (Our meeting date was New Year's Day.) Instead, we're planning a **January 12** road trip to Blackville, with a meal at Miller's Bread Basket. (Page 12) We'll have our meeting then!

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WHO'S WHO IN AMA?

BOD/STAFF	NAME	EMAIL
President	Rachel d'Entremont	rachel@dentremont.us
Vice President	Brian d'Entremont	brian@dentremont.us
Secretary	Eric Shogren	ericshogren@gforcecable.com
Treasurer	Ed Mann	eddie29803@att.net
Director at Large	Ken Bernacchi	jlg42056@aol.com
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



Now you know why we 'needed your picture', Dotti! We'd like to thank you for the **HOURS** and **HOURS** of work you've spent making our AMA Newsletter noteworthy each and every month for the past 49 months! I have big 'shoes to fill'; a heavy 'baton' to carry - wish me luck! Again, thanks!

I'm Pat Roberts, and I've volunteered to be your AMA newsletter editor for 2019.

Please feel free to send submissions, ideas, etc. to me by the **15th** of each month:

aikenmodelas@gmail.com
 or
patroberts1176@gmail.com



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...

It seems that this December was not the best for Model A's in Aiken! A rained-out Graniteville parade, a cold damp Aiken parade, a cancelled Sage Valley event (rain again) and a semi-dreary day for the rescheduled Graniteville parade. Thank you to those who made it to the Aiken and the rescheduled Graniteville parades; we had six cars for Aiken and seven for Graniteville. Hopefully January will be bright and sunny for our January 12th trip to Blackville (which will also be our January club meeting).

I want to thank Dotti for several years as our newsletter editor. It's takes a lot of time and energy. Thanks for keeping the club informed.

And, thank you to Pat for offering to take on the job of editor for 2019.

Merry Christmas and good wishes for 2019!



December 4, 2018 Meeting Minutes

President, Rachel d'Entremont called the meeting to order. The following guests were introduced: Larry and Venera Shirley, Grant Cassem, and Jeff.

Rachel also announced that Pat Roberts had very graciously volunteered to be the Aiken Model A's Newsletter Editor for a year.

Rachel provided a status of our filings with the IRS.

The use of First Presbyterian as our Aiken Model A's meeting place was discussed. Apparently, there had been a miscommunication between the church and the AMA members we arranged for the club to meet there. The church has since clarified that there is no rent for use of the room the club meets in, but donations are accepted. Furthermore, there is no prescribed donation amount and it's really what the club can afford. The club had made a total donation of \$100 to date. So as one club member who is also a First Presbyterian congregant observed, "we're covered for a while."

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

(continued, next column)

A January 2019 "touring" opportunity was discussed. After a good discussion the membership decided to tour to Miller's Bread Basket in Blackville, SC for lunch on Saturday January 12th. The plan is depart from First Presbyterian at 11:00 am. There was also discussion of reaching out to other Southeast Model A clubs and invite them to join us for lunch.

The following upcoming events were discussed:

- December 14: Sage Valley, departing Rose's parking lot at 5:00 pm.
- December 15: The rescheduled Graniteville Christmas Parade.
- December 22: Everyone is invited to a Christmas Party at Vance Coulthard's
- January 12: Tour to Miller's Bread Basket in Blackville, SC, departing First Presbyterian at 11 am

Because the first Tuesday in January is New Years Day, the membership decided not to hold a meeting that day, but to conduct any business that may be necessary at lunch in Blackville on January 12th.

It was also noted that the Model A Ford Foundation, Inc. (MAFFI) was soliciting donations to support the Model A Ford Museum at the Gilmore Car Museum in Hickory Corners, Michigan. The Pomona Model A's were also soliciting donations for the MAFFCA Annual Meeting they were hosting.

With the recent challenge of getting the club's taxes Sorted, the decision was made to start development of a club procedures manual. Rachel and the board would undertake its development.

For the technical part of the meeting Brian d'Entremont provided an excellent discussion of how Model A Zenith carburetors work as well as the rig Brian made to flow test the individual jets. Carburetor jets are designed to spray gasoline in specified amounts; too little, the engine runs lean; too much, and the engine runs rich. The test rig Brian built is used to measure the specific flow out of each of the carburetor jets. If the jets do not flow in the proper range, then Brian discussed how the jets can be soldered closed and jewelers drills used to size them correctly. All of this information is available at www.Model-A.org.



The meeting was adjourned.

Eric Shogren, Secretary

CLUB ACTIVITIES



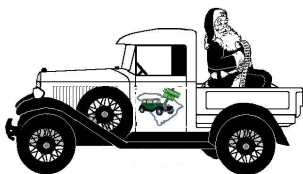
AIKEN JAYCEES PARADE

Weather-wise, Sunday, December 9th wasn't a very good parade day. It had rained almost continuously for more than two days; the temperature was frigid. Nevertheless, the intrepid Aiken A's came through - with 6 cars! Three were Roberts' cars (truck, coupe, van - with 3 generations of Roberts drivers). Vance was in his new truck, complete with Christmas tree, Eric drove his sedan, and Rachel and Brian travelled in Rachel's roadster.

Adding to the excitement (?) of the day was the coupe's carburetor problem. Brian delivered the necessary part, Eric was able to work his 'magic, (frozen fingers and all) and we were on our way! Just another 'roadside seminar'!!



Of the more than 90 registered entries in this parade, it was estimated that less than 50% showed up for the parade--the crowd was about a quarter of its usual size. Those who lined the route, however, were happy to hear our "a-hoogas"!





CLUB ACTIVITIES

GRANITEVILLE PARADE

Finally! Saturday, December 15, proved to be a day whose rain cleared just in time for the rescheduled GVW (Graniteville/ Vaucluse/Warrenville) parade!

Seven of our cars were in line for the 3 o'clock festivities, all decorated for the holidays.

Rachel took these pictures--see the cars and folks **YOU** can ID!





MAFCA TECHNICAL TIPS



MAFCA's "The Flying Quail"

The "Flying Quail" e-mail is produced by the Model A Ford Club of America and is edited by Garth Shreading. To have your chapter's activities posted or if you have an interesting Model A story, thought or tip you'd like to share, please email Garth at modelagarth@yahoo.com. Subtitled "MAFCA On the Go" and "Our Monthly Members Update", this a fun- and fact-filled mailing. You'll be updated on happenings in the World of MAFCA, upcoming tours and meets, store items, technical tips like these, and more.

These two tech tips are from Jim Cannon, MAFCA's Technical Director, and are shared with permission.

MAFCA also wants to know: **Are You Getting Everything?** Did you know your membership in MAFCA includes a free copy of the digital *The Restorer Magazine*? If you are not receiving it, send an email to info@mafca.com. In

Care of Nickel Plating

If you have a 1928 or '29 Model A, and it has nickel plating (as original), you may have noticed that the nickel is a bit more work to maintain than chrome. Don't let it go too long or you will have a hard time getting the finish back.



The best cleaner that I have found for nickel is a polishing paste in a tube of Germany called "Happich Simichrome Polish". It also does a great job on chrome. Apply it with a clean cloth, work it in and clean the metal well, then polish with a microfiber cloth. Not only does it polish, it leaves a protective film on the metal to keep it looking nice longer.

Most of our Model A parts suppliers, such as Bratton's, Snyder's, and Mac's, sell it. Check with your favorite parts guys.

(also Wal-Mart and Amazon!)

Jim

(from December 2018's "The Flying Quail")

Winter Storage of the Model A

Not all of us are lucky enough to be able to drive their Model A in the winter. I've been asked for tips on how to store the car for a few months.

Keeping the cooling system full of antifreeze that is strong enough for your expected winter temperatures is a good place to start. This is better than draining the cooling system, because all of the moisture in the block after you drain it will cause a lot of rust in the block over the winter. Then the rust goes into your coolant next spring.

It is best to change the engine oil last thing before storing it. Bring it into the storage area after driving for at least 20 minutes, to get the oil good and hot, and drain it hot right where you plan to park the car for the winter. Refill with fresh oil and you will be ready to go next spring!

If you have an unheated garage, I recommend you remove the battery from the car and store it inside for the winter. Either keep a battery tender on it while in storage or connect a battery charger to it once a month for a few hours to top it back up.

If you choose to leave the battery in the car, disconnect the ground strap or open any battery cutoff switch that you have, to avoid any parasitic drain over the winter. Put a charger on it once a month.

If you have 4 jack stands, put the car up on them to take the weight of the car off of the tires. Our tires will develop flat spots if they sit in one spot for a long time. The flat spots will eventually work out as you drive next year, but why not prevent them?

While the car is up on stands for the winter, you can adjust the brakes, grease the chassis, check under the car for good electrical connections, and check the status of all of your cotter pins under there. Adjust the clutch pedal.

Take care of little things that you noticed needed attention while driving last season. Then you can start the spring driving season with a great Model A Day!

Jim

(from November 2018's "The Flying Quail")





Eric Shogren

FROM OUR MEMBERS....

SHOP NOTES: How to Rivet a Headlight T-Bar

Headlights rings and lens are held on with a little spring load latch called a T-Bar. The challenge is the latch is riveted onto a bracket that extends below the headlight ring. This rivet goes in about a 1/4 inch gap between the headlight ring and the T-Bar (my index finger is pointing at the rivet). I had just paid good money for a pair of beautiful Nickel plated headlight rings and was afraid of marring the finish. I needed to get something under the rivet head, hold the headlight ring and spread the bottom of the rivet with a rivet punch. Here is my solution. A steel plate in the vise to go under the rivet head and a wood workers clamp to balance the headlight ring. I did not clamp the ring in the clamp. Doing that may have damaged the headlight ring. But it balanced there just fine. The shop rag was to cover the threaded rod of the clamp; again protecting the finish of the headlight ring.

It worked like a champ!



Jim McPherson

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

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'ers and personal experiences.

Many of you may remember that I didn't think vapor lock actually occurs with our Model A's. On the theoretical side, I do know that it **can** happen, I just don't think it does in our Model A's. The volatility of gas changed with the addition of ethanol to gas, making vaporization of the gas more likely. I thought I had put this issue to rest, when another article appeared in Skinned Knuckles (October 2018, Vol. 42, Issue 10). Their article was from Automotive Digest, July 1949. This article just goes to show us that vapor lock was a problem seventy years ago. We thought vapor lock was virtually eliminated with the seasonal fuel reformulations by the petroleum refiners.

Back in the day, vapor lock could be relegated to the section of the country you lived in. Many mechanics "solved" vapor lock by rebuilding or replacing the fuel pump. If they did, there was a light case of vapor lock, or none at all. For more serious cases of vapor lock, electric fuel pumps were installed. It was soon discovered for these pumps to be effective they needed to be installed near the gas tank, and not in the engine compartment.

We are fortunate with the design of the Model A fuel system. It already incorporated some of the issues engineers try to avoid, minimize the rise in fuel temperature from the tank to the carburetor, fuel line elevation and cross sectional changes from the tank to the carburetor, and to keep the fuel line away from the exhaust system.

Vapor bubbles which form an air trap are most likely to occur in the rises and dips of the gas line, and sharp bends. Fuel filters placed in the engine compartment also tend to increase vapor lock tendencies. If your engine seems to starve for gas, run lean, or has a loss of power after warming up, these are not necessarily a symptom of vapor lock. Blocked fuel lines, weal spark plugs, faulty cooling systems or a blocked gas tank vent are a few of the conditions which may be causing problems mistaken for vapor lock. Remember, if your Model A is suffering from vapor lock, a wet rag applied to the gas line will solve the problem.



FASHION & ACCESSORIES



The 1931 January issue of *Delineator* showed Fashion's Most Becoming Necklines.

68



Pattern 3611 (above)

The Draped Neckline

Delineator thought this to be the most flattering—and flattering, moreover, to all types of figures.

Pattern 3638
(near right)

The Bertha Neckline

Delineator suggests adding a bertha to a frock that has seen months of service, so it will look like a new one.

Pattern 3640
(far right)

Draped or Tied Bertha

The neckline drapes in soft folds, ties in feminine bows, and hangs in flattering berthas. One bertha ties in the front, one on the shoulder, and one has a ruffle as well as a tie.

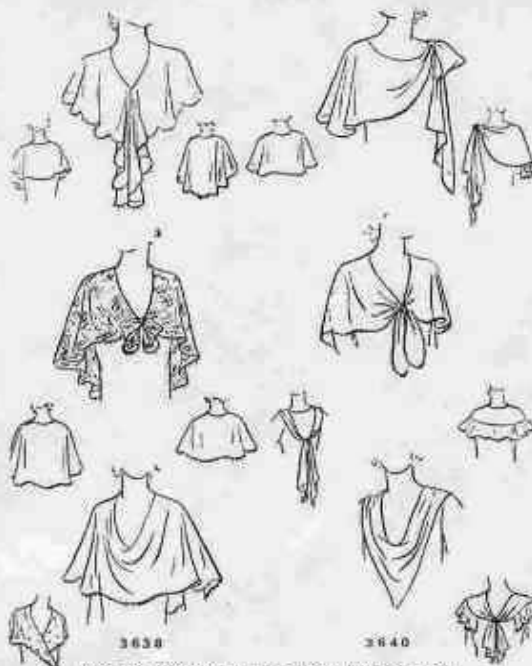
FASHION'S MOST BECOMING NECKLINES



3624

THE BOLERO BLOUSE

3624 The bolero is only simulated by a trimming band, but this is quite as effective as a real bolero and much quicker to make. Many French blouses and dresses are coming through with this trimming. The darts—at the neck and the hips—insure a smart "set." Designed for 32 to 44.



3638

3640

FASHIONS CONTINUED FROM PAGES 24-27

DELINEATOR



Pattern 3633 (above)

The Lace-Trimmed Neckline

"A touch of lace does a lot to make one prettier." "It is used as a one-loop bow here, and there is another bit at each wrist to show a pretty hand."

I found three definitions of bertha:

Bertha—A cape-like collar, usually made of lace

Bertha—A wide deep capelike collar, often lace, usually to cover up a low neckline

Bertha collar—A wide flat, round collar, often of lace or sheer fabric,

From the Archives—Prepared by Anne Neely-Beck, January 2008.



OUR AMA LOGO

Three of our favorite things were incorporated in the design---the outline of our state, South Carolina, the iconic street signs (complete with horse heads) of our town (Aiken)'s all-time favorite intersection (said to be one of the country's most photographed), and a 1931 Model A Ford Victoria.



1) **OUR STATE:** South Carolina is bordered to the north by North Carolina; to the south and west by Georgia and to the east by the Atlantic Ocean. South Carolina comprises 46 counties; our capital and largest city is Columbia with a 2013 population of 133,358. (*Wikipedia*)

2) **OUR TOWN:** Aiken is an equestrian wonderland. Horses are everywhere—racehorses, show jumpers, hunters, polo ponies, carriage horses—and each type of horse has a distinct subculture attached to it. Aiken has been “horsey” since the 1890’s, when a group of extremely wealthy Yankees—the heirs to great fortunes made in communications, railroads, and land speculation following the Civil War—discovered a place where the climate for riding was good and the footing ideal (a soft, sandy clay with no sharp stones in it, so horses can be exercised unshod).

The “Winter Colony”, as this group came to be known, was led by Thomas and Louise Hitchcock, and included Whitneys, Iselins, Phippses, Vanderbilts, Mellons, and Astors. By the early 20th century, they had made the town one of the most celebrated sporting resorts in the country. Hitchcock Woods, a 2,100-acre tract of public woodland, allows horses and hikers to explore the trails, a haunting blend of low-country and upcountry vegetation: live oaks, thick with Spanish moss, growing near blooming mountain laurel.

Today, polo matches and horse races are open to spectators, and local stables will rent horses to experienced riders. But most of Aiken’s remaining institutions are off-limits: you can’t play golf at the Palmetto Golf Club unless a member invites you, and while there are very active hunts, in order to participate you have to know someone in the clubs. And you need a horse. Want to know more? (*Excerpts from John Seabrook’s 2009 Travel and Leisure article “A Good Ride”*)



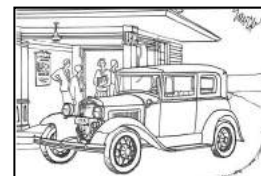
Why the Whiskey/Easy Street Sign? Popular because of the novelty of the names, for years the city of Aiken replaced the signs as they were stolen (*they often didn’t last six months*), then tried to prevent the thefts by placing a pipe inside the sign’s post. “That way”, they reasoned, “if somebody tries to saw the sign down they’ll hit the piece of pipe on the inside. Right after we did that”, said a city supervisor, “I was riding down Whiskey Road and I looked over and sure enough there was a hacksaw hanging out of the pole!” (*Augusta Chronicle, Nov 2001*)

When the “Winter Colony” put up their mansions on Whiskey Road, the town council met to confer a flowery (*and ‘more fitting’*) title upon that street and posted this name for all to see. This well-meant action was not appreciated. The millionaire inhabitants of Whiskey Road said that they liked the name and wouldn’t have any other; so to this day visitors and natives alike wend their winding way along a road that earned its name in more ways than one. (*Whiskey was imported to Aiken over this road from the Port of Charleston before the railroad was completed in 1834!*)

Easy Street was originally Second Avenue, but the name was changed between 1925 and 1935. The street was probably renamed after the speakeasies in the North by those well-heeled “winter colonists”.

3) **OUR CAR:** Our President chose the Model A body style depicted--a 1931 Model A Victoria (“Vicky”). Built with extra-wide doors for ease of entry, the Victoria had folding front seats for access to the roomy rear seat. Behind the rear seat was luggage space, provided by adding a pleasing “bustle” to the car’s rear contour. Introduced in November 1930, it had a visor-less slanted windshield and a lowered steering column, similar to that in the Deluxe Phaeton. Cars were available in two roof styles, with steel rear quarters or with a full padded fabric cover. Interior fabrics were either brown Bedford cord or striped tan broadcloth.

Just 6,447 Victorias were built in the final days of 1930. In 1931, production virtually soared. By the time production wound down in August, nearly 37,000 had been delivered. The body style was sufficiently popular that it was carried into 1934, by which time completely new bodies for 1935 were available with an externally-accessible trunk compartment. The name proved even more durable, being recycled for Ford’s first “hardtop convertible” in 1951. (*And, perhaps, even later, the Crown Victorias???*) (*from the MAFCA website*)



So--there you have it! The three parts of our logo.....and that's the 'rest of the story'!!



COUPES: ONE FOR SALE!



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45-A

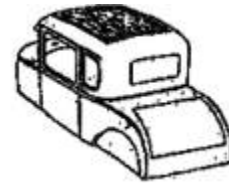


The 1928-29 Standard Coupe "45-A" has windows on both side

quarter panels. The top material goes back to the rear of the roof opening.

DO YOU KNOW YOUR COUPES?

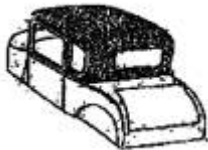
45-B



The 1930-31 Standard Coupe "45-B" has windows on both side

quarter panels. The top material covers only the center roof opening. The top and back are painted steel.

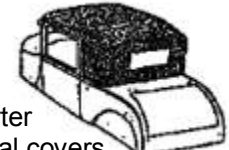
49-A



The 1928-29 Special Coupe "49-A" has windows on both side

quarter panels. The top material covers the complete top and back down to the belt rail molding.

50-A & B



The 1928-29 "50-A" and 1930-31 "50-B" Sport Coupes do not have quarter

windows. The top material covers the complete top and back down to the belt rail molding. The top is supported by bows, but doesn't fold down, though it gives the appearance that it could.

54-A



The 1928-29 "54-A" Business Coupe is a Sport Coupe with oval

quarter windows. The only difference is a shorter main bow to accommodate the oval windows.

68-A & B



The 1929 "68-A" and 1930 "68-B" Cabriolets have a top that folds down. The door window glass and frame slide down into the door. The upper latch post folds down with the top.

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DOWN THE ROAD.....



MONTHLY AMA HAPPENINGS

First Saturday Breakfast—January 5, 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

January 12—AMA road trip to Blackville, SC with lunch at Miller's Bread Basket. We'll have our January meeting then! Leave the First Presbyterian Church (Laurens St @ Barnwell Avenue) at 11 a.m.

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. Reserve your rooms NOW!

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

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/

Clara



START THE NEW YEAR WITH A BANG!!
(Don't try this at home!)

Gasoline Shampoo

- Q *Can gasoline be used as a shampoo?*
- A. Yes. With head bent backward over a bowl, have someone pour from 1/2 to 1 pint of gasoline slowly through the hair. Do not rub. Squeeze gasoline out and dry by absorbing with a towel. Complete the drying by fanning. Be sure that there is plenty of ventilation and no open flames near. Also do not snap an electric switch, which might create a spark.

..from *Beauty's Question and Answer Dictionary*, Copyright 1931, Beauty Arts Institute, Hollywood Shared by Sheila McPherson, January 2008



JANUARY BIRTHDAYS

23—Woody Malone
26—San Riley

Ford Trivia

In a Municipal Court in New York City on January 10, 1928, sentence was suspended on Mr. L. T. Birch, who was the first man in the city to be arrested for speeding in the 'new Ford'.

..from "Henry's Lady" by Ray Miller



Noon tour to Blackville on January 12!

