



## A NEW MAFCA CHAPTER IN AIKEN, SOUTH CAROLINA

Greg Jones

We have embarked on an exciting new adventure, having formed the Aiken Model A's chapter of the Model A Ford Club of America (MAFCA). We now have our own Aiken-based club for these wonderful and ubiquitous automobiles loved the world over. We held our first meeting and have gotten a big welcome by MAFCA on their web page. I have included the image below that they posted in case you missed it.

I am humbled to be voted as the first president of the Aiken Model A's and thank you for your confidence in me. I only hope I can live up to your expectations and make the club successful. I want to focus on "fun with the cars" whether it be driving the cars to a nearby town for lunch on a glorious fall day in South Carolina, or getting grease under our fingernails making the old cars purr just right. Dotti Shogren as vice-president will do her best to keep me in line, and so will Don Cerefin, Rachel d'Entremont, and Pat Roberts.

I have two 1930 Model A Fords—a standard coupe and a Cabriolet. I also have my grandfather's 1926 Model T Ford Coupe. By the way, driving the Model T reminds me of what a tremendous and innovative car the Model A was when it was introduced. Twice the power and a sliding gear selective shift transmission. And shock absorbers! In a Model T, the passengers are the shock absorbers.

Our first club event is scheduled to be a tour to Ridge Spring on Nov. 15. This jaunt should prove to be a fun drive and as I understand it there are places to shop and do some antiquing. I look forward to that trip and hope all of you can make it. I certainly am working feverishly to get the engine back in my Cabriolet and all broken in and limbered up so I can race Eric and Rachel to Ridge Spring!

I welcome any input and ideas for this newsletter. In fact, I would welcome someone volunteering to take it over! I enjoy doing newsletters and



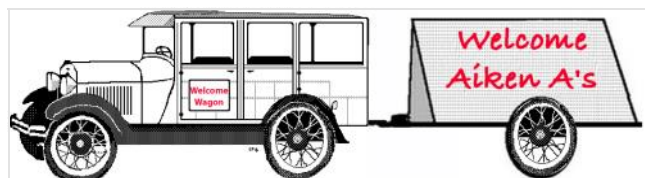
*Aiken Model A's*  
*Aiken, South Carolina*

desktop publishing, but I have a crazy work schedule that sometimes requires crazy travel so I often find myself "pressed for time." Let me know if anyone is interested in taking over the editor-in-chief position. Several members have already given me great input and articles. One idea from Dotti is to have a page where we can talk about projects we have going on. Maybe just a paragraph or so, or it could be a whole page if you felt the topic interesting enough. I want the newsletter, like our club, to be enjoyable and a reflection of that attitude.

For those who might be interested in joining the club, we are currently meeting at the Odell Weeks center in Aiken. Our meeting schedule is included in this newsletter. Please encourage anyone you know with a Model A, or even an interest in Model A's, to come join us. Let's have fun!

### ABOUT THE AIKEN MODEL A'S

The Aiken Model A's is a non-profit organization dedicated to the preservation and the restoration of the Model A Ford. Meetings are held monthly at the Odell Weeks center in Aiken, SC.



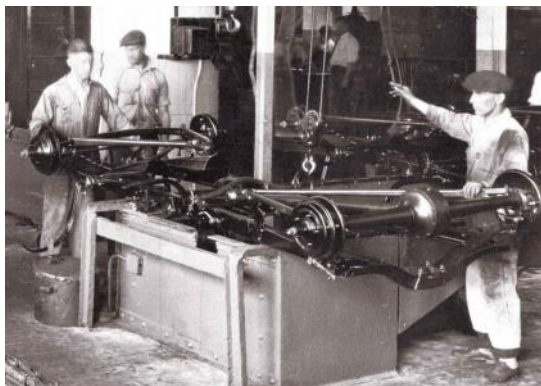
MAFCA welcome on <http://www.mafca.com>



## Potpourri of Model A Images



*Some of the founding members of the Aiken Model A's pose for a picture at the Rye Patch in Aiken. (Eric Shogren was behind the camera....)*



*"Don't tell Mr. Ford, but this car is being built upside-down."*



*Striping the Model A's-a touch of luxury.*



*Rachel gussying up her 28 Roadster*



*A couple of the hickory-shaft golf ladies enjoying a ride in the rumble seat.*



## GOIN 'ONS IN THE AIKEN MODEL A'S

Greg Jones, President

This is my first message as president of the Aiken Model A's chapter of the Model A Ford Club of America (MAFCA). It is an exciting time for those of us with Model A Fords in Aiken. I am honored to be the first president of the Aiken Model A's chapter, and can only hope I serve to grow the club and provide governance that is reasonably acceptable to our members. I can't do this job without your help, and fortunately we have a great group of folks that I can turn to when I cry "help!"

We have elected officers, wordsmithed the club bylaws, and by gosh have become a bona-fide club. We want the Aiken Model A's to be a fun club geared towards enjoying the Model A and I welcome any comments that can contribute to that objective.

As for your president, I have included a picture of my engine block that I just got back from Simons Balancing in Charleston. Mr. Simons still pours babbitt bearings and rebuilds antique engines. While in his shop he showed me some of the engines he is working on, including a 1911 Cadillac, several Model T and A engines, and a 1919 Franklin. He has his own little corner for the "old stuff" in this modern automotive machine shop that also specializes in marine repair, including enormous engines used in ships and heavy equipment. Mr. Simons has Chevrolets from the 1920's and is a fixture in the Charleston area. Simons Balancing and Machine is the go-to place in Charleston for engine rebuilding and balancing.

I look forward to our first official outing as a club which will be a tour to Ridge Spring on November 15. Hopefully I will have my Cabriolet buttoned back together in time to drive it.

Thanks for being a member of the Aiken Model A's!

*Greg*



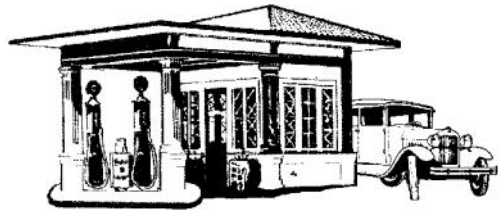
*The engine block out of my 1930 Cabriolet, required crack repair, sleeved cylinder, new babbitt, and new valve seats.. Should run like a champion!*



*If you use your imagination, these AMA'ers are spelling out "AMA."*

### Upcoming Events:

- Nov.1—Richland Creek Old Farm Days—Aiken party meets at Meybohm Realty at 0800 hrs. and meets the Augusta contingent in Johnston around 0830 hrs.
- Nov.15—Ridge Spring Tour—depart from Atlanta Bread at 11 am
- Dec. 6—Graniteville Christmas Parade
- Dec. 7 - Edgefield Christmas Parade
- Dec. 14 –Aiken Jaycee's Christmas Parade (details in next newsletter)



## TINKERIN' TIPS

*A Dead Battery!*  
by Tom Endy

### **A common occurrence:**

It's not uncommon for a Model A Ford to incur a dead battery, especially those that are still operating on six volts. Model A's are usually not driven daily and prolonged periods of sitting around tend to run the battery down. It is usually discovered when you climb in to go somewhere. You push on the starter button, and nothing.

### **Modern inconvenience:**

What a lot of Model A hobbyist may not understand is that we the modern day owners may be contributing to this phenomenon. In a modern car when you switch off the ignition it shuts off all the electrical systems in the car, except maybe for the digital clock. In a Model A Ford when you switch off the ignition, at least the original pop out type, all you are switching off is the power that goes to the ignition points. That may have been fine in Henry's day, but stop and think about what a lot of us have done to the Model A Ford to improve on Henry's design.

### **The cutout:**

The cutout used with the generator disconnects the battery from the generator whenever the engine is shut down. Without it the battery would discharge itself through the generator and you would have a dead battery. The cutout has a simple set of contacts that are either open or closed. The problem with the cutout is that the contacts can sometimes become welded shut over a period of time and not open, thus draining the battery when the car is parked. This is highly likely with the poor reproduction cutouts that are on the market. Modern day advancements in electronics provided the world with the diode. The diode is like a switch (sort of) in that it has a high resistance to current in one direction and a low resistance in the other. The low resistance path allows the generator to flow current to the battery to charge it. The high resistance path is supposed to not allow the battery to drain itself through the generator. An abundance of diode mod kits were made available at all the Model A hobby stores. The cutout contacts are replaced with the diode (hopefully in the right polarity) and welded contacts are a thing of the past. However, that high resistance direction is still allowing a small amount of current to flow out of the battery through the generator to ground. The amount of current is minute, in the milliamps, but over time it draws the battery down. Turning the ignition key off does not shut the circuit off. Only removal of the fuse on top of the starter (if one is installed) will open the circuit and prevent the drain.

### **The alternator:**

Another modern convenience seen on many Model A's today is the alternator. It is much more efficient than the old fashioned generator. You can buy them in either six volt or twelve volt. In fact you can even buy a six-volt positive ground alternator. However, the alternator has six diodes in it and the high resistance path will eventually drain the battery. This arrangement is also not switched off with the ignition key and it sits there and draws a small amount of current from the battery.

### **A failed alternator:**

It is also possible to have an alternator that from all appearances is working fine. You start the car up and the ammeter shows it is charging. However, you can have one or more diodes that are partially shorted. With this situation the current drain from the battery is considerably more and in just a day or so the battery is dead.

### **Good advice:**

Whenever you park your car for the night or any other extended period of time, pull the fuse out of the holder and stand it on its head in one end of the holder. This way everything except the starter switch is disconnected from the battery and there is no chance that a sneaky diode will ultimately cause you to have a dead battery.



# Newsletter of the Aiken Model A's, October 2014



## AIKEN MODEL A's

Meeting Dates:  
(7:00-8:30 pm)

- Tuesday, November 4, 2014
- Tuesday, December 2, 2014
- Tuesday, January 6, 2015
- Tuesday, February 3, 2015
- Tuesday, March 3, 2015

Meetings are held in Room 1 at the Odell Weeks Center in Aiken, SC

## CONTACT INFO

### Mailing Address:

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

Greg Jones President	720-272-7907
Dotti Shogren Vice President	803-215-2942
Pat Roberts Secretary	803-552-2559
Don Cerefin Treasurer	803-644-4437

