



PRESENTING: A DOZEN STA VEHICLES.
Can you match them with their owners?—(see page 4)



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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 these national organizations dedicated to the same purpose.

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**.



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

APRIL MEETING

The Shade Tree A's will meet on
Monday, April 12 in
Richard Dunevent's garage at 7 pm

The technical program will be
PART II of Larry Komp's brake
program: Brake Adjustment
See you there!

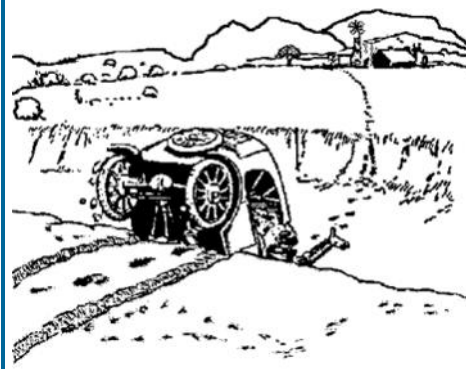
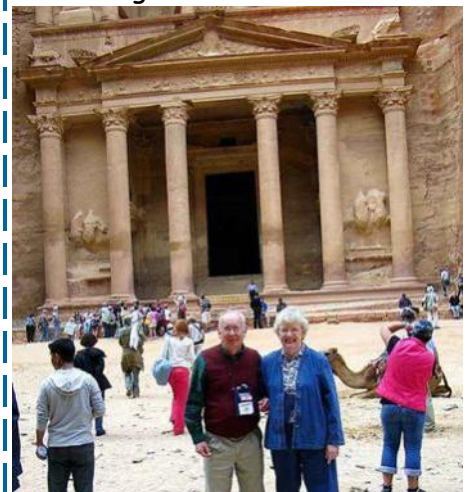


Table of Contents

Officers/Announcements.....	2
President's Column/Minutes	3
MAFCA Miles/Matching/Tech Tip	4
Richmond Hill	5
Along the Way.....	6-7
April Events—and more!	8
Head Gaskets	9-10
Vintage Visions.....	11
Our Sponsors/Matching Answers.....	12
Calendars/Refreshments/B-days.....	13

Enjoy the April issue! As usual, it's 'chock-full' of things to read and things to do!



Your newsletter staff in Petra, Jordan! Didn't see any "A's" there!



Off The Running Board

Thoughts from our President...

I want to express my appreciation for all the STA members who attended the Richmond Hill Tour a few weeks ago. Your support and assistance over the course of the weekend made this event a huge success. Many members of the other eight club clubs that joined us expressed their gratitude for such an enjoyable weekend. We are very fortunate to have such an active club with members who will give of themselves not only in hosting this event but in all we do throughout the year. I am very proud to represent the STAs as your President. You all make my job very easy and gratifying. Thank You!

Every year the STAs are very well represented at the Annual Social Security Run hosted by the Atlanta Region, Horseless Carriage Club. This year the event will be centered in Madison, GA on May 13-16. The event is special this year in that they will be celebrating their 15th year hosting the tours. This event is focused on any make or model vehicle as long as it was made in 1935 or earlier. So the breadth of vehicles is always varied and unique which makes for an interesting tour and hotel parking lot spectacle. The tour is fun in that there is a concurrent poker run with a contest to see who can finish closest to the average run time of all the cars. It might sound confusing but it really isn't and it makes for a very relaxed tour with provisions for many sightseeing stops along the way. This tour is limited to 100 vehicles so it is not too early to make your plans. Registration forms have been sent to last year's participants but if your new at this and wish to attend, see me or Jim McPherson for more information and a registration form.

Have a safe trip,
Craig

A Family Reunion!
Peggy and Will Cronkrite of Rock Hill, SC visit Ziggy at Walthourville

(Photo: Sheila McPherson)



March Minutes



The March Monthly Meeting of the STAs was held March 8, 2010, at members Richard Dunevent's garage at 7:00 p.m. President Craig McMullin called the meeting to order. There were no visitors present. There were 30 members present. March birthdays were recognized with Doug Wilson reaching a milestone. The February Meeting Minutes were read and approved and Treasurer, Richard Dunevent gave the club's financial report.

Illness reported was Bill Adams. Bill is undergoing radiation treatments for lung cancer. President McMullin asked that everyone keep Bill, Gayle, and their family in your thoughts and prayers as they work through this treatment. Hopefully Bill will be in remission soon and can join us in activities and meetings. President McMullin also shared a card received for the memorial sent to Stuart Smith's father-in-law.

National Director, Ken Nelson thanked those who turned in mileage for February.

There was no report from the Newsletter staff, as Tom and Pat are vacationing in Israel.

For Show and Tell Ken Nelson exhibited two different kinds of points and Jim McPherson displayed Larry Komp's artwork used on the Richmond Hill Tour. This artwork will be displayed in Richard's garage.

Old business consisted of the most recent activities of the STAs:

- Valentine's Pancake Breakfast was cancelled due to bad weather.
- Technical Seminar on February 20th was reported by Larry DuVall – there were 20 people working on about 8 cars. Everyone either learned something or taught something. This continues to be a worthy activity.
- Richmond Hill Tour – Those who went on the tour enjoyed it and shared a few fresh memories – There were 130 people, 9 clubs, and 55 Model A's on the tour.

Under new business, upcoming events were discussed. Please see details covered in this newsletter.

Vice President Larry DuVall introduced the technical program: "No More Panic Attacks" presented by Larry Komp. A video was watched entitled "Stopping on a Dime." Larry suggested that the next Technical Seminar be used for adjusting brakes.

With no further business, the meeting was adjourned and the members enjoyed refreshments & fellowship.

Respectfully Submitted,
Theresa McMullin

MAFCA MILLION MILE PROGRAM



Ken Nelson – Mileage Chairman

I'd like to thank all of you who have taken the time to send me your odometer reading via e-mail. I'll be contacting you again later this month for your March reading. I need to submit the numbers prior to April 1 so your promptness will be appreciated.

We had forty members send me their odometer readings in the "early" part of January. **Twelve responded for the February segment with a total mileage of 978.** With the Richmond Hill tour we should have some good mileage

numbers to report.

The national total as of March, which represents 184 cars, is shown at the bottom of the first column.

The "YTD target" as of February was 50,000 miles, so they are not too far off when you consider we are going into our busiest "driving" months.

The program is just starting so now is the time to "join the 'Program'" and start ENJOYING your Model A.



It's never too late to start!!!



NAME THE OWNERS

Look at the photos on the cover and match a name with each number. Correct answers are on page 11.

- | | |
|---------------------|-----------------------|
| _____ Pascal Bryant | _____ Ralph Neitzke |
| _____ Rachel | _____ Bill Richardson |
| _____ d'Entremont | _____ Tom Roberts |
| _____ Larry DuVall | _____ Walter Smith |
| _____ George Gordon | _____ Stuart Smith |
| _____ Larry Komp | _____ Dan Snider |
| _____ Frank Lindley | |

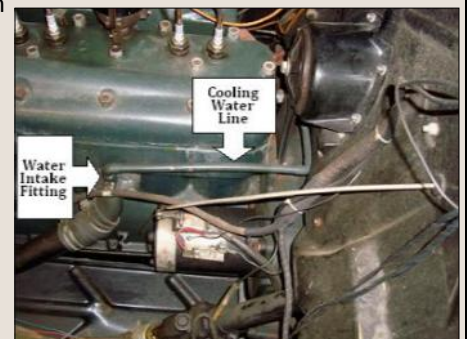


—We welcome a new feature: Tech Tip of the Month

.... Jim McPherson

April, 2010: Two Club members have recently experienced engine failure. Both of these failures have involved cylinder number four. It has been known for a long time that cylinder four runs at a higher operating temperature than any other cylinder. This is, at least partly, due to the cooler water returning from the radiator entering the block at its mid-point. This increased temperature was noted during the Model A time, and a Service Bulletin suggests going inside the block by the way of the water inlet and removing a cooling fin to allow more water to the rear of the block.

Jim Miller realized the potential for increased temperature for cylinder four and took corrective action when restoring his 1932 Pick-up. He provided additional cooler water to cylinder four by drilling and tapping a hole in the rear of the block, and running a water supply line from the water intake to the rear of the block.



Richmond Hill, 2010

Nine Clubs and 137 people gathered in Richmond Hill, GA March 5-7. On Friday, registration and the Hospitality Room were open. The Friday afternoon tour was to Ft McAllister where Georgia State Tour Guides provided details of Sherman's last battle and Ohio re-enactors demonstrated cannon firing. The park's Group Shelter was the site of our Friday night BBQ dinner with brownies, ice cream and chocolate syrup giving a sweet ending to the meal. On Saturday, we made our way to Danny Norman's Walthourville Village, where we were greeted by Ziggy the goat. Participants lined up to have their photos made at the era filling station, and lunch was served under the pavilion. Following dinner at Love's, games were played in the hotel conference room with cash prizes awarded for Model A Bingo. On the way home, tired but happy, we ate lunch at the Coleman House in Swainsboro, GA. Here are a dozen scenes from the event:





ALONG THE WAY....

It's all about the cars and the people who love them...

TECH SESSION 23

by Larry DuVall



On Saturday, February 20, 2010, about 10 STA members were having breakfast at the Sunshine Grill. It looked like an average day for a tech session. Little did I know that this tech

session would be anything but average. It was extraordinary!

STA's were preparing for the 2010 touring season starting with the Richmond Hill tour. We had at least 20 STA members swarming over model A's everywhere one looked. We addressed problems ranging from lighting electrical problems, carburetor, rear wheel brakes, cracks in manifolds, water pump, starter and many other problems I am not aware of.

A total of 8 Model A's were worked on and the problems either diagnosed or corrected. The majority of the club members did not have cars in need of work. They came to help the other members get their Model A's ready for the upcoming touring season.

I want to recognize each and every club member who gave of their time to help the club. *Sure hope I haven't missed anyone—a lot of comings and goings!*

I believe that we have a responsibility to preserve and restore the model A motor car so that future generations can get as much enjoyment out of these magnificent machines from the dawn of time for modern transportation as we have.

Lunch was served, all you could eat, hotdogs with all the trimmings and a wonderful selection of desserts.

Thank you one and all.

Cast of characters: Don Cerefin, Ernie Dinkins, Jim Dover, Richard and Frankie Dunevent, Larry DuVall, Tony Gazette, Michael Gordon, George Gordon, Curtis Krosting, Bobby Markwalter, Craig and Theresa McMullin, Jim and Sheila McPherson, Jim Miller, Ken Nelson, Tom Roberts and Doug Wilson.



Larry Komp's St. Patrick's Day Parade Report

Green was the dominant color of the day, contrasting well with the heavy grey sky. The Shade Tree A's had a good turnout in spite of light rain for the 2010 Augusta St. Patrick's Day Parade. We had 11 Model A's and 1 Model T. The Jerome Trapp Tribe came with 3 cars and 3 generations of family, including a very young baby that the proud grandfather held in the seat of a '22 T coupe. Talk about head room—a person could stand up in this coupe if they chose not to sit down. The Trapp family tailgated off the trunk of a '29 Town Sedan feeding the many grandkids in the light drizzle. Doug and Sheila Wilson also had 3 generations occupying the bed of their '29 closed cab pickup. Walter Smith also arrived with 2 Model As, an AA '29 stake bed and a '29 Fordor. George Gordon (alone), Bob & Donna Markwalter, Carol Taylor, Gerald Melchior, my best half Dawn, and I made up the rest of the field. I hope I have everybody here. The crowd really likes to crowd in tight during this parade, our Model As have barely room to squeeze through. The crowd was several rows deep, all decorated in green, and totally oblivious to the wet conditions. And of course, Dawn discovered that her digital camera had zero charge and refused to capture any images. I just love modern technology. All, and all, a good time

was had by all, and the Model A's proved one more time that they do not melt or even flinch in a rain, nor did any internal software blip cause any of them to surge ahead out of control.

Pictures! —————>



**PALMETTO A'S
PICNIC IN
THE PARK...**
March 20, 2010
and the
Shade Tree A's
were there!





April Events--and more!

5th ANNUAL ALL MODEL A PARTS SWAP MEET OLD 96 DISTRICT MODEL A CLUB GREENWOOD, SC

April 16 & 17, 2010
Gates open at 8:00 am



MODEL A DISPLAY AREA

Admission	\$2 per adult
Car Corral	\$10 for both days
Vendor Space	\$25 pre registration
	\$30 at the gate

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

Located half mile south of Greenwood on
Rt. 221 between Rt. 25 and Route 225

TECH SESSION 24

April 24, 2010



We will meet for breakfast on **Saturday April 24, 2010** at the Sunrise Grill on Washington Rd. at 8:00 am, and proceed to Richard's garage at 9:00. We will spend the day providing maintenance and repairs on our Model A's in preparation for the spring touring season.

With the change in weather we can resume work on the pickup as well as other diagnostic and repair jobs as they come up. This would be a good time to apply some of the knowledge learned from Larry Komp's program on brake adjustment.

How often will this happen?

Our 24th Tech Session is on the 24th of the month!!



A NEED FOR SPEED?

April 22-24 Hill Climb, Unicoi, TN

It is likely there will be only one Hill Climb in our area this year—the Fiddlers and Fiddleheads 2010 Hill Climb and Festival in Unicoi, TN—**April 22-24**. As a participant or spectator this Hill Climb is always fun. The banquet at the Farmhouse Gallery and Gardens comes with Model A entertainers. Return to the Farmhouse on Saturday for a no judging car show and good "down home" music. The Holiday Inn Express (423-743-4100) is the host hotel.

SOCIAL SECURITY RUN

May 13-16, Madison, GA



Registration forms are available for the **May 13-16 Social Security Run** in Madison, GA. We will visit several places of interest during these tours, including the Micro-Car Museum, the George Bugg Museum and the longest covered bridge in GA. Early-bird activities are planned for Thursday and the Driver's Introduction Ceremony Thursday night. The Medicare Tour is Friday and a Western Hoe-Down Welcome Party is Friday night at the pool. Saturday is the BIG Social Security Run with prizes awarded at the banquet. We suggest you stay in the Hampton Inn. We will depart Thursday morning at 9:30 from the Sunrise Grill on Washington Road. Come early and join us for breakfast. Contact Jim McPherson if you need a registration form.



The
Doug
Wilson
family
enjoys
the
2010
St.
Patrick's
Day
Parade

Thanks, Doug and Sheila, for the pictures!



Head Gaskets

These two articles are reprinted with permission of Tom Endy, Editor of "The Victoria Bustle", the newsletter of the International Model A Ford Victoria Association.

Tech
Corner

....Ken Nelson

Head Gaskets by Tom Endy

The FelPro Company has for many years manufactured the better quality head gaskets for a Model A Ford. The part number is 7013. Most of the major suppliers carry it under their own part number and don't necessarily tell you in their catalog that the gasket is a FelPro. Bratton's carry it under their part number 8070 (\$19.00) and they do identify it as a FelPro. You can also order one under the FelPro part number from any Napa store.

The FelPro 7013 is copper clad on each side with asbestos looking material sandwiched in between.

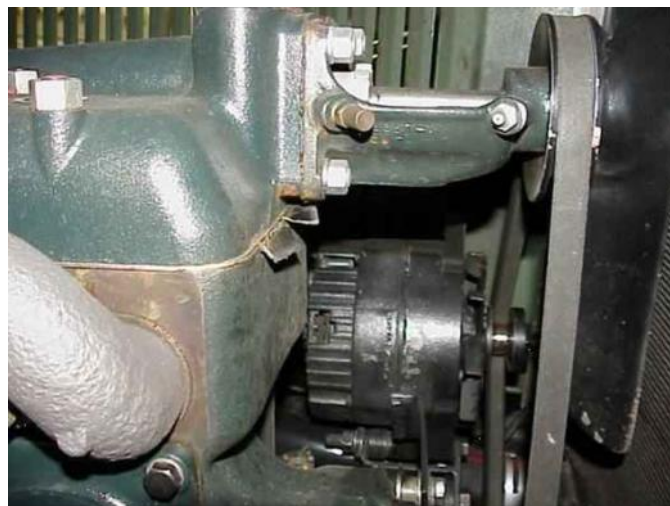
A number of years ago FelPro offered the 7013 with several different dash numbers to accommodate different applications. The 7013-1 was for use with an engine with a standard bore and up to .080 over, I believe. If there was a 7013-2, I do not know what the application was for and I have never seen one. The 7013-3 is for use with an engine bored .100 or more over. The difference is that the gasket has the piston openings at a larger diameter. This feature makes for very narrow gasket material in the area between the #1 and #2 pistons and the #3 and #4 pistons. A blown head gasket is a common occurrence in these two areas.

As the Model A came out of common use there was less demand for head gaskets and suppliers and the manufacturer determined that the FelPro 7013-3 would suffice for any application. Therefore the -3 is all that is available today and they have a -3 stamped in the upper left corner of the gasket.

I recently acquired an old stock FelPro 7013-1 that I intend to use on an engine that is bored .020 over. The area between the cylinders is noticeably wider and hopefully better able to withstand blowing out in these areas.

In recent years another head gasket for the Model A has come on the market and is referred to as a "modern head gasket". Most of the major suppliers carry it. The price however is considerably higher. A number of people have expressed satisfaction with the performance of the new gasket.

However, I had a bad experience with the one I attempted to use. After about 1,000 miles I noticed the front of the gasket had delaminated and migrated out a full inch and was sticking out under the water pump. Surprisingly the gasket had not blown and the car still ran good, but when I removed the head it appeared to be just about ready to go.



A "modern head gasket" delaminated and sticking out under the water pump.



FelPro 7013 head gaskets. The gasket on the left is a -1, the arrow points to the area between #3 and #4 cylinders, note how wide the area is. The gasket in the center is a -3, note the area between #3 and #4 cylinders is very narrow. The number -3 is stamped on the gasket. The gasket on the right is a -3 that blew out between #3 and #4 cylinders.

Number Eight! by Tom Endy

The #8 head stud on a Model A Ford head has some unique features designed around it that can cause some grief if not given proper consideration. Henry designed an anti-theft system that involves the #8 stud that is still fool proof in the modern day. His arrangement makes it very difficult to hot-wire a Model A Ford ignition circuit.

(Continued, page 9)

An armored cable that runs from the ignition key pop-out assembly to the distributor protects the integrity of the battery voltage to the ignition points, and prevents insertion of a hotwire. The ignition key assembly also when switched off puts a ground on the arm of the points further protecting the system. The armored cable is secured to the head by a clamp attached to the #8 stud. In order to remove the distributor for repair (or to hot wire the ignition) it is necessary to unscrew the nut from the #8 stud, to release the cable.

All 14 head bolt nuts should have been previously torqued down evenly to the proper torque specification. It is not a good idea to break the torque on any one head stud as it can allow the head to warp and start leaking water. Many a Model A owner has discovered this during a roadside seminar when the #8 stud nut was unbolted and removed in order to replace the distributor.

Some Model A owners do not clamp the armored cable down to the #8 stud so they will have the ability to remove the distributor without having to break the torque on the #8 stud. However, this creates another problem. The #8 stud is slightly longer than the other studs to allow room for the clamp. With the clamp not in place the nut can bottom out on the end of the threads of the stud and give a false indication of a proper torque.

The #8 stud sits right next the narrow area between the #3 and #4 cylinders where the head gasket is very narrow and susceptible to blowing. The area between #3 and #4 cylinders is the most common area for a head gasket to blow even when there is proper torque on the stud. Removing the nut at #8, or running without the spacing of the clamp only adds to the possibility of blowing a head gasket and warping the head. The best solution is to remove the clamp completely from the armored cable and install a spacer under the nut at the #8 stud to properly space it. Torque all the head bolts down

to the proper specification in sequence, and don't fool with them when out on the road. The #8 stud can also be replaced with a standard length stud as used in the other stud positions.



The #8 stud sits right next to the narrow area between #3 and #4 cylinder.



The area between #3 and #4 cylinder is a common place for a blown head gasket. The #8 stud sits right next to the area.



Who has more fun than Model A'ers?
"Pin the hubcap on the Model A" was
a big hit at the recent
Richmond Hill tour.

Our thanks to STA member
Larry Komp, who did a great job in
drawing the "A" for us!

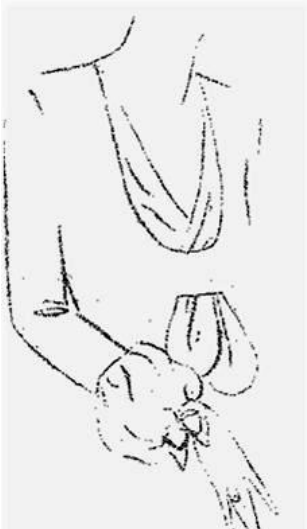
VINTAGE

IS IONS



Carole Gazette

SLEEVES AND NECKLINES OF THE 1930'S



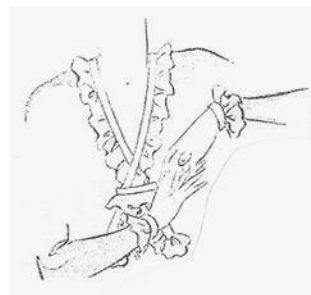
In the 1930's, there is no set style for the cut of sleeves, yet one style tendency is clearly evident: every sleeve, no matter what its cut, has some touch of collaboration. The sleeve trimming is almost always repeated in some form or other at the neckline. So important are sleeves that one never thinks of their being trimmed to match the neck of a dress. It is always necklines to match the sleeves.

Note: Leg o' Mutton sleeves. There are two kinds. Some are wide at the bottom and tight at the top, while others are short at the top and fitted below the elbow. The little puff sleeves are extremely youthful for the smart party frock.



Separate collar and cuffs to be worn with tailored dresses are always a happy way to lend variety and are universally becoming. The newest of these are of white or cream lawn or organdie and have a strong leaning toward frills. Touches of color are sometimes used to trim them. Lace collars and cuffs are also good and lace trimmings are used at neck and sleeves of many silk and velvet dresses to add femininity.

Smart neckline and sleeve touches offer delightful possibilities to the woman who must make over or freshen up the old frock inexpensively.



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!

Need HELP !..with your restoration project?



For nearly 50 years, car owners have trusted LeBaron Bonney to provide first quality kits and parts for their restoration projects. We know cars and we know that product fit is critical to your antique restoration. We offer interiors, tops, and accessories for Model A and other Ford vehicles (1928-1962). Contact us today for a FREE literature package for your model and a FREE copy of our latest Parts & Accessories Catalog. Your car will be happier for it!

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Down The Road....

SHADE TREE A'S EVENT SCHEDULE

APRIL

- 12** STA Meeting
16-17 Old 96 District Model A Swap Meet
23-24 Hill Climb, Unicoi, TN
24 Tech Session 24

MAY

- 1** Parrot Picnic
10 STA Meeting
13-16 Social Security Run
17 STA Board of Directors
29 Tech Session 25
31 Aiken Memorial Day Parade



JUNE

- 5** Doctors Hospital Event, Warren Baptist Ch.
7 STA Meeting (Note date change)
19 Trenton Peach Parade/Pool Party
26 Tech Session 26

JULY

- 4** Gilbert Peach Festival
12 STA Meeting

AUGUST

- 19** STA Dinner Meeting (Note date change)

SEPTEMBER

- 11** Penny Pinson Hot Dog Day
13 STA Meeting
18 International Model A Day
24-25 Palmetto A's Swap Meet

OCTOBER

- 2** Oliver Hardy Parade, Harlem, GA
11 STA Meeting
16 Steak Cookout
23 Tech Session 27

NOVEMBER

- 6** Richland Creek Farm Days
8 STA Meeting

DECEMBER

- 13** STA Meeting

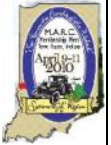
A RED entry denotes a change or an addition to these calendars.

OTHER EVENTS OF INTEREST

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

April

- 8-11** Charlotte Autofair
9-11 MARC Membership Meet, Terre Haute, IN
17 Jim Metts Memorial Car Show, Wesley UMC, 825 N Belair Rd., Evans, GA



June

- 14-18** MARC National Meet, French Lick, IN
19-27 MAFCA 150th Anniversary Pony Express Model A Tour



July

- 2-4** Old Maggie Valley Swap Meet, Fletcher, NC

August

- 1-6** MAFCA International Convention, Vancouver, British Columbia, Canada
7-14 Post-Convention Alaska Cruise
26-29 Charlotte AutoFair



October

- 7-10** Hershey Swap Meet

November

- 19-20** Moultrie Swap Meet

REFRESHMENTS

Name underlined coordinates what the group brings

April

McMullin, Peters, Markwalter, Horner

May

Nelson, Richardson, Neitzke, Krosting



Happy Birthday!



- 2 - Carole Gazette
 7 - Carl Tankersley
 10 - Theresa McMullin
 11 - Dawn Komp
 14 - Ann Dinkins

