



# Newsletter of the Aiken Model A's

Aiken, SC

A New Chapter in an Old Story

May 2020



Signs of the times: AMA member Lewis Fierke is taking special care of his two A's.  
(Left, his 1929 Special Coupe; right, his 1928 Fordor Leatherback).

Lew agrees that 'Old things need extra protection' and joins his cars! *(His words, not mine!)*

This photo was featured on the MAFCA website's ([mafca.com](http://mafca.com)) "A OF THE DAY" on Friday, April 3.



### MAY UPDATE

Our monthly business meeting  
scheduled for Tuesday, May 5 has  
been cancelled—  
but we're meeting at  
Roses in the Kalmia  
shopping center

at 9:45 am on **Saturday, May 2**  
for a driving tour in Aiken! See you there.....!!!

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## WHO'S WHO IN AMA?

BOD/STAFF	NAME	EMAIL
President	Greg Jones	distagon2@aol.com
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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



CLUB BUSINESS MEETINGS



GUESTS ALWAYS WELCOME!

FIRST SATURDAY



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](http://www.aikenas.org). Our annual dues are \$25; our fiscal year runs July 1-June 30.



**MAFFI  
 NEWSLETTER  
 MINUTE  
 May, 2020**

Did you get your commemorative pin from Model A Day 2019?

Each year for Model A Day at the Gilmore, we create a pin with our feature car. This year we had 2 pins, one with the Unrestored A-400 and another one of the Twenty Millionth Model A. Both of these pins are still available but the quantity is limited on the A-400. The cost for the A-400 pin is \$7.00 and the Twenty Millionth Model A is \$6.00. This includes postage and handling. It is more economical for us to mail out larger quantities of these (4 or more) so keep this in mind when you order them. We are happy to mail out single ones as well. These make a special little something for the Model A person in your life and it is a great way to support our Museum.

Please send a check made out to MAFFI enclosed with a list of what you would like to:

Suzan O'Neale  
 477 Beaver Pond Way  
 Mineral, VA 23117

Thank you again for your support of MAFFI and our museum. Visit us online at [www.maffi.org](http://www.maffi.org), and plan a visit to the **Gilmore Car Museum** in Hickory Corners, MI.



## OFF THE RUNNING BOARD

Thoughts from President Greg.....

There is an old Chinese expression that says, "May you live in interesting times!" This could be taken as something good or bad, but it generally implies that you just might have too much to worry about all at one time.

All of us are cooped up doing our best to avoid exposure to the novel coronavirus. The family of coronaviruses is where we get such things as the common cold. This strain, being novel, is new and disrupting our lives in a way we may have never seen as we have no natural immunity to it, nor a vaccine or viable treatment medicine. I do my best to encourage my children, telling them that indeed there have been terrible things befall humans in the past, but somehow here we are talking about it today. My point is that not everyone is going to contract COVID-19 let alone die from it, and we will at some point put all this behind us. I understand everyone's concern as it is indeed frightening. But to be honest with you, I have to direct my thoughts elsewhere and not dwell on ONLY the coronavirus. Life will go on. Just be safe and smart. The fact that I try not to dwell on the pandemic does not mean I don't think about those who have been sickened (or worse) by it.

So, what can we Model A types do for a distraction? Well, if you ever saw my shop you would see a lifetime of sorting, culling, organizing, cleaning, and getting rid of unneeded things. (I am working on it.) That is to say nothing of the mechanical work or general restoration work I **could** do on two Model A's. I estimate I have enough projects to do until I keel over at the age of 140. I am still working so time is a precious commodity. Those of you who are charged with the care and feeding of a Model A know there are always little projects that need doing. Check the oil, check the tire pressures, shine up the paint, clean the carb bowl, change the oil, find the leak(s), on and on. I hope you can find an escape from the terror of the news cycle to work on your Model A.

In preparation for pulling the engine and transmission in my 1930 68B Cabriolet, I am organizing the project so that it goes as smoothly and quickly as possible. I rebuilt a transmission (see story below) and am making sure I have all the necessary piece/parts to do the job, such as new rubber pads for motor mounts, new clutch disc, new throw-out bearing, etc. Figure I might as well replace that stuff while I am in there. While the engine is out and, on a stand, I will check all bearing clearances and adjust as necessary.

So, you see, there is ALWAYS something to do with a Model A. Hang in there, my friends, and of course practice safe habits. Be concerned but don't let worry consume you. We want to see you in good health at the next meeting (stay tuned).

---

### Transmission Rebuild

I'll admit that I have an obsession with the Model A three-speed manual transmission. I can't stand weird noises coming from the transmission, or excessive whining of gears, or any other element of the transmission that is "out of place." It is true that the Model A standard transmission can be a little "whiney" due to the straight cut gears. It can certainly be hard to shift until you learn what double-clutching is all about. However, once you have heard a "normal" transmission you will accept nothing less from your own car! As it turns out, the last time I had the engine out I rebuilt the transmission with new bearings, and now I have an unusual noise in my transmission.

At one of our recent AMA meetings, I gave a talk about inferior bearings being sold for the Model A transmission. These are the small "pocket" bearings that the cluster gear and main input shaft use. There are two short ones and one long one. Come to find out, the inferior bearings will fail in short order and cause noise in your transmission. They are a poor substitute for a correctly made bearing. So, what to do? I called my friend Steve Becker at Bert's Model A in Denver and discussed the situation. Steve told me he has a lot of the original type bearings that were used but still in good condition. He asked if I wanted some, and of course I said yes. A few days later a box arrived with a variety of greasy, dusty bearings. The mother lode! I put them all in a can and soaked them in diesel for several days. Some of the bearings had more wear than others, but luckily there were a number in real nice, solid condition. (See Figure 1). Thanks to Eric Shogren, I obtained some of the longer bearings from Mac's.



Figure 1: Model A transmission bearings from Bert's Model A in Denver.

I won't get into all the inspections and checking for wear and tolerances in this article as you can find that in the Les Andrews shop book. Generally, mixing and matching of gears and shafts from different transmissions can be a frustrating task and is best avoided. It is best to find a good transmission that has not been beat to death if you want to reuse original gears and shafts. Of course, you can always purchase new shafts and gears for north of \$600 and rebuild with everything new. I have done that, and it resulted in a very nice transmission in my other Model A. I did start to feel like a dentist looking at so many teeth on the gears. Just for fun I took some pictures of various transmission gears, including some that look pretty good (See Figure 2) and one cluster gear that is missing about a third of its teeth. (See Figure 3)



Figure 2: These original gears look pretty good and fit tight on the shaft "within tolerance".



Figure 3: Notice the flattened or missing second gear up from the bottom. This is officially "junk".

While I was talking to Steve Becker, I asked if he had a good, solid original transmission. He looked through his parts and came up with a very nice transmission that appeared to have at least some new gears and shafts. Of course, I bought it as I never met a Model A transmission that I didn't love. This transmission is what I rebuilt and will put into my Cabriolet. (See Figure 4)

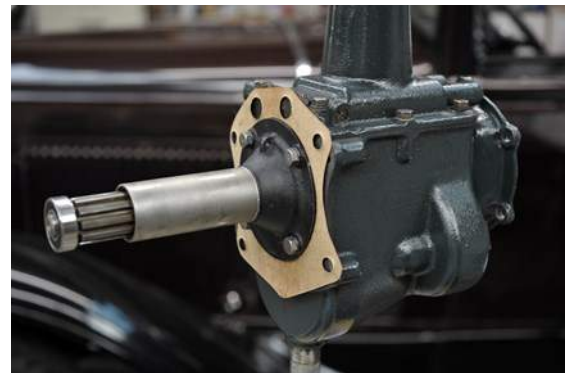


Figure 4: The final product: a rebuilt Model A transmission!

Hopefully this transmission will behave according to my expectations. The Model A standard transmission is pretty much bullet-proof if rebuilt correctly and should last a lifetime if you don't grind and clash the gears AND your flywheel housing is within allowable tolerance. Just thought you might be interested in what I have been doing during this "down" time. How about you? Have you been able to get some Model A work done?

Figure 5: No more noisy transmission for this old chariot, hopefully!





## MAFCA's Different Mileage Award Programs

What do you like most about owning a Model A Ford? I love driving my car, meeting people and listening to stories about their Model A Fords. Twenty-five years ago, I went to the hardware store and when I came out, there was an older lady standing next to my car and smiling. She told me how much she enjoyed driving her Model A Ford in the thirties and how she regretted having to sell it for the war effort in 1940. I think she speaks for many of us: we enjoy driving our Model As.

Did you know that MAFCA has a Driving Recognition Awards Program? The Program is P2S05-G and can be found in the members' only section of the MAFCA website under policies.

There are three types of awards available: **Annual** Award, **Lifetime** Award and **Chapter** Award. The awards require that you be a MAFCA member, that your car is powered by an A, B or C engine and that you keep accurate, verified mileage records. Mileage can be accrued in more than one vehicle. Acknowledgement will be made in *The Restorer* and possible presentation of a certificate of recognition at national events or regional activity.

The **Annual** Award requires driving 5,000 or 10,000 miles within one calendar year. The **Lifetime** Award is given when you have driven 25,000, 50,000, 75,000 and 100,000 miles. The **Chapter** Award requires each person that participates in the program to drive at least 800 miles within the calendar year.

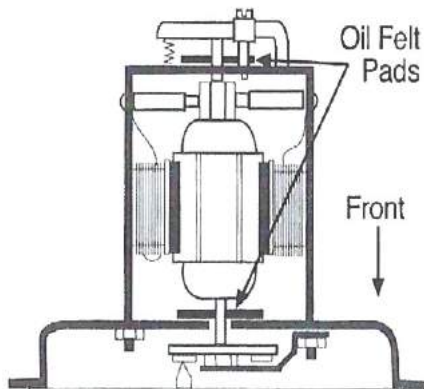
Tom Jeanes, Chapter Coordinator  
ChapterCoordinator@MAFCA.com



## TINY TIPS...

### HORN LUBRICATION

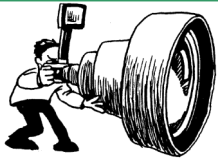
Lubricating their horn is one item that some people overlook. There are two felt pads at the armature area of your horn. Put two (2) drops of 3-1 type oil on each felt oiler pad about two times a year and this will help keep your horn working. DO NOT OVER OIL.



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

**MAFCA**  
**IS OUT OF THIS WORLD**

IF YOU HAVEN'T YET RENEWED YOUR MEMBERSHIP,  
IT'S NOT TOO LATE  
OR  
IF YOU HAVE NEVER BEEN A MEMBER, THE TIME IS NOW.  
VISIT MAFCA AT MAFCA.COM TO RENEW OR JOIN US. WHO  
KNOWS WHAT THE FUTURE MAY HOLD?



# April Snapshots



1929 Roadster owned by Carl and Ellie Pease  
Aiken Model A Club Tour to Ridge Springs  
Photo submitted by Matt Barrett

## MAFCA's "A OF THE DAY", Thursday, April 16, 2020



Matt Barrett, President of the Shade Tree A's in Augusta, liked this handsome green roadster from the AMA's when he attended the Ridge Spring tour in March. He took a picture and submitted it MAFCA, who featured it on their "A of the Day" segment on April 16. It belongs to Carl & Ellie Pease, who moved to Aiken in December, 2019, and joined our club. At the right, you'll see this "A" at home in the Pease's Aiken garage, along with its companion, their '31 SW Fordor! Congratulations to you, Carl & Ellie!!



Week 2



Week 3

Our Virtual  
Cars & Coffee  
continues..



Week 4

.....Lest We  
Forget!  
(Thanks, Anna)



We go offroad!! Week 5



# 2 TECHNICAL ARTICLES

from Jim Cannon, MAFCA  
 1) Preventing Moth Damage  
 2) Installing New Radiator Hoses

## Preventing Moth Damage to Upholstery and Era Fashions

There are two kinds of moths that eat wool: Webbing Clothes Moths and Casemaking Clothes Moths. Most of the interior upholstery used on our closed cars is made of wool, as is a lot of vintage clothing. If they take up residency in your car or closet, moths can quickly eat large holes in the material before you know what happened. You can be alerted to their presence before you see the damage.

When your car is parked in the garage, hang a "clothes moth trap" on a small piece of coat hanger wire inside the car, or hang one in your closet near your vintage clothes. Check the trap regularly (at least monthly). There is a sticky strip inside the trap that is treated with moth-specific pheromones. If there are male Webbing Clothes Moths (but not Casemaking Clothes Moths) in the area, they will go to the trap. (Do not use the traps sold for grain moths or pantry moths -- wrong pheromone.)



You can't rely on these traps to catch all of the moths, though, to eliminate the problem. You must do something to kill the moths in the car or on the clothes to stop the damage. First vacuum everything well to get rid of anything you can. I don't like to use insecticides, but you might find one that you like that will work.

If you can, park the car outside in direct sun all day with the windows rolled up, to get the interior temperature above 120F for 4 hours or more. Put clothes in the sun in a black plastic trash bag, sealed. (I do it all day for several days -- it can't hurt.) This will kill the larvae and adults, but may not kill all of the eggs, so you may need to treat again.

If hot weather is not available, you can also smother the moths by closing all of the windows and putting several pounds of dry ice in the car. The CO<sup>2</sup> from the dry ice will fill the car and smother the moths -- eggs, larvae and adults. Or put the dry ice in a sealed container or bag with era fashion clothes (don't let them touch the dry ice.). It takes about a week to kill everything, so leave it all closed up, then air it out well before you drive.

Mark how many moths are stuck in the trap after you treat the car or clothes and then continue to monitor for any new little critters. If you see them again, you need to treat again.

I hope this little tip helps you prevent damage to your car's upholstery and era fashions.

Have a Model A Day! Jim

## Installing New Radiator Hoses



Heat takes a toll on the radiator hoses, especially the upper hose. The radiator hoses on a Model A can be a pain to install, particularly the lower ones with the pipe. Here are a few tips I have picked up to make the job easier.

Use a lubricating non-hardening sealant inside the hose ends to make it easier to slide them on to the engine and radiator necks, and easier to move them around when you need to. The best one that I have found is called Hylomar AF (I get it from W.W. Grainger). A thin coating inside the hose helps it slide around when installing, and will also make it easier to remove in the future.

On the lower pipe, install one short hose on each end of the pipe and secure each with a clamp. Estimate where you want the hoses to be, but be prepared to move them later after a trial fitting. Slide the hose end first on to the radiator outlet at the bottom and slide it far forward. Then work the other end's hose over the cast iron water inlet and slide up. Feel through the hose to find the bead on the inlet and clamp on the engine side of the bead. Then tighten the clamp at the radiator.

The upper hose uses a similar technique. Slide the hose first down on the cast iron engine gooseneck. Carefully work the other end over the radiator inlet and slide it up. Then position the hose clamps near the end of the hose and tighten them.

Do not over tighten the hose clamps, especially the ones on the radiator. If you do, you can buckle and crush the thin brass, and you will cut into the hoses. You should not have to make the clamps too tight if you use some sealant. Start out with them just snug and then only tighten more if coolant drips from the hose when the system is full. After driving a few times, go back and check the clamps, snug them up a bit if needed.




That's it! Have a Model A Day! Jim

**AMA MEMBERS:**  
**Dust 'er off;**  
**Fill 'er up..**  
**We're going on an Aiken Tour**  
**Saturday, May 2. See pages 1, 9.**

# Our Newsletter Sponsors

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

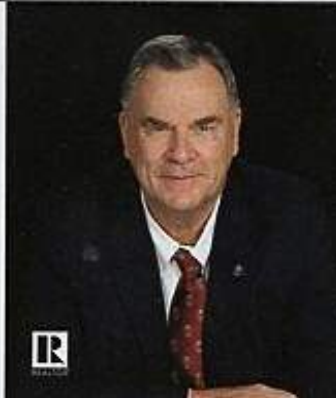



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**MONTHLY AMA HAPPENINGS (OR MAYBE NOT! Note \*\*)**

**\*\*First Saturday Breakfast**— April 4...Masonic Lodge, Aiken—Cancelled until further notice.

**\*\*Saturday Morning Cars and Coffee at the Village Café**—Cancelled until further notice, too.

**OUR REGIONAL HAPPENINGS (NOTE NEW ENTRY FOR MAY 2!)**

**\*\*April 17-18** —15th Annual All Model A Parts Swap Meet, Greenwood, SC Hosts: Old Ninety Six District Model A Ford Club. Cancelled.

**\*\*May 2** —Tour & Picnic, Rivers Bridge State Park, SC Hosts: Shade Tree A's, Augusta, GA (Postponed, TBA)

**\*\*May 2**—Johnston Peach Blossom Parade, Johnston, SC. Cancelled

**NEW! May 2** —Bring your "A" and meet at 9:45 am in the Roses parking lot in Kalmia Shopping Center. We're planning a tour of Aiken....hope to see everyone there!

**\*\*May 23**—Aiken Memorial Day Parade. Cancelled

June 12-14 — (Rescheduled) Charlotte Auto Fair

June 20—Trenton's 50<sup>th</sup> Ridge Peach Festival, Trenton, SC

June 20—Palmetto A's Swap Meet, Columbia, SC

September 19 — International Model A Day

**OTHER UPCOMING OPPORTUNITIES (If Available)**

**\*\*June 1-5**—MARC (Model A Restorers Club) National Meet, Oshkosh, WI. Postponed until 2021.

**\*\*June 21-26** — MAFCA National Convention in Texas' Hill Country, Kerrville, TX Hosts: Alamo A's Event postponed until June, 2022.

September 19 —10th Annual Model A Day 2019 at Gilmore Car Museum Hickory Corners, MI

October 7-10—AACA Fall Meet, Hershey, PA (MAFCA in space CF 81-83)

**FROM THE PAST:** Tom's g-grandmother, Isis Amanda Burdick Merriam (1848-1928), kept a journal of life in Allegany Co., NY.

On December 14, 1900 she wrote:

*"And so we go...sometimes up and sometimes down, and sometimes twisting our heels around."*

Does it still feel that way (sometimes) today?



**HAPPY BIRTHDAY!**

18—Dotti Shogren

27—Misty Hooker



**A Dashing New Ford Roadster**

**For AMA Members:**

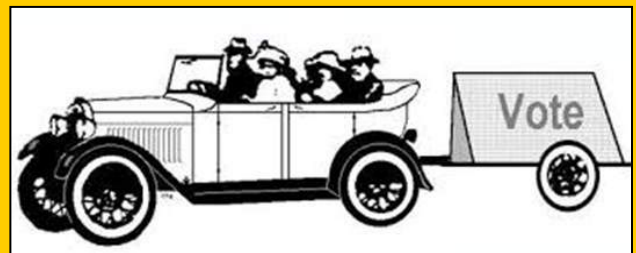
**A PREVIEW OF UPCOMING CLUB BUSINESS:**

**1**

The Aiken Model A's fiscal year runs from July 1 to June 30, so it's time for the annual election of officers. The nomination process has begun, and you will receive a ballot in the mail during the second half of May. This ballot needs to be returned **at or before** our scheduled meeting on June 2.

Or, if you prefer, you may mail your ballot to:

**Aiken Model A's  
P.O. Box 992  
Aiken, SC 29802**



**If you have not received your ballot by May 25, please contact Greg Jones at (803) 226-6432 or distagon2@aol.com**

**2**

Per our bylaws, your annual dues for the Aiken Model A's are payable **prior** to July 1. Dues for our 2020-2021 fiscal year are **\$25.00**



Please make checks payable to Aiken Model A's and mail to

**Aiken Model A's  
P.O. Box 992  
Aiken, SC 29802**

**OR**

You may opt to hand deliver your dues to Pat Roberts, Membership Coordinator at any AMA's event by June 30, 2020.

*A suggestion: Why not vote and pay your dues at the same time? Save energy!!*