

Shade Tree A's News

EVERYONE LOVES A PARADE

Rachel d'Entremont

After being without my Model A for 3-1/2 months, I was thrilled when Tom, Walker, and most especially Eric, came over the day before the Memorial Day Parade to install my recently rebuilt engine.

The procedure started at 8am and the garage was locked up at 8:40pm: too late for a test drive but the engine sure sounded good.

Bright and early Saturday morning, I pulled the car out and washed off 3-1/2 months worth of dust and greasy fingerprints and drove it across town for some fresh non-ethanol gas. After the fill up, when it refused to start, was when I was asked (for the first of many times that day) if the car could be jumped off a 12-volt battery. And, (for the first of many times that day), I replied that I was pretty sure it wasn't the battery.

After several minutes, the car started easily and I drove to the parade staging area.

I was fortunate to get one of the WWII veterans to ride with me. He had been in a military band for 14 years and had played his clarinet all over the world while traveling with the bands. Interestingly, he had remained in the United States during the war even though he wanted to serve overseas. He said that the band was making so much money performing in the US (money use for ammunition) that they could not be spared to go fight the war.

At about 10:45 we started our engines and moved onto the parade route only to sit in the hot sun for 20 minutes. Convertibles are great for parades as long as it's breezy and shady. We had a breeze but unfortunately, little shade.

Finally it was time for the Model A's to move forward and...my car died! Two of the parade monitors pushed us to the side, thankfully into the shade, and I was asked if it could be jumped from

a 12-volt battery. I thanked the man and assured him the battery was OK. The rest of the Aiken Model A's and the Shade Tree A's waved as they passed and Eric called over his shoulder "let it cool down" as he went by. My veteran patiently sat there. He said that waiting was one thing he had learned while in the service!

Because the parade moved so slowly, only one other unit (a motorcycle club) had passed by the time the car cooled enough to start. Because west-bound Park Avenue has 2-lanes, I was able to pass the motorcycles and rejoin our unit.

At the end of the parade, we returned our veterans to their bus and, you guessed it, the car would not start. But I had learned patience. I waited a little while and it started right up.

Over the next few days, the car had many episodes of stalling and the theory is that the rebuilt engine is so tight (a good thing) that when it gets hot, the expanding metal causes enough resistance that it shuts down the engine. It has gotten increasingly better through the week and hopefully will be ready for the Economy Run the first weekend in June and the Trenton Peach Festival Parade a couple of weeks after that. Everyone loves a parade except, perhaps, a car with a newly rebuilt engine!

ABOUT THE SHADE TREE A'S

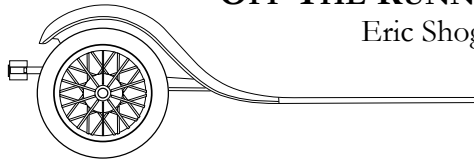
<http://www.shadetreeas.org>

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) concerning reprinting of articles, illustrations, or photos.



OFF THE RUNNING BOARD

Eric Shogren, President

BENEATH THE WHEEL

(With apologies to Hermann Hess)

It was great to see everyone at May's meeting. What a "Model A Month!" It started with Penny Pinson Hot Dog Day and ended it up with a Technical Session at Richard's on the 30th. In addition to all that, I finished my spring and front radius rod replacement, helped install an engine and worked on brake job, all the while driving my Model A over 1100 miles. It don't get any better than that!

Yes, it was a busy month, because in addition to what's noted above, there was also, the 4-Model-A-Club Picnic at Rivers Bridge State Park that was preceded by the Aiken Memorial Day Parade. While many cars in the parade transported veterans, I think it was absolutely fantastic to have our own Jim Dover, a WWII veteran, driving his own Model A in the parade!

Dotti and I got back to something that we now realize how much we miss and that's touring. On Thursday, May 14th Dotti and I struck out for Albany, GA and the 20th Annual Social Security Run. It was a blast and no big deal. It all goes back to what I learned about 15 years ago when first got into this hobby, if you drive your car on a regular basis you will quickly identify all the big issues,

(e.g., timing, head gasket leaks, main bearings, transmission, differential and brakes). What's left is easy stuff. Over the course of the four days, we did have some issues, a minor exhaust manifold leak, a minor fuel leak, a dead thermometer in the quail and broken window regulator. The exhaust manifold leak and the fuel leak were fixed in 20 minutes each and the rest we just lived with. The attached picture really captures for me the fun of touring; going down an old country road with string of beautiful old cars stretched out in front of you. All in all it was a great tour, and though we were only folks there from the CSRA, one thing became clear and that is the truth of the old say "We're all friends in the old car hobby, its' just some of us have not met yet."

Now I mentioned earlier in the column something about having driven 1100 miles this month. That's no typo. And some may think I'm a little over the top for driving my A's that much. Well that's nothing. I met a gentleman from the South Side A's in Atlanta who had driving his '30 Model A coupe to the Arctic Circle and back. Now that's a feat!

In closing I would like to encourage everyone to take a look at the calendar of event and just pick an event you haven't done before and just say "I'll be there!" If you got any questions, again, please give me a call or drop me a note. If I don't know the answer, I'll find out who does.

So see you all at the next meeting at 7:00 pm on Monday, June 8th. And as I like to say "A day broke down on the side of the road in your Model A is better than the best day at work!"



MEETING MINUTES

May 11, 2015

Richard's Garage

President Eric Shogren called the meeting to order shortly after 7 pm. Eric welcomed everyone to the meeting. There were 32 members and guests present. Ronnie Chance, a former member, was back with us as was new member hopeful, Denise Turner.

Richard Dunevent gave the Treasurer's report. The meeting minutes for April 2015 were approved as printed in the Newsletter.

Jim McPherson, National Director, reported that MAFCA and MARC had received the "blurb" he submitted. Jim also reported that MAFCA has had print problems with their latest issue and some magazines were mailed with missing pages. The problem has been corrected. MAFCA will re-mail a magazine to anyone who has received one with missing pages.

A big welcome back to George Gordon who has returned to us healthy and ready to drive in some upcoming events.

Don Turley was recognized as having been a member of Shade Tree A's for 35 years! This milestone attendance will be recognized with a pin.

May's Show and Tell turned out to be a portable/collapsible wheel chock!

OLD BUSINESS

Eric talked about the Johnston Peach Festival on May 2nd and that four families had attended the Penny Pinson Hotdog picnic on May 9th.

NEW BUSINESS

Eric passed around the refreshment sign-up sheet which had only a few openings left to be filled. Upcoming Tours/Events: Social Security Run May 14th through May 17th; Aiken Memorial Day Parade on May 23rd; Low Country A's, Palmetto A's, STA's, and Aiken A's picnic at River Bridge State Park also on May 23rd (departure after the Memorial Day Parade); the Shade Tree A's Fuel Economy Run on June 20th with meet up at Sunrise Grill at 8 am or Riverside Middle School at

10 am; Trenton Peach Festival on June 20th, members have been invited to the home of John Moore, president of Gas Car for peach treats and barbeque after the parade; also on June 20th. a car display at 3 pm at Washington Commons; the Lexington County Peach Festival parade, Gilbert, SC on 4 July 2015; and the Lilburn, GA, swap Meet on August 8th.

On 30 May 2015, members were encouraged to attend an Auto Tech Session at Richard's garage to get those cars ready for the Fuel Economy Run or to just learn more about how Model A's operate. An 8 am breakfast at Sunrise Grill was suggested with the Tech Session starting around or about 9:30 for those who skip breakfast.

Greg Jones, Vice President, introduced the Program Topic for May's Meeting: Centering Brakes. He then turned the program over to Eric for the presentation. Gerald Melchior, past president, provided some additional tips. There was much discussion concerning cast iron brake drums versus stamped steel brake drums which may lead to brake fading. It was noted that Richard has a brake arching machine at his garage. In summary, if you brake shoes are centered and arched correctly, your automobile will stop.

There being no further business, the meeting was adjourned to refreshments at 7:44pm.

Kathy Poole, Secretary

HIGHLIGHTS OF THE MAY MEETING

May 11

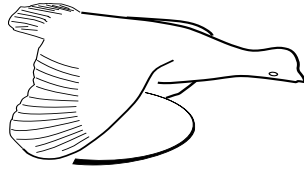
Even with the garage doors open, it was HOT, especially for early May. Thirty-two people attended including George Gordon who was back after open heart surgery on March 3 with some complications in the weeks that followed. It was announced that Don Turley would receive his 35-year pin.

Show and Tell included a collapsible wheel chock.

The technical program on centering brakes was presented by Eric Shogren and led to a discussion of Model A brakes in general.

It was noted that there were a lot of opportunities to get out as a club in our Model A's over the next couple of months.





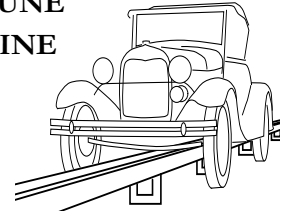
LOOKING AHEAD

CLUB EVENTS

- June 6- Economy Run
- June 8- Monthly meeting
- June 20- Trenton Peach Festival
- June 20-Bar-b-que with GaSCar in Trenton
- June 20 -Washington Crossing display
- July 4 - Lexington Co. Peach Festival (Gilbert, SC) Parade
- July 13- Monthly Meeting
- Aug 8 - GA Chapter Swap meet-Cofer Collection

FROM THE JUNE ASSEMBLY LINE

4 – Billy Hughes
7- Charles Howell
9 - Don Neal
20 - Tom Roberts
25 - Bob Collier



REFRESHMENT SCHEDULE

June: Poole, Carruthers , Shogren, _____

July: The Gordon family

August: Annual Dinner Meeting

September: Wisham, Morse, Neitzke, _____

October: McMullin, Krosting, R. Jones, _____

November: G. Jones, Neal, Bryant, Mason

December: Christmas Party

NEWS FROM UNDER THE SHADE TREE

- ◆ George Gordon is making wonderful progress after open- heart surgery March 3.
- ◆ Don Turley received recognition for his 35-years with the STA's.

If you have news to share, let me know at newsletter@ShadeTreeAs.org

REFRESHMENT SIGN-UP SHEET

There are still openings on the sign-up sheet for refreshments. Contact Eric to be put on the list.

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JUNE MEETING

The June meeting will be Monday, June 8th at 7:00pm at Richard's Garage, 4338 Owens Road, Evans, GA.

Page 1

Sketch 1930 Model A Tudor Sedan

Steven Brown

MODEL A Q&A'S

Bentley Bohanan
Bentley's Antique Auto Service

We never get tired of Model A's. We see a broad range of cars from barn finds to the high-point show cars. I've seen skeletons of cars left in the woods, and I've seen Model A's which have been lovingly cared for since they were new, still with the original paint and upholstery. Each car has its own personality, kind of like their owners. What a fun hobby. Here are some questions from the shop, hope you find the information helpful.

Q: The clutch in my 1929 Tudor really chatters when I'm pulling out of the driveway. Is there an easy way to fix this? Or do I need a new clutch?

A: If the car has been sitting for a long time, there is a possibility that there is a little rust on the pressure plate or flywheel, and the chattering may go away after you drive it a few miles. But if this chattering has been going on for a long time, then it's probably time for a new clutch. Unfortunately, this is a big job which will require removing the transmission. As you know, the Model A also has a closed driveshaft, so you also have to move the rear end back a few inches to get the transmission out. Now remove the pressure plate and flywheel. Have the flywheel machined at your local machine shop. Pressure plates are available new. Be sure to replace the pilot bearing and throw-out bearing. Check the ring gear on the flywheel, too; this would be the time to change it if needed. There is a procedure to test the alignment of the flywheel housing to the flywheel, but I will not have time to go into that here. If everything is done right, then your clutch will be silky smooth for years to come.

Q: I am currently restoring a 1931 Deluxe Roadster. We really want to drive the car, so I am wondering if I should go with a high-speed rear-end gear.

A: After doing some quick searching on the Internet, I found four different ratios for Model A's. Looks like almost all cars came with a 3.78:1. Pick-up trucks came with 4.11:1. Some very early 1928 cars came with 3.7:1. Roadsters came with 3.54:1, this is what we usually referred to as a High-

Speed gear. This would be great for a light car such as your Roadster. Mike's also sells an Extra-High-Speed gear which is a 3.27:1. He warns you must have a strong engine to run this gear. I have never had any experience with this gear, but it might be worth a try.

Q: Which safety items do you suggest keeping in the car for long trips?

A: I received two phone calls within a week from Model A owners who actually have their cars catch on fire. Fortunately, no one got hurt, and the vehicles were not damaged. However, I have seriously changed my mind concerning fire safety. Here are my thoughts: all cars should be equipped with a Safety Fuse Kit. PN# A11450SF. This will provide safety against electrical fires. Next item is an Air Maze Flame Arrestor, A9600Z. This will prevent a carburetor fire. Now get yourself a small fire extinguisher to keep in the car. Stay safe out there.

Enjoy the Drive...

JUNE 20...A VERY BUSY DAY

TRENTON PEACH FESTIVAL

The STA's will be participating in the parade on June 20. Line up is at 9:30 am. Jump-off locations will be the Bogangles at I-20, Exit 5 and Meybohm Realtors on Laurens Street in Aiken. Jump-off time is 9:00 am for both jump-off points. Line up on E. Wise Street, Trenton SC.

AFTER THE PARADE...

John and Sandra Moore (GaSCar members) live in Trenton at 211 E. Wise St, which is on the parade route. They have invited both clubs to come by their home after the Peach Festival parade to enjoy some bar-b-que for lunch. There is plenty of parking at their home. Those attending are bring a dessert or covered dish to help with the meal. It should be a good time of fellowship and fun.

WASHINGTON COMMONS DISPLAY

Also, we have been asked to display a few cars at the Washington Commons on June 20th at 3 P M. It is on Washington Rd. across the road from Club Car. There will be some food along with some entertainment.

COFER COLLECTION

August 8, Tucker GA

Eric Shogren

The GA Chapter of MAFCA is holding their 7th annual swap meet at the Cofer Collection, Stable of Thoroughbreds.

The Cofer Collection, or Stable of Thoroughbreds, is, and has been, a work in progress since the early 1950's. Gene Cofer started his family automobile collection in the early 50's when his wife Neta was pregnant with the first of their five children. Since 1951 the Cofer car collection and the Cofer family has grown. With five children and twelve grandchildren, Gene Cofer left quite a legacy and quite a lot to live up to.

Mr. Cofer loved antique automobiles and sharing them with others. It was not unusual to see him driving to work in one of his many collectible cars. His motto was, "If you can't enjoy them, why have them?" The first car Gene and Neta bought was a 1926 Buick. The Cofer's soon added a 1930 Oldsmobile and a 1928 Lincoln, and as they say, "the rest is history". The collection is still growing today thanks to his wife, children and grandchildren who all admire and love the collection and want to see it grow and stay together.

The Car Collection is one of the finest in the Southeast. It is an eclectic combination of All American Automobiles amassed by the late Gene Cofer and his son Chip. Every car is meticulously maintained and driven on a regular basis by curator Cecil McCall and overseen by Chip. The highlight and shining star of the collection is a 1935 Fernandez and Darin bodied SJ Duesenberg originally owned by the late Madeline Astor, widow of John Jacob Astor. The collection has had many cars appear in movies, such as "Tucker- The Man and his Dream" and "Bobby Jones- Stroke of Genius." (Cofer Collection website, May 2015)

For more information on the collection visit the website: <http://www.thecofercollection.com/>

Swap meet: Saturday August 8th , 8 am to 3 pm.

Free Spectator Parking and Admission.

Vendor spaces for \$20.00.

Meet location 3702 Lawrenceville Hwy, Tucker Ga 30047

Info: Gregg Bell, 770-402-7182 -
PO Box 5 Lilburn Ga 30047



JOHNSON PEACH BLOSSOM FESTIVAL PARADE

May 2, Johnston SC



Oops, nobody told this guy about the parade. He should have turned around and joined in!

SHADE TREE A'S ECONOMY RUN

Saturday, June 6, 2015

Robbie Jones

Join your fellow Shade Tree A members on a short local drive to see who can obtain the best gas mileage in their Model A. This is a great opportunity to get your Model A on the road. The route is mostly on less-traveled back roads with speed limits of 45 mph or less. This is a great opportunity to identify and correct any problems with your Model A prior to participating in any longer tours, parades or other events during the coming year. As always, knowledgeable STA mechanics will be available to help with any problems that may be encountered.

The Economy Run will officially begin at Riverside Middle School on Fury's Ferry Road in Evans. There are a couple of options for joining the tour.

Option 1: Meet at the Sunrise Grill in the West Town Shopping Center at 8:00 for breakfast. From there you have at least two good options to fill your tank with gas prior to the Economy Run (non-ethanol or ethanol). For non-ethanol gas, leave the Sunrise Grill and head up Washington Road to Allen's Country Store just past where you turn to go to Richard's house. If you don't mind ethanol gas, there is a Circle K/Shell station adjacent to Riverside Middle School.

Either way, be sure to write down your odometer reading when you fill up. We will gather at Riverside Middle School and leave at 10:00 AM.

Option 2: Meet up at Riverside Middle School. Plan on being there by 10:00 AM ready to go with a full tank of gas and your odometer reading recorded.

If you're not filling up in close proximity to the start of the Economy Run, plan accordingly, as we will be driving approximately 100 miles before filling up again. If you have a thirsty Model A you may be cutting it close. The Economy Run will end with a fill up at Pol-lards Corner near Clarks Hill Lake. From there we will head to the park below Clarks Hill Dam for a picnic lunch (bring your own lunch) before heading home.



NUTS & BOLTS

- ♦ One of our members lost a wallet last month. Before it happens to you, take a few minutes to lay your credit cards and other documents on your scanner or a copy machine and get a snapshot of the contents. It could save you a lot of time if you should lose your wallet.

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1928 FLOWER POWER?



Did you know where this flower can be found on the Model A?

Answer : Under the Oil Return



DEAR MISS CRANK

Miss Crank has very little expertise on a great many subjects. She is here to answer Model A questions relating to manners, relationships, home, pets, and more.

Dear Miss Crank:

I inherited a Model A that my father had had since before I was born. I have wonderful memories of the family in that car when I was growing up. Dad kept it in perfect repair and I fondly recall being his mechanic's helper until I left for college. Since I got my "A" two years ago, it has needed some minor work done. Fortunately there is a garage not too far away that works on Model A's.

My problem is that whenever we take the car to that repair shop, the mechanic talks to my husband as if I wasn't there. The ironic thing is that my husband knows so little about cars that he can barely fill the gas tank! I know the basics of the car, or at least enough to know what needs to be done, but with two little ones at home, I cannot make the time to do the basic maintenance myself.

How can I get the mechanic to deal with me and not my husband?

Invisible

Dear Ms. Invisible.

Yes, it's 2015 and there are still some insecure men out there who cannot believe that a woman is capable of anything as manly as automobile maintenance. Unfortunately this is not confined to Model A mechanics; you will find this attitude among some car sales people and mechanics of modern cars, too.

The best thing a Model A owner can do is to join an active Model A club where you will meet other like-minded souls who will probably be thrilled to help you with the maintenance (while your husband babysits). The good news is that most Model A owners, if you show interest in the cars and how they operate (the CARS, not the owners), will grow to respect you. It may take a little longer than if you were a guy, but it will happen in most cases.

With regard to your current problem, when taking the Model A for maintenance, leave your husband at home while you discuss the needed

maintenance and, if that doesn't help, when you pick up the car, open your checkbook, take out your pen, and sweetly ask the mechanic how to spell his wife's name.

Send your questions to Miss Crank at
Newsletter@ShadeTreeAs.org or
PO Box 992, Aiken SC 29802

CONTACT INFO

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COOLING THE MODEL A FORD

Keeping your cool on a warm day.

Bentley Bohanan
Bentley's Antique Auto Service

The Model A Ford is truly a Engineering marvel. Hundreds of systems are in place, working together to provide you an enjoyable drive. Each system is simple, so simple, in fact, that everything must be working to its full potential to provide reliable service.

One system on the Model A that seems to draw a lot of attention is the Cooling System. This system involves the radiator, radiator hoses, water pump, fan, and the coolant itself.

Most cars will drive for years and years, and never show any kind of problem. But when problems do occur, it's a good idea to have a plan.

Recently we had a car in the shop that the customer complained was overheating. He said that any time he drove the car, water would come out of the radiator and splash onto the hood and windshield. We drove the car around our local block, and sure enough water was coming out. However, when we measured the temperature of the engine, it was below 180°. Turned out the problem was with the seal around the radiator ornament. We installed a new \$2 rubber gasket and this took care of the problem.

Of course it's not always that easy. If the engine does truly over heat, meaning the temperature is over 200°, then the radiator could be at fault. First advice is to have the radiator professionally serviced. They can check the coolant flow and clean any contaminants from the radiator that may be causing problems.

If a new radiator is needed, then get one. I know they are expensive, but they are really nice and solve a lot of problems.

The next thing to check is the water pump. Problems here are usually noted by water leaking around the seals. The impeller inside the water pump can also be rusted away, preventing water from circulating.

While you are checking the water pump, have a good look at your fan. The original thin steel fans are notorious for cracking near the hub. This will cause a fan blade to eventually break and fly off, possibly damaging your radiator or hood. Your best

bet is to change to an aftermarket aluminum fan.

Of course it's a good idea to inspect the hoses. Don't take a chance on old cracked or deteriorated hoses. Same goes for the fan belt.

Next, check the coolant. The coolant level should be about even with the "Ford" emblem on the front of the radiator. If you find you are losing a lot of coolant, then you could have a problem inside the engine, however, it is normal to lose a quart or so of coolant on a long drive. Just keep an eye on it and don't let it get too low. It's a good idea to keep an extra gallon of coolant with you.

Enjoy The Drive...

Bentley's

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Enjoy the Drive...

LEXINGTON COUNTY PEACH FESTIVAL PARADE

Gilbert SC

57th Annual Lexington County Peach Festival Parade with be July 4th at 9:30 am. This year's theme: "Peachy & Patriotic!" Lineup will be at 8:30 am. There will be two jump-off points this year. One at Meybohm Realtors on Laurens St. in downtown Aiken at 7:00 am and a second at the Waffle House at I-20 and US-1 (Exit 22 on I-20).

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MEMBER PROJECTS

Rachel d'Entremont's '28 Roadster




Rachel's totally rebuilt engine is back in the car. Many thanks to Eric, Tom, Walker, Greg, Brian, Bill (from the Aiken A's), and Paul Peacock who rebuilt the engine. Besides the help of wonderful Model A friends, two keys to the job: a frame spreader and ziplock bags!


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Dan Perla

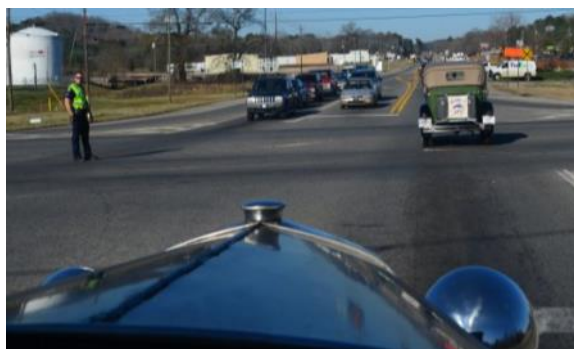
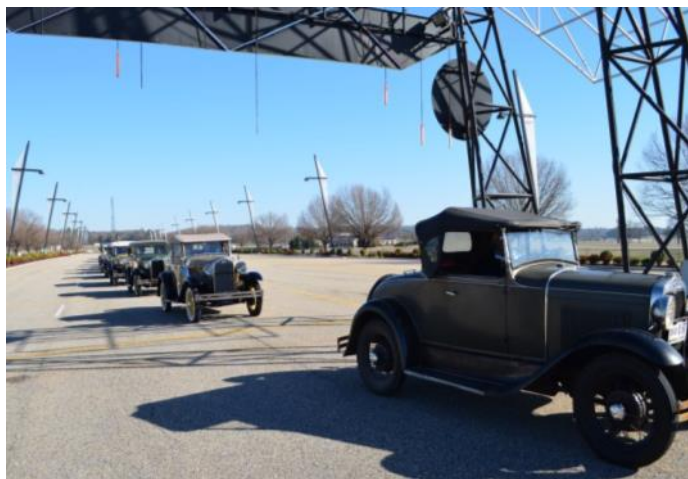
Our group consisted of Richard & Frankie, Abbie & Brenda, Doug, myself, and Jim & Sheila. We got there about 12:30 and followed the sign to the other shelter. The Palmetto A's arrived shortly after we did and conducted a brief scouting mission to find the "correct" shelter. The Charleston group had, for the most part, already eaten their lunch by the time we arrived at the correct location by about 12:45. We visited with those present and ate our picnic lunch. The group was provided a presentation by the local site ranger about the Battle of Rivers Bridge and the historic significance of the site. That was followed by more fellowship and the group was asked if they would hang around to wait for the Aiken A's to arrive. The response was unanimous the we waited for a spell to hopefully greet the Aiken group. Shortly after the Aiken A's arrived, the Charleston group departed for their journey home. Approximately 30 Model A's were present at the park. The weather could not have been better for a Model A tour. Our thanks to Dr. Eddie Collins for organizing this outing.



TALLADEGA SPEEDWAY TOUR

March 6 & 7, Talladega Alabama

The STA's received an invitation from the Central Alabama Model "A" Ford Club to attend the March 6-7, 2015 Talladega Speedway tour with fellow club members from around the Southeast. Dan Perla and Kent Carruthers took Model A's. Jim McPherson and Kent's son, Calvin, also attended; there were about 47 total. It was lots of fun.



MEMORIAL DAY PARADE

May 23, Aiken SC

The Shade Tree A's and the Aiken Model A's joined forces to chauffeur nine WWII vets, mostly from Cumberland Village in Aiken, in the Memorial Day Parade. Cumberland Village provided magnetized signs for each car with the veteran's name and dates of service. Unfortunately, the magnetized signs did not stick well to most of the cars and had to be taped. Our own Jim Dover, also a WWII vet, drove himself in the parade.



TROUBLESHOOTING A ROUGH-RUNNING MODEL A

A few hints for common troubles.

Bentley Bohanan

Bentley's Antique Auto Service

Nothing is more enjoyable than driving a Model A Ford on a beautiful spring day. However, it can be frustrating when things don't go right. Some of the common problems that we see in the shop, can usually be diagnosed in a few minutes.

- ♦ The first thing to check is the ignition timing, points gap, and clean your spark plugs.
- ♦ If the car is hard to start, but runs good when you get it started, it could be the ignition coil.
- ♦ If the car starts easily and idles smooth, but skips and pops when you rev it up, especially when warm, this could be the condenser.
- ♦ If the trouble is intermittent, it's usually a loose wire in the ignition circuit, or maybe the wire underneath the distributor plate shorting out.
- ♦ If the car runs great, but just occasionally cuts out on the open road, it could be the rotor button, or the high tension lead. (you wouldn't think anything can go wrong with the rotor button, but believe me, they do go bad)

Notice I have spent more time on the ignition than the carburetor. The old saying is 99% of carburetor problems are electrical. I find that carburetor problems almost always repeat themselves steadily. Intermittent problems are almost always in the ignition circuit.

Some things you can check on your carburetor are:

- ♦ Make sure you have a full steady stream of clean fuel to the carburetor.
- ♦ If the carburetor leaks, it's usually the float valve.
- ♦ Remember the choke rod is also a gas adjustment. This is normally run about 1/2 turn out from seated.

Additives such as "Sta-bil" can really wreak havoc on a carburetor. My suggestion is to find some ethanol-free fuel in your area and use that exclusively in your Model A. This will avoid a lot of problems in the fu-

THE CLASSIFIEDS

FOR SALE

Former STA Member Bill Adams' 1931 Coupe is for sale. Gayle hates to part with it but no one in the family is interested. A complete restoration was done about 10 years ago, but it has not been driven since December, 2009. Asking \$11,000 or best offer.

Contact Gayle Adams at 706-825-6951 or GADAMS@gru.edu

HATS FOR SALE

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

PENNY PINSON HOT DOG DAYS

Eric Shogren

May 9

Penny Pinson Hot Dog day was a great event with four STA families attending and meeting up with friends from the host club, Old 96 District, the Palmetto A's and the Aiken A's. Below is a photo from the first Hot Dog Day hosted by Penny Pinson in May of 2003. See if you can pick out the Shaded Tree A members in attendance.



TECH TIP: VAPOR LOCK

Jim McPherson

As many of you know, I am not a big believer of vapor lock occurring in our Model A's. With that said, there was an article about vapor lock in the March 2015 issue of Skinned Knuckles, focusing on the fuel pump and gas line (that is another story). Several readers responded that their problem was in the carburetor. The response contained some interesting information I thought you might be interested in.

Vapor lock is all about temperature. For vapor lock to occur, the temperature of the gas must be high enough to boil, thus producing a vapor. Modern 10%-ethanol Premium gasoline can boil at temperatures as low as 145 degrees, much less than the boiling point of water. For unleaded (non-ethanol) regular, the boiling point is around 160 degrees. So just the type of gasoline you use could contribute to vapor lock. The author's opinion is that with older vehicles, never run modern premium fuel in a low compression engine (under 10:1) because of the low boiling point and because it gives no benefit to a low-compression engine, like leaded gas did. So the benefit so many see from using non-ethanol gas in their Model A may be more than we think.



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