



Volume 37, Number 2
Augusta, GA
February 2010

Shade Tree A's Newsletter



OUR
37TH
YEAR!

Vintage Valentine
from the collection of
Jim McPherson



PRESIDENT		VICE PRESIDENT		SECRETARY		TREASURER	
							
Craig McMullin 803-637-3790 mcmullinc@bellsouth.net		Larry DuVall 803-279-3524 gdoll1@comcast.net		Theresa McMullin 803-637-3790 tamcmullin@yahoo.com		Richard Dunevent 706-863-6758 richarddun01@comcast.net	
National Director	Ken Nelson		803-957-2172 austin.nelson@att.net				
Tour Director	Jim McPherson		706-592-4835 James.mcperson1@us.army.mil				
Board of Directors	Bill Adams		706-733-8364 gadams@aug.edu				
Board of Directors	Curtis Krosting		706-556-9507 chief@jodalefarm.com				
Newsletter	Pat and Tom Roberts		803-649-0054 shadetreeas@gmail.com				
Newsletter Photographer	Sheila McPherson		706-592-4835 smcpherson@mindspring.com				
Shady A Ladies BOD Liaison	Frankie Dunevent		706-863-6758 fraric@msn.com				
Era Fashions	Anne Neely-Beck		478-945-3736 anbjeb@gmail.com				
Webmaster	Dan Perla		706-855-5730 perlada@earthlink.net				
Web Page	www.shadetreeas.org						
Postal Address	Shade Tree A's Model A Club 4424 Reynolds Street Hepzibah, GA 30815-7909						

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

FEBRUARY MEETING

The Shade Tree A's will meet on **Monday, February 8** in Richard Dunevent's garage. The meeting will begin at 7 p.m. Don't miss the timely program: "No Club Member Left Behind..Ever!"



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In February:



This February issue is chock-full of things for you to learn—and to consider.

Did you know about the stainless steel Model A? Page 8!

It had a "War" connection with overalls on page 9.

Consider: Getting your newsletter by email (page 4) and a visit to Ziggy (insert)

Your editor, pat



Off The Running Board

Thoughts from our President...



Be sweet this year on Valentine's Day weekend by attending the pancake breakfast on Saturday the 13th. The Horner's have invited us back again into their beautiful home to continue one of the STAs best annual events. The pancake

chefs will be on the back porch working the grills rain or shine, some with blueberries, others with pecans, aiming to please a hungry crowd. Last year the President challenged the club to show up with at least 20 Model A's. Well, you did it and we had some great "photo ops" as well but anybody can do it once. The REAL "challenge" is to do it two years in a row. The "Challenge" is on! Bring your appetite AND your Model A, if you're up to it.

With that said, driving your Model A to the Pancake Breakfast will be an ideal "warm-up" for the tour to Richmond Hill the first weekend in March. We have great things planned for the trip again this year. Of course, the main attraction will be centered on Danny Norman's re=creation of Walthourville and all the antique displays, followed by our first close-up visit with "Ziggy" the goat. The weekend itinerary is very full with great fellowship with all our Model A friends across the Southeast, great food, and of course, "Jackpot" Sheila and Theresa will host "Model A" BINGO. We expect, as we did last year, to have over 150 Model A enthusiasts. This tour has all the makings to be one of the highlights for 2010. Hope to see everyone in Richmond Hill to share in the fun and excitement.

Have a Safe Trip,
Craig

In February:
Presidents' Day



January Minutes



- Board of Directors' Meeting
- Membership Meeting

Board of Directors' Meeting

Monday, January 4, 2010

The STA Board of Directors met in member Richard Dunevent's garage at 7:00 p.m. Frankie Dunevent provided drinks and snacks. President Craig McMullin called the meeting to order.

The following items were discussed:

- Newsletter Articles, Logistics, and Printing – a hand-out was provided by the Newsletter editor on expenses for 2009. Discussions were held regarding the eventual purchase of another printer and emailing the newsletter versus hard copies mailed. It was agreed that next month's (February) newsletter would be emailed and sent by US Mail to allow members to choose how they prefer to receive the monthly publication.
- Interfaces between new board members (Ken Nelson and Larry Duvall) and last year's officers
- 2010 Membership – an updated roster will be provided to members at the January Monthly Meeting
- 2009 ending budget – A hand-out was distributed showing 2009 income and expenses. A full budget will be available at the January Monthly Meeting
- Monthly Technical Programs – It was agreed that Larry Duvall, Vice President, will be in charge of Saturday Technical Seminars.
- 2010 Calendar Activities

The meeting was adjourned at 9:00 p.m.

Respectfully submitted,
Theresa McMullin
Secretary

Membership Meeting

Monday, January 11, 2010

The January Monthly Meeting of the STAs was held January 11, 2010, at member's Richard Dunevent's garage at 7:00 p.m. President Craig McMullin called the meeting to order. Visitor, Billy Hughes (a founding member of the STA) and new members (Alan Stewart and Art Towe) were recognized. There were 42 present. A few members paid the "no-name tag kitty" and January birthdays were recognized. The

(Continued on page 4)

(Continued from page 3)

December Meeting Minutes were approved and Treasurer, Richard Dunevent gave the club's financial report.

President McMullin informed the members of Glenn Boswell's continued struggle with cancer. He is having surgery on January 19th at MCG. Please remember Glenn and his family in your thoughts and prayers. Other illnesses: Christine Gordon is at home recovering from pneumonia and Rachel D'Entremont recently had vocal cord surgery, but is recovering nicely.

National Director, Ken Nelson gave a overview of helpful information available on the national club's websites: MARC has electrical drawings, fuel line diagrams, body numbers, and engine productions (with a total of 4,686,814 engines made by Ford) available on their website. MAFCA also has a very good question and answer section on their website. Ken reminded STA members to get him your odometer readings no matter how small the number of miles driven. It all adds up towards the MAFCA Million Mile Awards.

President McMullin briefly discussed the club's 2009 income and expenses. The newsletter is the most costly item for the club. In February 2010, the newsletter will be issued hard copy through the mail and by email. If members would like to receive the newsletter via email (to save the club on the cost of mailing and production), please email our editor, Pat Roberts.

Sheila McPherson provided a custom license plate for Show and Tell. The plates are available for \$20.00 plus tax from the Trophy & Gift Center at 1759 Gordon Highway.

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

- Lights tour – held at Richard and Frankie Dunevent's – the garage make-over was incredible!
- Christmas Party - congratulations again to Bob Jones as our 2010 Monroe Wade Award Recipient

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

Vice President Larry Duvall presented the technical program: Gentlemen, Start Your Engines (on hand cranks).

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

Respectfully submitted,
Theresa McMullin
Secretary



—We welcome a new feature:

Tech Tip of the Month

Jim McPherson

February, 2009: With our climate does the touring season ever stop? If it does, the touring for the New Year is about to start in earnest with the tour next month to Richmond Hill. How is the temperature at which your engine is running? Was it cool most of the time last year, with an occasional rise in temperature? If so, the cooling capacity of your radiator may be marginal. With the introduction of the Model A, Ford added a fan to help cool the engine. Have you ever looked at the location of the fan in relation to the radiator, and a license plate? (see area outlined in red, above) The fan shaft, the center point of the fan, is located in the upper portion of the radiator. The purpose of the fan is to pull "extra" air through the radiator to aid in the removal of heat in the radiator core and fins. If you have a license plate on your Model A, it is reducing the amount of air pulled through the radiator. Depending upon the condition of the radiator, you may want to remove the license plate. If you experience an occasional rise in temperature while on tour, you can turn your license plate horizontal to increase the amount of air passing through the radiator, and hopefully return the engine to normal operating temperature.

ASK NOT—

what your Club can do for you - ask what you can do for your Club. Now's your chance to make a difference—and it won't cost you a penny! As Craig told those attending the January 11 meeting, the printing and mailing of the hard-copy STA Newsletter (NL) costs the Club nearly \$2 each per month (postage alone is 61 cents!) If you have email, and agree to receive your NL this way, each of you will be saving the Club approximately \$24 per year. It won't take long at all for that to add up! This month, we'll be sending you a hard/printed copy—as well as an electronic (email) copy (if I have your address) so you can see what it's like. You'll find it's just like the printed issue, but is right there on your computer for you to view (in larger print if you wish)—to print (the pages you want)—and to file away for future reference. We feel this option is a win/win. If you agree, please join those 8 members who've already said "YES, I'll be glad to get the NL by email". If you're uncertain as to how to view/save/print the email copy, just ask! We will be more than happy to help! (There are NO dumb questions!) You can reach us at 803/649-0054, at shadetreeas@gmail.com or patroberts@wildblue.net. Thanks! **Don't forget—in order to get your NL by email, you must send make your request in writing—by sending us an email!!**

Pat and Tom Roberts



MAFCA MILLION MILE PROGRAM

I would like to thank all of you that responded with your beginning odometer reading as of the first of January. We have a good start on the new program.



We all know what happens when the gas in your tank gets old:

- Your **JETS CLOG**, which leads to poor performance and poor gas mileage,
- Your **FLOAT STICKS**, which leads to stalling at the stop light, flooding and the total loss of your tank of gas on the garage floor or in the parking lot,
- And your expensive **PLUGS FOUL** out which could cause that embarrassing and dreaded backfire. *(That happened to me right after I got my Roadster. I stopped for gas after coming up a slight hill and it backfired. There was a woman at a pay phone about 20 feet away. She dropped the phone and hit the ground. I guess she thought there was a shooting).*

The only solution is to DRIVE that thing.

It's time to get back to the reason you have a Model A in the first place and that is the enjoyment of driving—and making people smile and wave as you give them an AHOOGA.

We're going to have interesting tours this year and I encourage you to join in and enjoy the beauty of the back roads and the fellowship of your fellow club members.

Let's make 2010 a MODEL A "DRIVING YEAR".

MARC MILEAGE PROGRAM

It's not too late to enter MARC's Driving program for 2010.

The particulars are as follows:



- The program is cumulative so the miles add up from year to year.
- The first award level is at 2,000 miles and then 5,000, 10,000 15,000 etc.
- You receive an award in the image of the MARC emblem with a place for the mileage level attained to attach to your radiator or somewhere else.
- Each year the award winners will be posted in the May/June issue of the *Model A News*.

So what do you have to do to enroll?

- Provide me with your current odometer reading as of January 2010. In December of each year I'll request your ending odometer reading.
- Fill out a registration card. I need to send this information to MARC by the 28th of February to get into this year's program. I will have the cards at our next meeting or you can call me with the information and I'll fill in the card for you. I'll need Engine #, Serial #, Model Year, Body style, Model # & MARC membership #.
- Give me a "one time fee" of one dollar (\$1), which will be sent in with your registration card. If you can't do this by the above deadline I'll put the dollar in and you can reimburse me when you see me.
- You have to be a current member of MARC to participate.

If you're not a member, it's the best \$38 you will spend. You receive the *Model A News* every other month—it's enjoyable reading and keeps you thinking of your Model A. I guarantee you there will be information during the year that will be of interest and value to you and your Model A. I get something out of every issue.

I am looking forward to signing you up for the mileage program.



STA JACKET SALE!

Have you been planning to get a Club jacket embroidered with your name, car model and the logo? Susan Meloan, the lady who does our embroidery for us, just learned that Augusta Sportswear is closing out the jackets that she had been getting for the STA's. She is thinking of buying some and hopes to embroider them for you! The jackets, usually \$65, will be selling for \$50, including the embroidery (including the STA logo, your name and the year and body style of your Model A on the front—plus the large logo on the back.) Here's your chance to get that jacket you've been thinking about—and save some money. Susan may be reached at 803-441-0097 or Susanmeloan@comcast.net



NEW YEAR'S BREAKFAST

We began 2010 in the time-honored STA manner—eating! Three dozen of us met at the Cracker Barrel on a frigid Friday and thoroughly enjoyed ourselves. Only two “A’s” appeared, though, driven by stalwart members Stuart Smith and Larry DuVall. We were happy to see Russell and Eloise Young and to welcome back Don Gordon’s guest..



- 1) An overview of most of us
- 2) Frankie Dunevent, Linda Krosting
- 3) the Gordon table
- 4) Gayle and Bill Adams, Linda and Ken Nelson, Sheila and JimMcPherson
- 5) Jim Dover, Carrie and Jack Horner
- 6) Eloise and Russell Young, Tom Roberts, Bill Richardson
- 7) (L to R): Linda Krosting, Richard Dunevent, Frankie Dunevent, Ernie Dinkins, Deborah Fuller, Stuart Smith, Betty Wade, Ed Garvin





February Events--and more!

SWEETHEART PANCAKE BREAKFAST

Saturday, February 13

The Shade Tree A's return to the home of **Jack and Carrie Horner** for our Annual Sweetheart Pancake Breakfast--this year it's on Valentine's Day - Eve (if there is such a thing!) What could be more appropriate for Valentine's Day? The men of the Club will be cooking up those special pancakes they are so famous for and all the trimmings will be awaiting you when you arrive at 9 a.m. So bundle up your sweetheart, warm up the old Model A, and head over to the Horner's (4167 Quail Springs Circle, Martinez). Here's a map to the **Horner** home:



TECH SESSION 23

Saturday, February 20

The STA will hold its **23rd** Tech Session (and the first one of 2010!) on **Saturday, February 20**. We'll eat breakfast at the Sunrise Grill on Washington Road at 8 o'clock, then proceed to Richard's garage around 9. The tech session will be a **Model A triage session** in which we will identify vehicles with the most serious issues and work our way through the minor issues. Coming just before our first big tour of the year (to Richmond Hill), this will be a chance for us to make sure our "A's" are in top-notch condition. We already know of one car that needs "help" - a wheel has a dragging brake, it has an electrical problem concerning its headlights and the old standby—a carburetor that needs rebuilt. Let's work together to see how many of these problems we can solve. See you on the 20th!



From Vice President Larry DuVall: Eric Shogren presented me with an email he had just received from a man we both had spoken with at a parade in Augusta, and I wondered: Can we as a club get enough cars for this event?

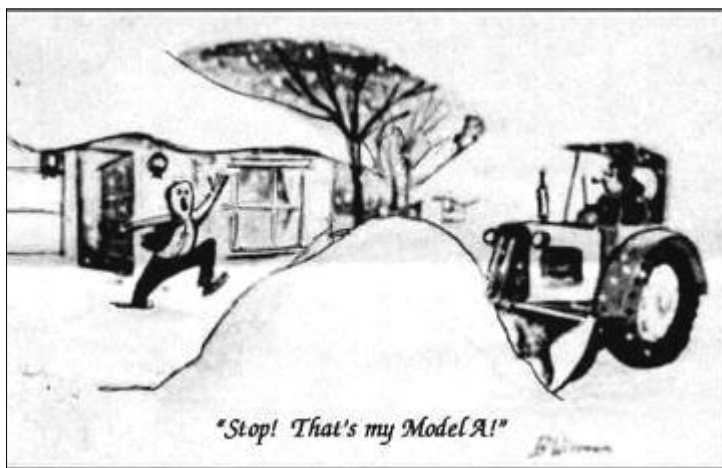


The sender: George Weber

The subject: Guest speaker/School visit

Mr. Weber writes: I met you last year when there was a parade in Augusta. I was certain your antique cars would make an interesting addition to my history class. My eighth grade class is currently involved in World War 1. Some of your antique cars date from the 1930's and 1940's. When we reach that time period, I would like to let them see the actual automobiles from the period. I am sure there might be logistics to bring some of these cars together, and I am sure I would only need 6 or 7 models. I need to consult with my principal about the scheduling of this activity. Please advise how we can make this happen.

Should you wish to commit to this event or have questions, contact Larry DuVall at 803-279-3524 or gdoll1@comcast.net Can we do it? It's up to you ..



Cartoon shared by Don Cerefin. Thanks, Don!

November 9, 1931

TIME

51

LOOK CLOSELY—every bit of metal you see on here is Allegheny Metal. It doesn't rust or stain.

Will next year's cars be like this?



GREATER PROTECTION is secured from Allegheny Metal, for it's far stronger than mild steel. It's permanently bright.

We just bought this special job with the body entirely of Allegheny Metal.

OUR car will never need paint or polish. It will never grow dull because the body, from bumper to bumper, is Allegheny Metal. You've seen hundreds of Fords with bright parts of Allegheny Metal—headlamps, radiator shell and trim. You've seen these parts stand years of abuse with never a sign of rust. Can you picture, then, a car entirely of Allegheny Metal? Allegheny Metal is so immune to corrosion that dairies use it to safeguard your milk . . . that restaurants prepare your food on it . . . that hospitals find it safest for clinical equipment.

Allegheny Metal is far stronger than mild steel. It has no thin plated surface to wear or peel. Nothing to chip. It's the same ever-brilliant metal all the way through. These remarkable qualities of Allegheny Metal were developed in our laboratories. Research started with a formula still used by many companies. Now we've developed it to the highest point yet reached. Perhaps you need the permanence of Allegheny Metal in your products or your processes. Write for Bulletin A—it gives a complete description of this metal.

QUICK FACTS

1. Stronger than ordinary steels than any other alloy.
2. Can be drawn, stamped, machined, spun, cast, forged.
3. Far stronger than mild steel.
4. Will take one knock from hell to none.
5. Is nonmagnetic.
6. Resists denting and abrasion.
7. Is easily welded; may be welded and welded.
8. Is produced in practically all commercial forms.
9. Immune to chemical reactions resulting from cooking and preparation of food.

—American alloy steel, under the name of Allegheny Metal.

ALLEGHENY METAL

Manufactured pursuant to license from the Chemical Foundation, Inc., under basic patents No. 2,120,827 and No. 2,120,828

Model A

Allegheny Metal Tudor Sedan

Pictured to the left is the original Allegheny Steel Company advertisement marketing the capabilities of Allegheny Metal (stainless steel), as demonstrated by this special 1931 Standard Tudor Sedan produced by Ford Motor Company in collaboration with Allegheny Steel.

The picture below is of the one surviving 1931 Allegheny Metal Tudor Sedan. It is not clear if more than one car was ever produced. Pictures have been posted a number of times on the internet, and the author of the web page cited below believes they were first posted several years ago by the car's owner when it was offered in an eBay auction for a cool one million dollars!

Note the standard body style (no cowl lights) but with the addition of a left hand fender-mounted spare tire, same as shown in the original advertising. No doubt this is the original Allegheny Metal Model A!

From (<http://idisk.mac.com/forever4/Public/pages/1931stainlessstudor.htm>)



Excerpts from Article, *Literary Digest*, July 12th, 1930 entitled "Ford's Rustless Metal"

No, Henry Ford didn't invent it, we are hastily assured by *Current Science*, but he "saw it first" for the automobile industry.

Allegheny metal was invented in Germany during the Great War as a type of armor. Only a few years ago were the methods of making it in large quantities worked out, then Henry Ford made a contract for most of the American production. He uses about 1,000 tons of it a month.

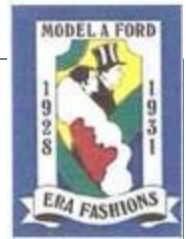
You will see this metal on the bright parts of the newest Ford cars. It won't rust, won't tarnish, won't weather. Being one of the hardest forms of steel ever invented, it won't scratch.

This is the second time Henry Ford "saw something first" in the business he is in. Many years ago he picked up the broken axle of a wrecked French racing car, and found a part of it to be unusually hard. He had the metal analyzed, and discovered vanadium in the alloy. Up to that time it was a secret with the French, but soon all the 'Lizzies' had castings at the ends of their axles of finger-thinness—but they never broke! They were of vanadium steel—the first light, tough alloy to be used in automobile manufacture.



VINTAGE VISIONS

...Sheila McPherson



NEW PRACTICAL POPULAR

OVERALLS FOR WOMEN-DAINTY FADEPROOF COLORS

EVERYBODY'S wearing them! Wearing what? Why, wearing overalls, of course! They're all the rage in every fashionable center in the country! The most exclusive shops on Fifth Avenue are selling them! And smart women everywhere are finding them the most sensible, the most comfortable, as well as the most chic style ever! Your wardrobe is incomplete without a pair of them.

And no wonder! For here is a time honored masculine garment, with all its original masculine convenience and masculine comfort, plus a strictly feminine appeal! Here is the charm of six lovely and most becoming colors—FADEPROOF, by the way. At the beach—in the garden or laundry—at house-cleaning—for camping and touring—in stores—industrial work—at a hundred chores or pleasures this garment is ideal and in the smartest mode. Nothing to worry about—nothing to get in the way—and it launders like a charm.

Stylish Blouse to Match

The blouse is especially designed to be worn with the overalls and will give you the ideal combination outfit. It has smart lines, is excellently finished, cool and comfortable. Both garments are dyed with Gregg INDELIBLE colors, guaranteed fadeproof against sun, washing, wear or perspiration. Actual laboratory tests, many times more severe than any to which you could possibly subject them, have absolutely proved these colors just what they are called—Indelible! Both we and the manufacturer back them with our unqualified guarantee of a new garment if they fade! After repeated washings they come from the tub as fresh and sparkling as new! Easy to iron, too, and just the right weight. Made of a special linen-like cotton fabric as smart as it is long wearing. All well made, neatly piped in white, with bell bottoms on overalls, and godets of contrasting color. Six desirable fast colors: Rose, Orchid, Tan, Blue, Green or Peach. State color desired; also age size.

41V50—Overalls. Girls' sizes, 8, 10 and 12 years. Postpaid.....	\$1.75
41V40—Blouse to Match. Sizes, 8, 10 and 12 years. Postpaid.....	1.09
41V51—Overalls. Women's sizes, 14, 16, 18 and 20 years. Postpaid.....	1.98
41V41—Blouse to Match. Sizes, 14, 16, 18 and 20 years. Postpaid.....	1.19

Blue Denim or Hickory Stripe, Too!

Also furnished in two standard overall materials; medium weight white back blue denim or hickory stripe, which are now universally worn by girls and women working in factories. State choice; also age size. Blouse of Blue Chambray to be worn with either pair overalls.

41V56—Overalls. Girls' sizes, 8, 10 and 12 years. Postpaid.....	\$1.39
41V46—Blue Chambray Blouse. Girls' sizes, 8, 10 and 12 years. Postpaid.....	.75
41V58—Overalls. Women's sizes, 14, 16, 18 and 20 years. Postpaid.....	1.59
41V48—Blue Chambray Blouse. Sizes, 14, 16, 18 and 20 years. Postpaid.....	.85

WE PAY POSTAGE



LIFE BETWEEN THE WARS

During World War I, women had to go into the factories to work the jobs of the absent men. They pulled back their hair and pulled off their skirts. Loose pants and pants similar to riding pants became part of the work attire.

Following World War I, in the 1920s, women exposed their arms and legs, flattened their chests, bobbed their hair to look boyish, and got the vote; but pants remained taboo, except in the realm of sports. Here, ease of movement somewhat dictated fashion. And so the ski costume, a knitted tunic over knitted trousers which fit into ankle-high ski boots, was created. Riding outfits similar to men's became popular, and women wore the loose trousers of "lounge pajamas" on the beach.

When diva film star Marlene Dietrich appeared in slacks with flared bottoms in her United States debut film *Morocco* in 1930, she signaled the emergence of women's pants from sportswear to high fashion. Wearing them both in films and private life, she popularized the pants look.

Familiar retailer Sears, Roebuck and Co. was quick to reflect the trend—in its spring 1930

catalog women's overalls were first introduced (L)—a preview of Rosie the Riveter (R), the image that was to dominate the first half of the next decade as the US became involved in World War II.



DIRTY LEG FILTER

Tech
Corner

In the January 2010 issue of the "Desert A" (Arizona Model A Restorers Club of Arizona), Frank Gemmell of Scottsdale, AZ writes: 'I chose this month to worry about the "junk" in my coupe restoration project gas tank. When I first got the car the sediment in the fuel tank was enough to plug the shut off valve often and usually at inopportune times. A fix at that time was multiple filling, draining exercises followed by the application of a tank sealer. As part of the restoration I did have the tank boiled out, but there remained a bit of stuff in the tank and possibly loosened sealer material. I recently discovered an old ford barn.com post on the subject and thought I would pass it on.

Posted by **Timothy Kelley** on December 20, 2008, it described a "Dirty Leg" to catch the debris. The "Dirty Leg", made from fittings and tubing larger than the fuel line, acts to catch the material in the lower leg, allowing clean fuel to enter the line. In his experience the "dirty leg" had to be drained and cleaned often until the tank was relatively free of debris, when it can be removed and replaced with the proper valve, fuel lines and sediment bowl along with an in-tank filter and the carburetor filter. I have not tried it but will certainly consider this if I continue to experience the "rust & dirt" problem.'

Frank's comments led us to Timothy's more complete thoughts on the subject by searching the ford barn.com archive. (<http://www.fordbarn.com/aforum/messages2/455359.html>) Here's what we found:



Mr. Kelley says: The accompanying photo (I hope) depicts how I solve my dirty Model A Ford fuel tank issues.

The inside diameter of these commonly available pipe fittings is significantly larger than the stock Model A fuel shut off valve. The larger inside diameter allows any and all dirt / rust that will cause a problem to enter the pipe and fall directly into the "dirty leg." The relatively clean gas is delivered to the factory sediment bowl for final filtering of any remaining fine bits of dirt and rust.

Early in the process I found the need to empty or drain the "dirty leg" every 100 or so miles. The frequency of cleaning will, obviously, depend upon the condition of each gas tank. In my experience, the gas tanks have rid themselves of dirt and rust in less than 1,000 miles. At this point, the "dirty leg" set up can be removed and replaced with the original hardware.

In my humble opinion, this process is far superior to adding additional filters as they tend to either a) prevent the dirt from entering the filter, as the particles may be too large to do so, which then in turn causes the dirt to remain in the tank, or b) become clogged rather frequently and require frequent replacement until the dirt is gone. In the "dirty leg" set up there's nothing to replace. All that is needed to clean and drain the "dirty leg" is a small wrench, a short piece of welding rod (to unplug the leg as the sediment often packs in so tight that it won't release without a little help) and a coffee can to catch the dirt and gas once the valve has been opened and the clog disturbed.

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

FEBRUARY

- 8 STA Meeting
13 Valentine Pancake Breakfast
20 Tech Seminar
27 Model A Swap Meet, Cullman, AL

MARCH

- 5-7 Richmond Hill Tour, GA
8 STA Meeting
15 Board Meeting
20 Pic-Nic in the Park, Columbia, SC
27 Orchid Tour

APRIL

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

MAY

- 1 Parrot Picnic
10 STA Meeting



JUNE

- 5 Manifold Cooking Picnic
7 STA Meeting (Note date change)

JULY

- 12 STA Meeting

AUGUST

- 19 STA Dinner Meeting (Note date change)

SEPTEMBER

- 13 STA Meeting
18 International Model A Day
24-25 Palmetto A's Swap Meet

OCTOBER

- 11 STA Meeting
16 Steak Cookout

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)

February

- 5-7 Moultrie Swap Meet, Moultrie, GA

April

- 8-11 Charlotte Autofair
9-11 MARC Membership Meet, Terre Haute, IN

June

- 13-18 MARC National Meet, French Lick, IN
19-27 MAFCA 150th Anniversary Pony Express Model A Tour



August

- 2-5 MAFCA International Convention, Vancouver, British Columbia, Canada

REFRESHMENTS

Name underlined coordinates what the group brings

February

Shogren, Roberts, Cerefin,
D'Entremont, Garvin

March

Dunevent, Wilson, Dinkins, Melchior



Happy Birthday!

- | | |
|-------------------|-----------------------|
| 11—Larry DuVall | 22—Ruth Hitt |
| 11—Ralph Neitzke | 24—Craig McMullin |
| 12—Virginia Trapp | 27—Art Towe |
| 17—George Gordon | 28—Rachel d'Entremont |



Ziggy

I'm looking forward to seeing you when you come to Wallhourville next month!