



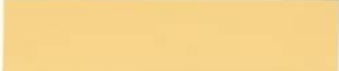






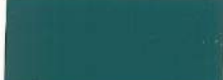















Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

March 2020

		 <small>Tacoma Cream # 1245 — 1931, 33-36</small>
RAL 1002	MAFCA Tacoma Cream	PPG Tacoma Cream
		 <small>Straw # 526 — 1929-30</small>
RAL 1002	MAFCA Straw	PPG Straw
		Powder Coating and Model As (page 5)
RAL 5009	MAFCA Hessian Blue	
		 <small>Duchess Blue # 123 — 1928-29</small>
RAL 5009	MAFCA Duchess Blue	PPG Duchess Blue
		 <small>Orange # 1166 — 1929-30</small>
RAL 2010	MAFCA Orange	PPG Orange
		 <small>Apple Green # 519 — 1929-31, 33-36</small>
RAL 6025	MAFCA Apple Green	PPG Apple Green
		PPG Not Available
RAL 3004	MAFCA Aurora Red	
		PPG Not Available
RAL 3004	MAFCA Rubylite	
		PPG Not Available
RAL 3001	MAFCA English Coach Vermilion	

MARCH BUSINESS MEETING Tuesday, March 3

First Presbyterian Church Fellowship Hall
Aiken, SC 7 pm
Program: TBD

A LOOK INSIDE.....

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WHO'S WHO IN AMA?

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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

GUESTS ALWAYS WELCOME!

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

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 July 1-June 30.

MODEL A FUN FOR ALL!

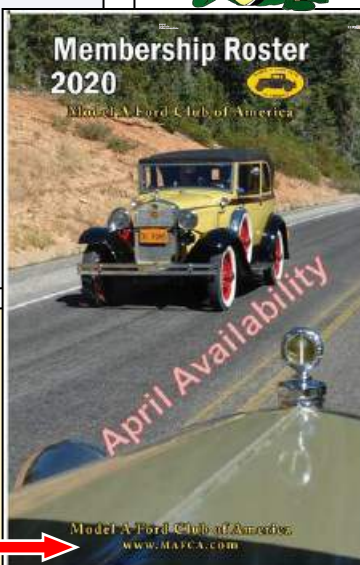
Find all 10 things that are different.
 (Answers, page 8)



Development of the Model A Engine

In the January 2020 issue of *Secrets* (Volume 29, Number 3), the magazine of the Secrets of Speed Society, there is a very interesting article on Harold Hicks, the Father of the Model A engine. This article is taken from the Oral History Project in 1953. I did not know Ford Motor Company had such a project. Harold was taken off the aircraft work at Ford in April of 1927 by Sorenson, Martin and Edsel Ford. They showed him a running engine developing 22 HP. When Harold was asked how many horsepower he could get out of the engine, he took out his slide rule, made some calculations and said 40 HP. In three weeks he had developed the Model A engine, producing 40 HP. Henry Ford came to Harold and said "Now, come down here to the dynamometer. I want you to show me that 40 horsepower that you have been bragging about." The article details how Harold got 40 HP out of the engine.

—contributed by Jim McPherson



15th Annual All Model A Parts Swap Meet Old 96 District Model A Club

314 Old Mount Mariah Road • Greenwood, SC 29646
 (On Rt. 221 Between 25 and Rt. 225)
April 17 - 18, 2020
 Friday 8:00 AM - 5:00 PM
 Saturday 8:00 AM - UNTIL



MODEL A DISPLAY AREA

Admission \$2.00 per adult
 Car Corral \$10 for both days
 Vendor Space \$25.00 per-registration
 \$30.00 at the gate

Lunch will be available
 Door Prizes & 50 / 50 drawing daily

Email: sureynolds@centurylink.net

Information: Warren Reynolds (864) 980-7937 or Ralph Roub (864) 992-3230

Important Reminder from MAFCA

Don't forget to order your 2020 Membership Roster now. You don't want to be traveling without this helpful resource. Order yours now so you will be sure to get a copy..they will go fast. \$16 plus postage.
 Call 1-866-379-3619 or visit www.mafca.com





OFF THE RUNNING BOARD

Thoughts from President Greg.....

It sure seems like our winter here in South Carolina has been wetter than normal with seemingly endless rain. However, the weather was quite nice for our Feb. 15 tour to Ridge Spring, SC for lunch at Juniper's.

I was particularly happy to see that we were joined by members of the Shade Tree A's, the Palmetto A's, and the Old 96 club. I did not get a total count on all the Model A's that went to Ridge Spring, but it was impressively large. There were probably more Model A's in Ridge Spring on February 15, 2020 that there were in a typical day back in the 1930's!

I also did not get a head count but there had to be 50-60 (or more) people in the Model A crowd for lunch at Juniper's. The wait staff and kitchen at Juniper's were quite efficient for such a large crowd. I am always happy to see these types of gatherings with other clubs. It is good to interface with them and enjoy their fellowship, not to mention seeing lots of Model A Fords.

Spring in the south is not too far away and the upcoming All Model A Swap Meet in Greenwood is an annual tradition. The swap meet is hosted by the Old 96 District club and will be held Friday, April 17 to Saturday, April 18. I have found it worth my while to go to this swap meet as you never know what you might find-even things you didn't know you needed!

We received an email from Josh and Linda Porte-Erhard of Rochester, New York. In the email, they indicated that they will be re-locating to Aiken at some point and have a 1930 Fordor. They also indicate they are looking forward to "year-around life." Having lived for a couple years in Cleveland, Ohio, I know what they are talking about! Winters up there can be downright brutal. We sure look forward to having them join us in Aiken!

With the better weather coming soon, check over maintenance items on your Model A to ensure safe driving. My own 1930 Cabriolet will be going into drydock for a spell to check bearing clearances and install a rebuilt transmission. Like Eric Shogren says, the "A" in Model A stands for "always something."



FEBRUARY 4, 2020 MEETING MINUTES

Eric Shogren, Secretary

President, Greg Jones, called the meeting to order. Greg read a very nice thank you from Sage Valley for the support the Aiken Model A's provided for their Currier & Ives Christmas Banquet.

Our new members Carl & Ellie Pease were in attendance and introduced to the membership.

It was brought to the attention of the membership that Walker Crosby was doing much better.

For "show & tell" Jim McPherson brought a copy of the Restoration Shop Manual that is available on both the MAFCA and MARC websites. It is 18 laminated pages containing only tables and charts, such as decimal equivalents, fastener thread data, and drill size information.

The minutes from the January meeting were approved with a correction to a date published in the newsletter.

Under officer's reports, Rachel d'Entremont provided the treasurer's report for Brian d'Entremont who unable to attend.

In the mailbox, the Aiken Model A's received a thank you from MAFFI for our recent \$250 donation.

Under recent events the dinner at the Sage Valley Hunting Lodge in appreciation of the Aiken Model A's support of their Currier & Ives Christmas Banquet was discussed. Once again excellent service and an outstanding meal. Everyone expressed what a great time they had.

The following upcoming events were discussed:

February 15th - Tour to Junipers in Ridge Spring

April 17th & 18th - Old 96 District Swap Meet in Greenwood

May 2nd - The Shade Tree A's tour to Rivers Bridge State Park

May 23rd - Aiken Memorial Day Parade

September 19th - International Model A Day

Under Other Business:

It was noted that the Aiken Model A's membership had grown to 35 families.

Fred Clark also agreed to have the membership come out to see his car, motorcycle etc., etc. collections on March 14th after Cars & Coffee. The rain date will be March 21st also after Cars & Coffee.

For the technical presentation, Eric Shogren gave a presentation on Touring Etiquette. The presentation was based on the Touring Guidelines available on the Aiken Model A's website.

The meeting was adjourned.





February Snapshots



(photos by Greg Jones)

Sage Valley Appreciation Dinner

The Aiken Model A Club was invited to a special dinner at the Sage Valley Hunt Club on Saturday, February 1. The occasion was a Thank You for our help in their annual Currier and Ives Christmas Dinner for their Country Club members. It was a formal affair and forty Aiken Model A members arrived dressed in their finest attire. Before dinner we were entertained by a band. We were soon escorted to the Chef's Station where chicken, steak and shrimp and grits were served. When we arrived back at our table, potato au gratin and a variety of roasted vegetables awaited us. The meal could not have been finer, but the best was yet to come. We were served their signature Elvis Presley cake for dessert. A TALL chocolate cake with peanut butter icing topped with banana and rum. A night to remember!!! ...Jim McPherson



We bet it's been a long time since Ridge Spring saw so many Model A's—and maybe a long time, too since Juniper's had such a crowd! The Palmetto A's, Old 96 Club and Shade Tree A's members (and cars) joined the AMA's on a crisp Saturday in February. Here are **some** of the photos Greg Jones took; visit our website (www.aikenas.org) and visit "Activities, Page 7" for more!

Ridge Spring/Juniper's



Powder Coating and Model As...Eric Shogren

I'm sure anyone who has taken a wrench to a lug nut on a painted Model A wheel has thought "there's got to be a better way." Even a great paint job on a wheel does not hold up to impact or compression. The paint separates from the wheel and you have chips. The other problem I ran into with painted wheels is over time the paint rubs off the rim. The exposed metal then begins to corrode and the combination of paint and rust dust floating around inside the wheel can result in frequent flat tires. I first learned about this in Blackshear, Georgia on the way to St. Augustine, Florida in 2001. I had no problem changing the tire (I must have had the advice of six seasoned Model A'ers – supervising me), but wrestling off the tire to replace the tube in hotel parking lot was definitely not as fun as going on a tour. Unfortunately, this was just the first of many dust induced flats that I endured. So after about a half a dozen flats I started looking for solutions and that is when I learned about powder coating.

Powder coating is a process of applying a thermoplastic or thermoset polymer to metal. Thermoplastic polymers will melt once heat is reapplied after curing. Thermoset polymers will not melt again when heat is applied after curing. The powder coating is made of finely ground particle of resin and pigment (I'll come back to this later). While there are different methods of applying powder coat, the most common that we in the Shade Tree A's have run across is process where the polymer or resin is electrostatically charged and applied with a spray gun to an electrostatically charge metal. In other words the resin beads are charged as they leave the sprayer and the wheel has an electric lead on it and an electrostatic charge. The beads are drawn to the metal like bugs to light. Prior to coating the metal has to be free of dust, dirt, oil and corrosion. Some powder coating processes require a multi-step preparation process. The most common form of preparation we run into is a good bead blasting. Once the powder has been applied the resin is cured in an oven. This takes anywhere from 1 to 30 minutes at 280°F to 430°F depending on the type of resin and the type of oven used. This allows the powder to fuse into a continuous film. This continuous film hardens as it cures into a coating that is significantly tougher than paint. It's been six year and nearly 20,000 miles since I had the wheels of my Coupe powder coated and I haven't had another dust induced flat.

When I had the Coupe wheel powder coated I went with gloss black. That's one of the most common powder coat colors. But while most Model A wheels came from the factory in black, we all know there are a host of Ford authorized colors for Model A wheels. And that is where the challenge begins. Remember I said that powder coat is made up of finely ground particles of resin and pigment. Well because of this different powder coat colors can not be obtained by mixing like we do with paint. When a powder coat color comes from the manufacturer it is what it is. So finding the right wheel color can be a challenge.

Fortunately, others in our hobby have already done a lot of the research. Ken Miller from East Tennessee started looking into this some time ago and found Tiger Drylac®, powder coating manufacturer. Ken worked with Tiger Drylac® who supplied Ken with a color chart and metal samples powder coated in various colors. Ken supplied me with the table below that compares different Tiger Drylac® powder coat colors (these are identified by their RAL number) with Model A wheel colors.

TIGER DRYLAC® COLORS vs. MODEL A COLORS

Tiger Drylac® Color	Model A Color	Comparison to MAFCA Chip
RAL 1002	Tacoma Cream	Very Close
RAL 5009	Hessian Blue	Much Darker; Closer to Duchess Blue
RAL 2010	Orange	Very Close
RAL 6025	Apple Green	Close; Chip Has Slightly More Olive
RAL 3004	Aurora Red	Darker; Closer to Rubylite Red
RAL 3001	English Coach Vermilion	Very Close

Also it is important to remember that powder coating is not just for wheels. I've had oil pans, oil filler tube caps, transmission inspection plates and engine pans powder coated. And other club members have had whole frames powder coated

Since I've thinking about powder coat the wheels on Dotti's '31 Fordor, I was looking for a powder coating that matched the Straw color. So I obtained a copy of the *Antique Ford Repaint Manual* by PPG and MAFCA's *Model A Ford Paint & Finish Guide*. I also contacted Tiger Drylac® and they sent me a color chart of their *RAL Colors, Exterior Powder Coatings*. Then I employed my "secret weapon." I turned my lovely bride and resident interior decorator loose with the two Model A color charts, the Tiger Drylac® color chart and wheel Richard Dunevent had powder coated in the RAL 1002 color. Dotti believes the Tiger Drylac® RAL 1002 color is actually closer to the Straw color in the two Model A color charts than Tacoma cream. I have included all the above color chips from both Model A color charts and the corresponding chips from Tiger Drylac® for your own evaluation. Unfortunately, these colors will vary depending on the printer used to print the news letter and even the monitor you may be using to view this article online. What we found is whatever you want to call the RAL 1002 color, we like it and I guess that is what really counts.



TECH TIPS...(from 2 JIMS)..and a Tiny Tip, too!

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.

“MODEL ‘A’ FORD BRAKESDetails of a COMPLETE Brake Job”

is the cover title for *Skinned Knuckles*, February 2020 (Volume 44 – NO. 2). The article, “Model ‘A’ Ford Brakes SERVICE, MAINTENANCE, REBUILDING (Six Shoe System)” by Paul Moller, is on pages 29-34. I had the pleasure of meeting Paul too many years ago, and a long friendship began. This article is reprinted from *Skinned Knuckles* (November 1979) and is still accurate today. My memory must be failing me..it is surprising how replacement parts, such as the front brake roller tracks, were available back then, over forty years ago. This issue focused on the front brakes. Servicing and rebuilding the rear brakes and emergency brakes, and brake adjustment will be in the March 2020 issue of *Skinned Knuckles*.



Jim's technical tip by Jim Cannon,

Electric Trailer Brakes

My apologies in advance: this month's Tech Tip is not about your Model A, but instead is about the electric brakes that you might have on the trailer you use to transport your Model A. I had a problem with my trailer brakes last year, which prompted me to learn more about them.

A big manufacturer of trailer axles and brakes in the USA is Dexter, www.DexterAxle.com. They have a lot of good information about trailer brake maintenance and adjustment. I wanted to share with you a bit of what I learned and what I discovered on my trailer.



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1. Unless you paid extra for auto-adjusting drum brakes (I was not given the option when I bought my trailer), these trailer brakes need to be manually adjusted, similar to our Model A brakes, every 3,000 miles. I did not know this and I only had them serviced by my trailer dealer once in 8 years. I hardly had any trailer brake function at the end, but I did not know it. I have now upgraded my trailer brakes to automatic adjustment. My brakes were so messed up that I ended up bolting on 4 new brake assemblies (backing plate, shoes/linings, springs, etc. -- all new). The extra cost to go auto-adjust was not that much. If you don't have a local source of trailer brake parts, a really good online source is www.eTrailer.com

2. Remove the drums (Dexter says once a year) and inspect the trailer brakes. You are looking for loose, broken, or excessively worn parts, a leaking grease seal, and other evidence of things not working correctly. Clean everything, make sure the mechanism operates freely, and lightly lube the spots where the shoes slide along the backing plate. When I opened my drums, I found one wheel with a broken spring, one wheel with a bad grease seal (shoes coated in grease), and all wheels with enough rust on the actuating mechanism that none of the brakes were operating correctly. One brake was sticking on at times, causing the drum to overheat. They were all a mess. Regular preventative maintenance would have avoided much of this.

3. While the brake drum is off, clean and inspect the wheel bearings, then pack with fresh grease and reinstall. This process is pretty much the same as what we do with our front Model A wheel bearings (except trailer drums have a grease seal added at each wheel). I put new grease seals on all 4 wheels, to protect my new brake linings. Easy and cheap.

So I encourage you to open up your trailer brakes and confirm that all is good in there, then adjust them regularly. Or bring your trailer to a shop that is experienced in trailer brakes and have the shop service the brakes for you.

Stay safe, and Have a Model A Day! Jim

TINY TIPS



GASOLINE SEDIMENT BOWL

Have you ever installed a new glass sediment bowl assembly or removed the glass bowl to clean out the sediment and found that it leaked after you put it back together, even though you used a new cork gasket? This is not an uncommon experience. The problem lies in the fact that the cork gaskets sold today are porous and the gasoline filters right through them. I recently encountered this problem on a customer's brand new assembly.

By removing the glass bowl and doing the following I was able to stop the leak.

Sit the glass bowl upright on a level surface; then fit the filter screen in the recess of the bowl. Using a little adhesive like silicone cement will help to keep it in place.

Now apply silicone adhesive either blue or clear to all surfaces of the cork gasket. Place the gasket on top of the glass bowl containing the filter screen. Wait a minute or two, then carefully install the assembly in the correct place in the filter. Adjust the bale and tighten.

Patent Cures




Red E. Power



March 8

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Thanks to the following sponsors whose generosity supports this newsletter. Please remember them when you need the services they offer!

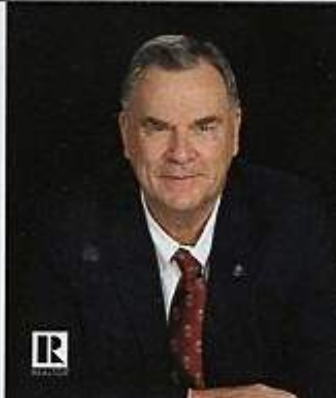



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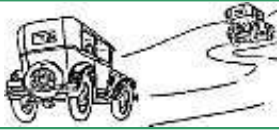
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Specialising in 1928 - 1931 Model A Ford Parts



DOWN THE ROAD....



MONTHLY AMA HAPPENINGS

First Saturday Breakfast— March 7...Masonic Lodge, Aiken. (Location, page 2)

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

OUR REGIONAL HAPPENINGS

March 14—Leave from Coffee & Cars at 11 am—A Visit to the Fred Clark Collection.
Fred has a little bit of everything in his multi-item collection; come see what YOU can find!
(Rain date: March 21)



April 17-18 —15th Annual All Model A Parts Swap Meet, Greenwood, SC Hosts: Old Ninety Six District Model A Ford Club. .(See flyer, page 2)

May 2 —Tour & Picnic, Rivers Bridge State Park, SC Hosts: Shade Tree A's, Augusta, GA
May 2—Trenton Peach Blossom Parade, Trenton, SC

May 23—Aiken Memorial Day Parade

September 19 — International Model A Day


OTHER UPCOMING OPPORTUNITIES

June 21-26 — MAFCA National Convention in Texas' Hill Country, Kerrville, TX Hosts: Alamo A's
Host hotel: World-famous YO Ranch Hotel and Conference Center; check Alamo A's Website for latest details:
<https://www.alamomodela.com/mafca-national-convention-2020.php>

September 19 —10th Annual Model A Day 2019 at Gilmore Car Museum Hickory Corners, MI Hosts: MAFFI (Model A Ford Foundation) hosts the 10th Annual Model A Day at the Model A Ford Museum at the Gilmore Car Museum. Swap meet, Annual MAFFI membership meeting **Info:** MAFFI website: <http://www.maffi.org>

December 3-6 — National MAFCA Awards Banquet Hosts: Fort Worth Chapter, TX; details coming soon

- Puzzle Answers (page 2)**
1. Bumper clamp missing
 2. Bison missing
 3. Gas cap missing
 4. Passenger missing
 5. Tree, upper r corner, missing
 6. MAFCA logo on license plate, missing
 7. Right end bumper spacer missing
 8. Reflection in right front fender missing
 9. Left windshield swing arm lock missing
 10. New tree in background



Aiken Model A's
*A New Chapter
in an Old Story!*
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www.aikenas.org

AMA MARCH BIRTHDAYS



- 1—Richard Buff
- 12—Don Cerefin
- 17—Pat Kirk
- 18—Pat Gormley
- 19—Brion Frontroth
- 21—Ron Paul
- 29—Patti Clark
- 30—Steve Ethun
- 31—Gloria Fischer

