

## Shade Tree A's News

### LIKE CHILD'S PLAY

Rachel d'Entremont

In mid April, several of the Aiken STA members gathered in my garage to determine why my Roadster suddenly lost its ability to climb hills. It turned out to be a half-missing valve. When all was repaired, it was discovered that the muffler cement I had on hand had hardened in the tube.

I bought a new tube but never remembered it until I was out in the car and listening to the noise coming from the leaking muffler clamp. By then the engine was hot so I put the job off for another day.

On the way to the June meeting, I mentioned that I still had not gotten around to it and Walker shared that it was an easy job. After hearing his instructions on rolling the cement into a little snake the size of my little finger and inserting the "snake" into the clamp and tightening it back down, I was envisioning sitting with my (long-ago) preschool – age children and making PlayDoh snakes and coiled PlayDoh baskets. That didn't sound too intimidating. I always forget that whatever I attempt to do on my Model A without supervision at first seems unintimidating but I'm generally proved wrong.

I finished with some yard work and it was still under 90 degrees so I decided to tackle the job.

I opened the hood, covered the fender, and prepared to remove the clamp. The only socket I could not find was the required 9/16th. After a futile search, I moved up to a larger socket driver for which I did have a 9/16 and removed the clamp. So far so good.

I cut open the plastic bag containing the cement tube, took off the seal, and instead of yellow, blue, or pink PlayDoh, grey liquid oozed out. Maybe it had just separated and needed to be mixed a bit. I recapped it and kneaded the tube for a while and opened it again. Think grey toothpaste. Not

just grey toothpaste, but grey toothpaste that's been sitting out in the sun on a metal table in the sunny south in mid-August. Now imagine rolling that into a "snake".

In hindsight, I should have put the cement in the refrigerator and come back to it later but I didn't.

I wiped the soot from the inside of the clamp, filled the inside of the clamp with the grey gunk and attempted to get the clamp back on before the cement all ran out. Unfortunately I wasn't that quick and the clamp didn't want to go back on without a struggle. Once I had it in place, the bolts just turned with the nut requiring a wrench on the bolt head to keep it from moving. A third hand would have come in handy at that point.

The directions said that the cement may cause eye irritation and skin irritation. My eyes and skin were fine but I was definitely irritated!

By the time the clamp was back in place and secure, my hands were covered with soot and cement, the socket wrench was coated, there was cement on the exhaust manifold, fender, my elbow (I don't know how I did that!). I just hope some of it stayed in the clamp!

Maybe next time I'll use PlayDoh.

### ABOUT THE SHADE TREE A'S

<http://www.shadetreeas.org>

The Shade Tree A's is a non-profit organization dedicated to the preservation and the restoration of the Model A Ford automobile. Shade Tree A's annual dues (\$65) include membership in the Model A Ford Club of America (MAFCA, \$40) and a subscription to *The Restorer* Magazine. Members are also urged to join the Model "A" Restorers Club (MARC, \$38) which includes a subscription to *Model "A" News*. The club also is a member of MAFFI, the Model "A" Ford Foundation, Inc.

#### ABOUT THIS NEWSLETTER

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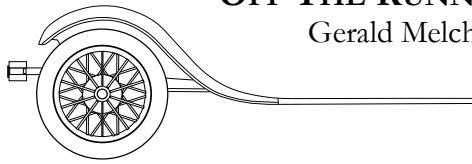
Please contact Rachel d'Entremont

([Newsletter@ShadeTreeAs.org](mailto:Newsletter@ShadeTreeAs.org)) concerning reprinting of articles, illustrations, or photos.

Sketch 1930 Model A Tudor Sedan  
*Steven Brown*

## OFF THE RUNNING BOARD

Gerald Melchiors, President



Well, Richard and I made it back finally! We left on Tuesday, the day after our June meeting on a 3,700 mile, nearly 2 week trek, seeking out old car parts. We went through most of the states along the upper Mississippi until we wound up in Balta, North Dakota, which is located just 6 miles from the geographic center of North America. From there we motored across the northern part of Minnesota and on into Wisconsin where we stayed for a few days after gathering (yep, you guessed it, more car parts). Then we headed south to Minneapolis, picked up a car, and came back to the sunny south just in time to join an enthusiastic group of our Shade Tree A's members for the Trenton, South Carolina Peach Festival Parade on the 21st. Sometimes it amazes even staunch "car guys" at what we go through for the hobby! Sure was fun though.

This month, Lois and I are looking forward to the Shade Tree A's Abbeville Opera House tour. When we went on a similar trip with the club several years ago it was very enjoyable. The drive to Abbeville was very pleasant, just right for a Model A, and the hotel, play, and meals were excellent. Greg Jones, our Vice President, did his usual excellent job getting everything sorted out for the trip this year so be sure to thank him for his efforts. All in all, Lois and I are looking forward to an enjoyable weekend outing with Shade Tree A's friends.

Along with our Abbeville Opera House tour, we have several other items on the agenda as well. Note that our August meeting will be our annual dinner meeting. It is scheduled for 6:00, Friday, August 15<sup>th</sup> at Sconyer's BBQ. Doug Wilson has made arrangements with Sconyer's for us to use the large upper room at their restau-

rant so we will enjoy the combination of some of the South's finest barbeque along with our exceptional Shade Tree A's camaraderie. After the meal we will have an abbreviated business meeting to go over important club business and upcoming events. Don't forget to mark the date on your calendar and be sure to come hungry!

Be sure to read your newsletter for more details on this and other events as we continue the Shade Tree A's "Summer Schedule".

I continue to receive favorable comments from club members about our technical programs this year. Particularly interesting to me were these last several by Andrew Morse on "Bodywork and Painting". I am actively involved in just that subject with one of my hobby cars and the information provided was of a great help. We are fortunate to have members like Andrew who put as much effort into Shade Tree A's programs and activities as they do. The viability of our club is, and continues to be, dependent on us to help support as many club functions as we can.

Remember..."A busy Model A is a happy Model A". See you at the meeting.

*Gerald Melchiors*

## COFFEE & CARS

Ken Jackson

Let's get the Model A's out, and meet at Atlanta Bread at 1944 Whiskey Rd, Aiken. We can meet on Saturday's about 10 am. They have good food and coffee. Its a good way to get the cars out and get together.

Starting date July 19.

## FROM THE PAST

We received a request from the Utah Valley Model A Club to reprint an article from July 2009 that Ken Nelson had written. It seemed like a good time to dust that article off and use it ourselves. For those of you who didn't know Ken, he was a member of both the Shade Tree A's and the Palmetto A's in Columbia, SC and was a regular contributor to the newsletter. You will find his article on overheating on pages 10-12.

## LEXINGTON COUNTY PEACH FESTIVAL GILBERT SC

Eric Shogren

The Lexington County Peach Festival is once again this 4th of July. The jump off point will be at 7:30 am at the Waffle House at I-20 and US-1 in Aiken. Line-up is in Gilbert at 8:30 am. The Parade is at 9:30. This is an amazing parade with usually 10,000 attendees. That's at least twice the size of Gilbert! Be sure to bring water though because there is no shade at the line up and by 9:30 it's pretty hot.

## CONTACT INFO

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## MEETING MINUTES

*June 9, 2014*

President Gerald Melchiors called the meeting to order at 7pm and took a few moments to share his thoughts on how he's noticed a sense of family among Model A owners.... likely a result of all the helping, sharing, and communicating that goes on in the struggle- and fun- we have in keeping our "A's" on the road.

A very good turnout of 48 members and guests were present, including one new member. ID violation fine\$ were collected from 2 members. No illnesses were reported. Jim Dover provided us with his laugh of the day and June birthdays were recognized.

Minutes of the last meeting were approved and Richard Dunevent reviewed the Treasurer's report

Craig McMullin reported he canvassed Newsletter advertisers by mail and had good success in filling future Newsletter ad sections. Craig also provided a Show and Tell item, describing and circulating a trickle charge device (Battery Minder) that has worked very reliably in keeping his A ready-to-go.

Under Old Business, Greg Jones reminded all of the July 12 Abbeville Opera House Tour (filling up fast), and Tom Roberts reported 12 cars were in the Aiken Memorial day parade.

Re: New Business, details will be in the Newsletter for the June 21 Trenton Peach Festival Parade, the July 4 Gilbert Parade and July 11 at Ft. Gordon. Also, the August STA Dinner Meeting will be at Sconyers; the Sept. 29 Southeast MAFCA Div. meeting is at Pigeon Forge this year and the Annual STA Steak Cookout will be at the Lower Dam on Oct. 18. Sign up next meeting! Planning has begun on the December Christmas dinner Meeting, and the Ladies-Only Hickory-Shafted Golf Tournament has once again asked for A's to chauffeur Ladies decked out in their 20's and 30's golfing finery from breakfast to the Aiken Golf Club on Oct. 23.

Program for the night was the 3rd of a 3-part series. Andrew Morris highlighted

equipment, materials, and techniques employed in prepping and coating automobile body parts. This 3-night series, put together by Andrew and Greg, was outstanding in every way and thoroughly appreciated.

Refreshments by the June team concluded the meeting.

Respectfully submitted,  
Don Cerefin, Secretary

## STA'S BOARD MEETING

*June 9, 2014*

President Melchiors called the meeting to order at 5:15 p.m. Present in addition, were Jones, Cerefin, Roberts, Crosby, Wilson, and d'Entremont.

President provided updated Officers/Board Member Listing, Meeting Agenda and notes on remaining schedule for 2014.

Agenda discussion:

August Dinner Meeting: 6pm, Aug 15 at Sconyers, no committee needed, Doug Wilson has firmed up arrangements with management.

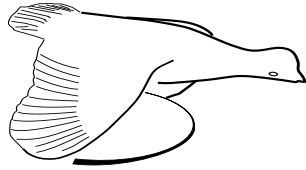
Steak Cookout: Sat. Oct. 18 at "the Lower Dam", Curtis Krosting will reserve the shelter on our behalf and pay the necessary fee. President will appoint someone to coordinate misc. needs at the site; Mike Gordon will order and pick up the steaks; Cerefin will circulate signup sheet at July membership meeting.

Christmas Party: Greg Jones will reserve the party room at TBoonz for this event, if still available for Dec.1, 2014. Gerald will seek out a volunteer to coordinate all other details.

The MAFCA President's Reception in Puyallup, WA July 15 will be attended by Jim McPherson, representing our chapter.

In G. Melchiors absence, Greg Jones will preside over the July Membership Meeting.

Respectfully submitted,  
Don Cerefin, Secretary



## LOOKING AHEAD

### CLUB EVENTS

- July 4- Gilbert Parade, leave Aiken 7:30 am
- July 12 & 13-Abbeville Opera tour
- July 14—Monthly meeting, 7 pm
- July 19-Coffee & Cars-10:00-Atlanta Bread, Aiken
- July 26-Coffee & Cars-10:00-Atlanta Bread, Aiken
- Aug. 2- Coffee & Cars-10:00-Atlanta Bread, Aiken
- Aug. 11– NO REGULAR MEETING
- Aug. 15 (Friday) annual dinner meeting, 6:00  
**NOTE: date has changed to the 15th**
- Oct. 18 – Steak Cookout, 1:00
- Oct. 23 Ladies-Only Hickory-Shafter Golf Tournament –transportation

### OTHER MODEL A EVENTS

- August 9 –Swap meet at the Cofer Collection
- Oct.16&18 -Sweet Home Alabama Tour

### REFRESHMENTS

**July:** Dunevent, Richardson, McCain ,  
Neumar

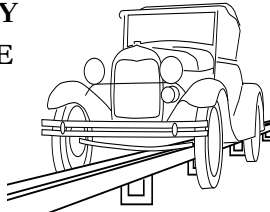
**Aug:** Dinner Meeting

**Sept:** The Gordons

**Oct:** Cerefin, ,(G. Jones), Jackson

**Nov:** Roberts, d'Entremont, Crosby

### FROM THE JULY ASSEMBLY LINE



#### JULY:

- 1 - Billie Jones
- 9- Mai Batton
- 10- Greg Jones
- 17 - Deana Brandon
- 22 - Don Turley

### AUGUST DINNER MEETING CHANGE OF DATE

Note that the date for the August dinner meeting has been changed to Friday, August 15 at Sconyers BBQ, 2250 Sconyers Way, Augusta. There will be no regular meeting in August. Tell them that you're with the Model A club so that you get seated with the rest of us.

### NEWS FROM UNDER THE SHADE TREE

- ♦ Anne Neely-Beck is continuing her recovery over a year after her vehicular accident.
- ♦ Dotti Shogren continues to mend after surgery.

If you have news to share, let me know at [newsletter@ShadeTreeAs.org](mailto:newsletter@ShadeTreeAs.org)

### NUTS & BOLTS

- ♦ Put a (preferably black) sock over the oil fill tube to keep oily residue from covering everything under the hood. From Don Turley via Walker Crosby.

STILL AROUND AFTER ALL THOSE YEARS...



**C**OLGATE announces the acceptance of Colgate's Ribbon Dental Cream by the Council on Dental Therapeutics of the American Dental Association.

Be guided in your choice of a toothpaste by the acceptance of the Council on Dental Therapeutics.



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Colgate's is used by more people than any other dentifrice.

**COLGATE'S RIBBON DENTAL CREAM**

## VINTAGE VISIONS

Anne Neely-Beck



*Needlecraft Magazine*, July 1931, featured a pattern titled "Utterly Smart for Summer Days." The youthful dress made in dust-pink crepe silk is suited for sports or spectator sports.

The cap sleeves of the yoked bodice of plain crepe in blending shade are outstanding chic in their unique pointed bodice.

A narrow belt of self-fabric is adjustable and is smart worn at the higher or natural waistline.

Other fabrics to consider when making the dress are blue silk crepe with white crepe contrast, pastel handkerchief linen, printed dimity (lightweight sheer cotton with a weave in it), shantung, and printed chiffon voile.

## JUNE MEETING

*June 9*



**TRENTON PEACH FESTIVAL***June 21, Trenton SC*

## TECHNICAL CORNER

Ken Nelson

### Engine Overheating

#### Keeping Your A's Temperature in the Cool Zone

*Ken Nelson*

*May 23, 1939*

*January 7, 2011*



Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

**Fan Belt** - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A  $\frac{1}{2}$  to  $\frac{3}{4}$  inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

**Fan** - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

**Hoses/Clamps/Petcock** - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

**Water Pump** - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

**License Plates and Other Radiator Obstructions** - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

**Incorrect Ignition Timing** - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

**Incorrect Fuel Mixture** - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

**Brakes/Wheel Alignment** - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

**Bad Head Gasket/Cracks in Block** - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means.

**Radiators** - The key word in any radiator discussion is *flow rate* - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

**Coolants** - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F. There are some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sier-

ra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! **Also**, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

**Thermostats** - According to many Model "A" owners, a good thermostat offers two important benefits: Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.

The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs.

On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow.

If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety.

**In-line water filter – The Gano Auto Coolant Filter** is a patented device that prevents radiator and coolant system damage. It removes rust scale, gasket material and other foreign particles from the cooling system before they can build-up and clog or block radiator cooling tubes. It is also used as a diagnostic tool for analyzing overall coolant system operation by providing a "window" into the over-all flow of coolant. The Gano Filter is an accessory to the cooling system, designed to be installed in the upper radiator hose of your automobile. There is some level of maintenance required to keep the screen from clogging the system.



A good running engine makes EVERYONE happy.

## Model A Youth Restoration Award

529 Winston Avenue  
Bradbury, CA 91008

April 30, 2014

Shade Tree A's  
c/o Richard Dunevent  
4228 Owens Road  
Evans, GA 30809

Dear Richard and Members of the Shade Tree A's;

The Model A Youth Restoration Award program wants to thank you and the Shade Tree A's for your contribution of \$200. It will be put to good use. I believe that this is the first time that your club has contributed to the Youth Restoration Award and we thank you for that. It is contributions from clubs like yours that has helped the Model A Youth Restoration Award assist 55 youth in the restoration of their Model A since the program made a single first award in 1994. You are one fine organization.

We would like your assistance in identifying youth who are restoring their Model A's and letting them know about the program. We had 10 recipients in 2012 and we would like to increase the number of youth who will benefit this year. Please publicize the program to your membership. An application can be found on our website, [ModelARestorationAward.com](http://ModelARestorationAward.com) or by contacting me.

We look forward to your continued support of this important program. Thank you.

Sincerely,

  
Robert Moore, Treasurer

*Thanks So Very much  
Sorry this was delayed. I sent to  
the wrong address  
BT*

## 6th ANNUAL MODEL A FORD PARTS SWAP MEET



\*GA. CHAPTER M.A.F.C.A.\*  
P.O. BOX 5, LILBURN GA 30047  
CONTACT: ROB POWELL - 770-925-8076  
[powell131418@bellsouth.net](mailto:powell131418@bellsouth.net)



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**ONE DAY - SATURDAY, AUGUST 9<sup>th</sup>, 2014**  
**8 A.M. To 3 P.M.**

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FREE PUBLIC ADMISSION!

VENDORS

PLEASE RETURN THIS FORM BEFORE JULY 31, 2014 TO RESERVE YOUR SPACE.  
VENDORS WILL BE ACCEPTED AT THE GATE AS SPACE PERMITS.

VENDOR SPACES ARE 10'X30' AND WILL ACCOMMODATE A TRUCK OR CAR,  
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PARKING WILL BE AVAILABLE OFF SITE, FOR LARGER TRUCKS OR TRAILERS.  
SPACES COST ONLY \$20.00

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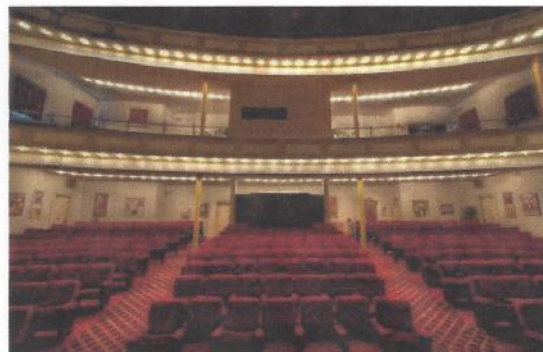
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PAYABLE TO: GA CHAPTER M.A.F.C.A.  
P.O. BOX 5,  
LILBURN, GA 30047

## RESERVE NOW for a Tour to Historic Abbeville, South Carolina !!!

July 12 (Saturday), 2014

### Features:

- Leisurely drive from Augusta and Aiken to Abbeville – approximately 55 miles one way
- Stay one night at the historic Belmont Inn
- Dine Saturday night at an excellent buffet at the Belmont Inn
- Attend a “whodunit” play *Wait Until Dark* at the Abbeville Opera House
- Eat breakfast Sunday morning at the Belmont Inn
- Attractive package pricing per below
- Visit <http://www.abbevillecitysc.com> for more information on Abbeville



Abbeville Opera House

### Details:

Members of the Shadetree A's will tour to Abbeville, SC the morning of July 12<sup>th</sup> and, upon arrival, go to the main square in town. You will be “on your own” until dinner time. Visit the Abbeville Welcome Center for brochures and information on shopping and other attractions. The Belmont Inn, a historic old hotel in the heart of Abbeville, will be the central place to stay-but it only has 25 rooms. So reservations are on a first come, first served basis. (There are other accommodations in Abbeville so if you can't get a room at the Belmont, the hotel can help you find a different room.)

We will eat dinner at the Belmont Inn no later than 6:30 pm. The dinner is buffet style and has an excellent reputation. We then will go to the Abbeville Opera House to see the play *Wait Until Dark*, which is a who-dunnit sort of play. After the play we can retire to the Belmont Inn (or wherever we are staying for late-night refreshments.)

We have worked with the hotel to get the best price on packages. These include:

- Queen Size Bed, Double Occupancy      \$200
- King Size Bed, Double Occupancy      \$220
- Single Occupancy is \$20 less

The prices above include one night at the hotel, two tickets to the play, a very nice dinner on Saturday night, and light breakfast on Sunday morning. If you prefer, for only \$8.95 you can partake of the brunch that starts at 11:00 am Sunday morning. After breakfast, we head home.

### Call To Reserve Your Room:

Abbeville Hotel  
104 E. Pickens Street  
Abbeville, SC 29620  
(864) 459-9625



Views of the Abbeville Belmont Inn

## THE CLASSIFIEDS

### FOR SALE

- ♦ Muffler from my 30 Tudor. I changed to a stainless several years ago and still have the original. It has about 4,000 miles on it. \$75.00.
  - ♦ A rebuilt clutch and pressure plate: \$60.00
  - ♦ 1929 transmission with chrome shifter. I ran this transmission 2 years before going to a 36 transmission in my blue speedster. \$150.00
- Abbie Prince - prince77@comcast.net

### FOR SALE

Inspected by Eric Shogren

1930 Fordor (Murray Body). Well done older restoration. Interior shows a little sun fading in the rear window, but otherwise is in excellent condition. An inspection underneath revealed no rust and generally clean car. The engine is strong as are the brakes. The car has a 12 volt system, Ryan Overdrive and Air Conditioning. There is also an opening for a manifold heater, so adding heat would make this truly a year-round car. The doors close with a nice solid sound and are true. The owner has had it for 3 years and it's time to pass it on to another Model A enthusiast. The car has definitely been built for touring.

Contact Bill Miskey at (803) 648-5901. Asking \$18,500. Additional photos on the STA webpage.



### FOR SALE:

Working Model A generator. \$25.00  
Jim McPherson, 706-592-4835.

### FOR SALE:

Two original shock absorbers for 1931 Model A Ford, one front and one rear. Two shock arms, one front and one rear. Ken @ 803-642-4623.

### FOR SALE

Stamped metal "license plate", reads "1931 MODEL A". Excellent original paint. This is an old plate. I do not remember this plate being available, but I would estimate it is from the 1960's. \$45.00 Jim McPherson, 706-592-4835.



### HATS FOR SALE

Navy blue Shade Tree A's hats for \$12.00. See Richard or Frankie.

More for sale on the next page....

## ANTIQUE CAR PART ESTATE SALE

Eric Shogren

The estate of a former STA member is selling his entire collection of Model A, Model B, and other antique car parts. Below is a partial listing. The photos represent only a portion of the collection. Contact Eric Shogren for more information: [ericshogren@gforcecable.com](mailto:ericshogren@gforcecable.com), 803-215-3276.

### 1934 Ford Fordor Flathead V-8

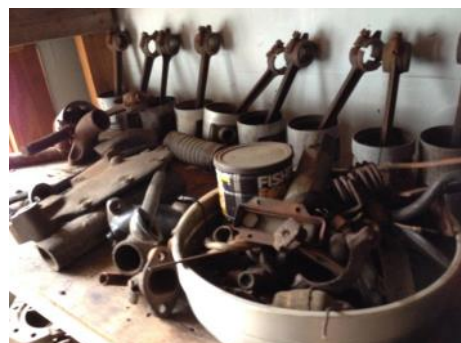
The car was left mid-restoration. It appears to be a complete car, with the exception of the interior, that has had the chassis restored and most of the sheet metal work complete. There are two hoods, louvered and unlouvered; new running boards, not installed; wheels, grill, and a new pressurized radiator.

### Assorted Model A and B Parts

There is a Model A rear end and torque tube, a Model AA rear end and torque tube, starters, brake backing plates, drums tail lights, aftermarket carburetors, a few wheels, a rear fender, heads, a Model A engine block. And much more. If you want to buy it all, the seller is asking \$1000.

### Assorted Parts 50's Chevy

Many new-in-the-box aftermarket parts, numerous V-8 blocks as well as numerous straight-6 engines, fuel system parts, electrical parts, ignition parts etc.



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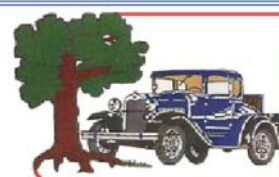


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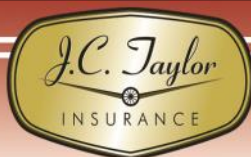
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