



# Shade Tree A's Newsletter



Volume 35, Number 10  
Augusta, GA  
October 2008

Celebrating our 35th Year

Award-Winning  
Newsletter



Happy Fall, Y'All!!



## The Shade Tree A's is a non-profit organization with chapter affiliations with MAFCA and MARC

The organization is dedicated to the preservation and the restoration of the Model A Ford automobile and supports membership in the national organizations dedicated to the same purpose.



Your Shade Tree A's membership includes annual dues (\$40) for the Model A Ford Club of America (MAFCA) and a subscription to **The Restorer** Magazine from MAFCA, 250 South Cypress St., LaHabra, CA 90631

Members are also urged to join the Model "A" Restorers Club (MARC). Dues are \$38 yearly and include a subscription to the **Model "A" News**. MARC, 6721 Merriman Road, Garden City, MI 48135

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### Club Postal Address:

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The Shade Tree A's serve the CSRA  
(Central Savannah River Area)  
in Georgia and South Carolina

### Table of Contents

Officers/Announcements .....	2
President's Column/Minutes .....	3
Almost Home/Monroe Wade/Shade Tree.....	4
Club Activities/Upcoming Events .....	5-6
Ford Trivia.....	7
Tough Times and the Model A.....	8-9
Vintage Visions.....	10
Our Sponsors .....	11
Calendars/Refreshments/Birthdays.....	12



### OCTOBER MEMBERSHIP MEETING

The Shade Tree A's will meet **Monday October 13** in Richard Dunevent's garage. The meeting begins at 7 o'clock.

Following the business meeting, Tom Roberts will give a short program on conversion of your Model A from 6- to 12-volt.

*Note: The Great Depression began in the fall of 1929 with the stock market crash and is referenced in this issue—see Larry Komp's "Tough Times and the Model A" on pages 8-9 and Anne Neely-Beck's Fashion Article on page 10.*

### DUES NOTICE

**A** You received your MAFCA dues notice and election ballots in the September issue of the *Restorer* magazine. As your MAFCA dues are included in your STA dues of **\$65.00**, it's a 'snap' to take care of both at the same time! "One check; that's all", says Treasurer Richard Dunevent.—make out that check for **\$65**, complete the dues card (found in the *Restorer*), and get them both to Richard no later than December 1. You may also mail your dues to: Richard Dunevent, 4338 Owens Rd., Evans, GA 30809-9678.



## OFF THE RUNNING BOARD

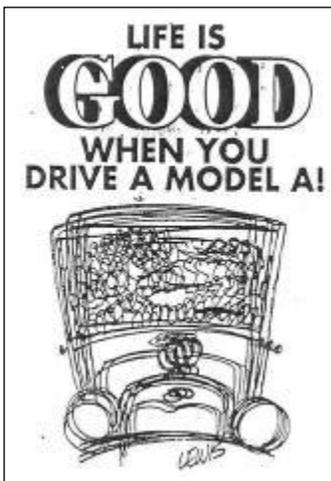
Thoughts from the President...

Special thanks to our new newsletter sponsors. (See page 11) You don't know how much we appreciate your support. As I'm sure you all realize, the cost of just about everything is going up including the cost to publish our newsletter. However, one thing that hasn't increased is the cost for you to run your ad with us not this year or next. Not many organizations or businesses can say that but there again you're dealing with the Shade Tree A's. If you're still contemplating your decision, it's not too late to make that commitment. We would very much appreciate your support for the coming year. You can contact me or any club officer if interested; our information is listed as always on page two.

The next three months in particular will be very busy for the STA's. If you're close to getting your car on the road or need a little extra help to make that next activity, please contact me and I'll make every effort to make sure that you can join us in this special time of year. Note our activity calendar for October thru December for some new and traditional memories.

It is still not too late to sign up for the Caribbean Cruise in January. Theresa McMullin has all the details. We currently have six families registered and we would hope to have a few more. Hope you can join us for all the excitement and fun in the islands.

Have a Safe Trip,  
Craig



...found in an old  
"Ramblin' A's"  
newsletter



## Minutes of the September Meeting

The September Monthly Meeting of the STAs was held September 8, 2008, at member Richard Dunevent's garage at 7:00 p.m. The meeting was called to order by President, Craig McMullin. The attendance sheet was passed around and showed 40 present. Illnesses included Ed Garvin, who was in the emergency room this morning, but it was thought he was home resting tonight. Please remember Ed in your thoughts and prayers.

The Treasurer's Report was given by Treasurer, Richard Dunevent and the August Meeting Minutes as published in the September Newsletter were approved.

President McMullin announced to the membership that we have 8 sponsors so far for our newsletter. These sponsors receive a business card advertisement in our newsletter for a year for their donation. Sponsors are Susan Meloan (embroidering), Joseph Spires (Attorney-at-Law), JC Taylor, LaBaron Bonney, Schwalm, Mike's A Fordable Parts, Model A Masters, and Gold Cross Ambulance. Please support our sponsors!

For Show-n-Tell, President McMullin passed around a newspaper article requesting identification of the antique automobile pictured. There was also a newspaper article of a 96 A's member's trip to Addison, TX. Jim McPherson also showed an original wrench he purchased while in Addison. Member Michael Gordon entertained the members with his rendition of recent vapor-locking experiences while attending the Gilbert July 4<sup>th</sup> Parade and Festival.

### Under Old Business:

- President McMullin thanked Larry Komp for his "Flora" story and cartoon in a recent newsletter.
- We just completed our 15<sup>th</sup> Technical Seminar. These seminars are well attended and MAFCA recognized our youth's participation in our 15<sup>th</sup>.

Ken Nelson shared memories of the recent Morganton, NC Hill climb. In total there were about 23 antique cars participating.

### Under New Business:

- Several in attendance encouraged our membership to vote in the upcoming MAFCA election. Ballots should be received in this month's magazine. Two specific nominees known to our club members were Jim Morris and Brian Freestone.

Upcoming club activities were discussed. Added to our upcoming events is a trip to Charleston, South Carolina. Please see the Upcoming Events section of this newsletter.

With no further business, the program ("Improving your Gas Mileage"), was presented by Jim McPherson and the business meeting was adjourned.

Respectfully submitted,  
Theresa McMullin, Secretary



## Update on "ALMOST HOME"

Original Art by  
George Shumate

Our September 2008 cover painting by George Shumate is now on his website and he's taking orders! It may be found under the subheading "Nostalgia" at [www.georgeshumate.com](http://www.georgeshumate.com). The print size is 16 x 24; the edition size, 500; each is signed and numbered. This

# The Monroe Wade Award



With this issue, you'll find a nominating form for the 2008 Monroe Wade award.

For new members who might not have had the pleasure of meeting Monroe, a little explanation might be in order. Monroe was a man who loved Model As and his STA Club. He was a man you could **ALWAYS** depend on to help you, no matter the time (or the weather!) He worked hard for the Club and you could usually find him nearby—doing anything he could to be of help.

He restored a 1930 Tudor that had belonged to his mom—then went on to restore a number of other A's, all of them award-winning.

Since Monroe's death in 2003 his wife Betty and daughters Deborah and Joyce have continued to be active in the Club—and to drive Monroe's beloved cars.

This annual award is our way of remembering Monroe and is presented at the Christmas party. Previous winners are:

2003—Jim McPherson  
2004—Richard Dunevent  
2005—Ed Meloan  
2006—Craig McMullin  
2007—Dan Perla



☞ Long-time member **Ed Garvin** has been 'under the weather' lately. Please remember him.

☞ **Anne Neely-Beck** has been travelling again—this time she's been to CA, the EFC meeting and the MAFCA meeting. She also went to the 'awesome' Ronald Reagan

Library and a olive orchard that has been in business since the late 1800's.

☞ **Kevin Straw** of New Zealand writes: *'I am a Model A'er in New Zealand and just came across your club's web site. I just had to email you and congratulate your club on having such a 'Fantastic' web site. I am the editor for the local Model A Ford Club and we are at present considering having a web site and have our newsletter available to members on it.'*



**JULY 4, 2008**  
by Michael Gordon

It was July 4th 2008, the day of the Lexington peach festival in Gilbert(SC). We got up early and went to the Waffle House on Hwy 1 near I-20. We ate a good and delicious breakfast. After we ate we waited for more people to come. There were about 8 people that came that day. Around that time it was time to go. Since my grandpa (George Gordon) could not hear very well I had to listen out for him and tell him what to do. We went to the Hardee's and used the restroom and got an ice cream. After that we finally arrived in Gilbert, and there were a lot of people. In the parade there were people left and right. When the parade was finally over, we headed home. We were at the end of Bobby Jones Expressway, across from Sam's club. Uncle Don was following us home, and we did not see him behind us. We pulled over and waited on him for a while. We figured he had problems with the car, so we turned around to go and get him. When we turned around, he called and said the car was out of gas. We were driving and driving and finally saw him across the street. So we went on down to the red light so we could turn around and when the arrow turned green, the car shut off. Pappy and I had to get out of the car and push it across the street. When we got it over there, we figured out it was vapor locking because of its lack of fuel. We finally got the car started and headed on down the road to where uncle Don was. We also figured out that he was not out of gas, but he was vapor locking as well. I called my mom and asked her to please bring us some gas. It was a very very hot day, so it seemed like we waited a long time, but she finally showed up. We got some gas in the car and we headed home. Uncle Don took off first and we followed behind him. We got off the exit and we came up to the red light when we saw that Uncle Don's coupe had vapor locked again. So we were holding up traffic because we could not get it started. Luckily our house was across the street. When I said that the car started up, and that was a good thing. We finally got both the cars home and what a relief that was. This was an experience that I will never forget; the time the cars vapor locked.



# CLUB ACTIVITIES



Three STA couples—Jim and Sheila McPherson, Ken and Linda Nelson and Linda and Curtis Krosting—travelled to Morganton the weekend of September 4-6 to watch the Model A Hill Climb. You'll find more pictures on our website.

## MODEL A HILL CLIMB MORGANTON, NC September, 2008



# UPCOMING EVENTS

## OCTOBER



**OLIVER HARDY  
PARADE  
HARLEM, GA  
October 4, 2008**

"Here's another fine mess you've gotten yourself into!" Oliver Hardy would have most likely said about this Festival honoring him. The STAs will participate in the 20th annual Oliver Hardy Festival parade in the town in which he was born (Harlem, GA) on **Saturday, October 4**. We will leave from the Cracker Barrel Restaurant at 8:30 and tour to Harlem for the parade at 10. Enjoy the many activities after the parade! For more information: [www.harlemga.org/ohexhibitor.htm](http://www.harlemga.org/ohexhibitor.htm)

**AACA MEET  
AND FLEA  
MARKET  
HERSHEY, PA  
October 8-11, 2008**



The Antique Automobile Club of America's 2008 Eastern Division National Meet will be hosted by the Hershey, PA region **October 8-11**. If you visit the website [local.aaca.org/hershey/2008brochure.pdf](http://local.aaca.org/hershey/2008brochure.pdf) and look over the many offerings, you'll know why STA members make the trek each year—there are **9,000** vendor spots at the Flea Market.

**CHARLESTON, SC  
October 24-26, 2008  
See page 6 for all the details!**



**STEAK  
COOKOUT  
October 18,  
2008**

Our Annual Steak Cookout will be held **Saturday, October 18** at the home of Glenn Boswell, 3634 Devaney Lane, Martinez. The cost of the steaks will be \$10 each. Arrive anytime after 1 pm—and drive your Model A for all to see! Be sure to bring your chair, a plate, eating utensils and a salad or dessert. You may have already indicated your choice of what to bring on the sign-up sheet—if not, please let Barbara Bryant (phone: 706/738-4455; email [pbbryant2@bellsouth.net](mailto:pbbryant2@bellsouth.net)) know.

## NOVEMBER +

### RIDGELAND CREEK FARM DAYS SALUDA, SC November 1, 2008



25 at I-20 and tour to Saluda for the Richland Creek Farm Festival. It will be a day 'chock-full' of old farm activities, a tractor show and tractor pulls. Our Model A's will be displayed in a special area while we enjoy the festivities. Further details will be upcoming at the October meeting.



### HOLIDAY PARADES!

On **Saturday, November 1** we'll leave from the old Hardee's on Hwy

**INDEPENDENCE of the SEAS**  
*8-night Caribbean Cruise*  
**Saturday, January 10, 2009**  
through  
**Sunday, January 18, 2009**  
(You'll find extensive information  
in August's newsletter, or see  
Theresa McMullin)

#### Get ready, Shade Tree A's.....

We're going to Charleston October 24<sup>th</sup> through October 26<sup>th</sup>!!



Below is our schedule of activities and hotel information:

#### Friday, October 24<sup>th</sup>

- 9:00 a.m. Leave Al's Restaurant in North Augusta
- 11:30 a.m. Lunch at **Duke's Bar-b-que**
- 3:00 p.m. Check-in at the **Clarion Inn**
- 5:30 p.m. Dinner at **Hyman's**, downtown Charleston
- 8:00 p.m. **"The Dark Side of Charleston Walking Tour"**  
\$16.00 per person



#### Saturday, October 25<sup>th</sup>

- 9:00 a.m. Leave for **Tea Plantation with the Low Country A's**
- 11:30 a.m. Lunch at **Gilligan's with the Low Country A's**
- 1:30 p.m. Leave for **Folly Beach Pier**



- 5:30 p.m. Dinner at **California Dreaming** at the marina

#### Sunday, October 26<sup>th</sup>

- 9:00 a.m. Leave for Augusta, GA

#### Hotel Information

Clarion Inn, 3640 Dorchester Road, North Charleston, SC  
Phone: 843-554-4140  
(Block of rooms at \$81.35 (includes taxes and breakfast) is being held under the Shade Tree A's until **October 15<sup>th</sup>**)

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## 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-size 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 baby 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.).



*(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 (Detroit) 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 has 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 restore the damage as quickly as possible. When landlord William Wreford arrived to collect the June rent (\$25) 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.

*—compiled from "The Cars that Henry Ford Built" by Beverly Rae Kimes and "GARAGE"—by Erik Calonius, Fortune Magazine, March 4, 1996*



Henry Ford first demonstrated his gas engine Quadricycle on the streets of Detroit, Michigan in June, 1896. He modified the vehicle several times within the first six months. This photo shows it as it appeared first, with the engine encased in a box at the rear of the vehicle.



# Tough Times and the Model A

...Larry Komp

**The role the Model A Ford played in transporting people during the Great Depression and the ingenious repairs and parts their owners fabricated to keep their cars on the road...**

All of us either by experience, oral tradition, or school curriculum know about the stock market crash of '29 and the Great Depression that followed. I'd like to tell you about some unique repairs and modifications done during these lean years. These creative repairs allowed Model As to stay on the road and on the job. I gathered a small collection of Model A parts and artifacts to show the resourceful ingenuity that was common practice. Also, I have included some photographs of the time to help set the mood. Today, we just swipe our VISA card or write a check for a part or repair on our treasured Model A and do not give it another thought. With one click of the mouse on eBay or with one phone call, behold, a new or rebuilt generator or water pump appears like magic. From the end of Model A production until after 1945, this was definitely not the case. In 1932, the \$100.00 we spend today on a rebuilt generator/alternator was the equivalent of several months' income for a Georgia farm family. If a family had \$100.00 available, it went for food and perhaps the mortgage—period. So, how were repairs made and how did our Model A's get through this period to be with us today?

I very quickly discovered in my research that the Model A was not always the first vehicle of choice for desperate victims of the Depression and the dust bowl. Farmers of the Midwest, West, and South who were forced from their homesteads were often referred to as "Okies". These Okies actually sought bigger, older, and cheaper cars to modify than the Model A Ford.



The scene above is the aftermath of a 1935 dust storm in Dallas, South Dakota. This touring car is neither a Model A nor Model T, but a mid-twenties Star, Moon, Dodge, Maxwell, or something similar. Photo courtesy of Library of Congress, through wikipedia.org.

I came to this conclusion by reading John Steinbeck's famous Depression novel "Grapes of Wrath" and other archived material, by interviewing people who lived through this period, and scanning dozens of photographs. Basically, a much bigger and heavier car could be bought more cheaply than a used Model A during the 1931-37 time frame, and it could carry a much larger load. Model A Fords were still pretty new and expensive compared with a used 1924 Hudson Touring or even an older Packard.

Also, these bigger older cars had longer wheel bases and heavier springs, allowing for more capacity. Speed was never a consideration. The bigger, older cars were better suited for conversion to the flatbed or huckster style truck that we often see in historical photos. But this is not to say that the Model A was



never used as the vehicle of choice for migration. If a good Model A came along (as seen in the pictures on this page), it was pressed into service. Although the Model A didn't have the size, its simplicity of design and universal part availability made it a very good choice.



Above, we see the same, single headlight, '28 Model A Roadster Pickup getting a gas top off. Even though gas was not \$3.00+ per gallon, with the meager resources that these folks had, it probably felt like \$30.00+ per gallon! Looking at the front spring area, notice that "Future Authenticity" was not a consideration in repairs and part replacements, a point that my Exhibit of Parts on the following page demonstrates. Library of Congress photo

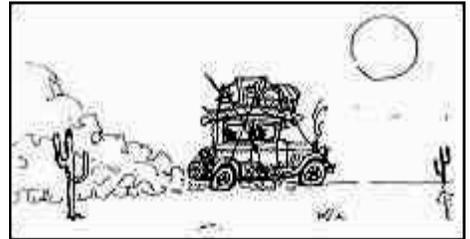
My Grandmother 'Kitty' Komp told me that in 1930 she and my grandfather traded a large Oldsmobile 8 cylinder Touring Sedan for a black Model A Tudor for this reason. My grandfather was trying to hang onto his management accounting job with the Illinois Central Railroad and just wanted a lower profile, economical car. Perhaps this was part of the marketing strategy behind the production of the Model A Town Car in late '29? This is a good topic for another time.....

Left: a '28 Model A Roadster Pickup doing the yeoman service of transporting a Great Depression-era family. Note that the front bumper, brackets and horn cover were not replaced after a front spring rebuild. Photo courtesy of Library of Congress.



Left: These poor guys do not have the advantage of Richard's garage for their 'Road Side Technical Seminar and Demonstration'. This could be a Murray or Fisher body on this non-Model A. This is a large car of about 1929-31 period—maybe a Studebaker President or the like. Note the size of the aft-side mount spare. *Library of Congress photo*

outside of Joplin, Missouri with only 3 tires holding air, and 2 definitely not. An older guy who ran a rural garage taught me the art of pounding old rags into a tire with a mallet and block of wood. Doing this with consistency and patience, I was able to pack the tire with those old rags densely enough that it was drivable. Going slowly, we went several hundred miles on this cotton filled tire. In Eastern Missouri I was able to locate a used tube and tire.



Recently with the present heat and drought in the West and Midwest, several publications have compared this summer with the Dust Bowl years. Poor farming practices helped contribute to the problem then, just as greenhouse CO<sup>2</sup> is causing global warming today.

Over the years in the hobby, I have accumulated a few strange-looking Model A parts. ("Exhibit of Parts", below) We would not use these parts today because we have the resources and means to get proper reproduction or rebuilt originals..

My father and uncles told stories of people actually using thick leather or rawhide to replace the babbit in rod and main bearings. They would stress that the driver drove very, very cautiously after this repair. In fact I remember them telling me that all during the Depression, people really babied their cars, driving them as if eggs were under the gas pedal.

The first ubiquitous object, that home grown accessory that seemed to be attached to all the Model As being pulled out of barns and sheds during the '50s and '60s, is the **blacksmith-forged trailer hitch**. (#1) This hitch was commonly a 3/8 inch flat steel bar that was bent to span the space between the two rear bumper brackets. Many a field was plowed or a homemade trailer pulled with all the family belongings via this hitch. My '28 had one of these when I brought it home in 1963. Dan Perla's Town Sedan still wears the hitch that his grandfather installed during this period.

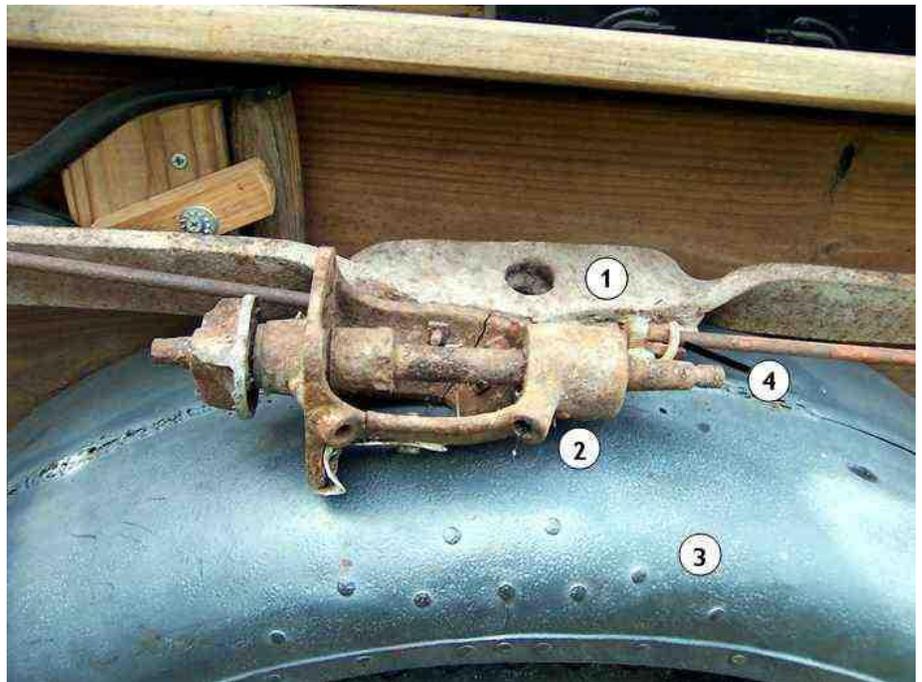
One Depression-era trick I actually got to put to practice was to stuff rags into a tire! In June of 1965 when a buddy and I took off for New Mexico in my Tudor. I was running my tires so thin that we finally got stranded

Another item displayed in the photo shows repairs made out of pure desperation. The **water pump** (#2) illustrates the lengths that some true shade tree mechanic had to resort to in order to keep the family Model A on the move.

I envision the **riveted patch repairs** (#3) made on my right rear sedan-converted-to-huckster fender being made in some sort of railroad side track repair facility during slow times.

The **ground strap clamp** (#4) holding two sections of a brake rod I have is another example of a necessary roadside repair. Obviously a ground clamp was liberated from a nearby utility pole to mend this brake rod.

### EXHIBIT OF PARTS



- 1—Blacksmith-forged trailer hitch
- 2—Water pump
- 3—Riveted patch repairs
- 4—Ground-strap clamp



# VINTAGE VISIONS

...Anne Neely-Beck

## Autumn Style-Features

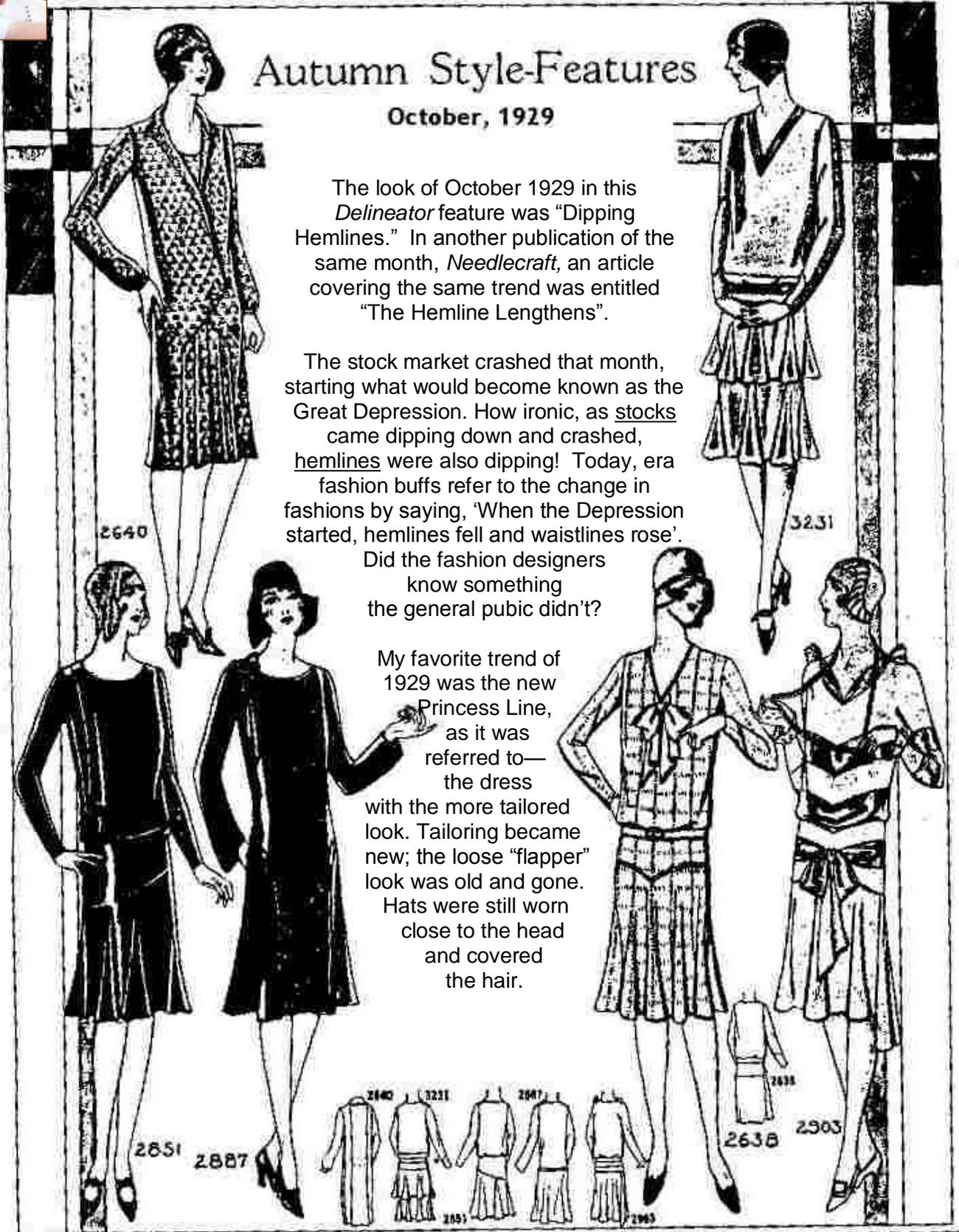
October, 1929

The look of October 1929 in this *Delineator* feature was "Dipping Hemlines." In another publication of the same month, *Needlecraft*, an article covering the same trend was entitled "The Hemline Lengthens".

The stock market crashed that month, starting what would become known as the Great Depression. How ironic, as stocks came dipping down and crashed, hemlines were also dipping! Today, era fashion buffs refer to the change in fashions by saying, 'When the Depression started, hemlines fell and waistlines rose'.

Did the fashion designers know something the general public didn't?

My favorite trend of 1929 was the new Princess Line, as it was referred to—the dress with the more tailored look. Tailoring became new; the loose "flapper" look was old and gone. Hats were still worn close to the head and covered the hair.



**MEET THE SHADE TREE A'S NEWSLETTER SPONSORS!**

Our thanks to the folks below whose generosity supports our newsletter. Please remember them when you need a service they offer, and don't forget to tell them you appreciate their support of our club!

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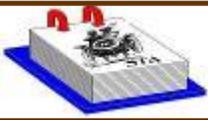


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# SHADE TREE A'S CALENDARS



## OCTOBER

- 4 Oliver Hardy Parade, Harlem, GA
- 13 **STA Meeting**
- 18 Steak Cookout
- 24-26 Charleston Tour w/visit to Tea Plantation

## NOVEMBER

- 1 Ridgeland Creek Farm Days, Saluda, SC
- 3 Board of Directors Meeting
- 10 **STA Meeting**
- 29 Gibson, GA Parade

## DECEMBER

- 9 STA Lights Tour
- 13 **Hepzibah Christmas parade, 11 am LU 10 am**
- 16 **STA Christmas Party—Old McDonald's**

A **RED** entry denotes a change or an addition to the calendar.

## OTHER EVENTS OF INTEREST

(Non-club events but members are encouraged to participate)

### October

- 8-11 Hershey Swap Meet, Hershey, PA

### November

- 14-15 City of Hoschton, GA—Antique Tractor Event
- 21-22 Swap Meet, Moultrie, GA

### 2009

#### January

- 10-18 8-night Caribbean Cruise—Theresa McMullin, 803.637.3790.

## REFRESHMENTS

Highlighted name coordinates what the group brings

### October

**Trapp, McMullin, Horner, Leach**

### November

**Turley, Jones, W. Smith, Boswell**

### December

**Christmas Party**



## Happy October Birthdays!

- 2--Doris Chavis
- 3--Shelby Deitz
- 5--Tina Neitzke
- 5--Anne Neely Beck
- 6--Harold Moore
- 8--Jim McPherson
- 9--Glenn Boswell
- 11--Dolores Cerefin
- 15—Jerome Trapp
- 17—Hilde Dover
- 25—Sheila Wilson
- 26—Pat Roberts
- 29—Christine Gordon

