

SHADE TREE A's

NEWSLETTER

June 2016

Volume 43

Number 6



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On the Cover

Shade Tree A's members enjoy the nice springtime weather before the start of the May meeting.

Shade Tree A's Model A Club



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, \$45), which includes a subscription to the *Model "A" News* magazine. The club also is a member of MAFFI, the Model "A" Ford Foundation, Inc.



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ABOUT THIS NEWSLETTER

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Please contact Robbie Jones at Newsletter@ShadeTreeAs.org concerning reprinting of articles, illustrations, or photos.

OFF THE RUNNING BOARD

Chuck Howell - President

Have you ever compared the function of the Model A Ford bumpers to modern car bumpers?

Recently, my 2012 Ford Fusion was hit by a Dodge Caravan while sitting at a stop light. The vehicle that hit mine was traveling under 5 MPH. That collision destroyed my rear bumper and cost over \$3,100 to repair. I am convinced that if I had been driving my Model A, little damage would have been done and it would have cost me nothing.

Car bumpers were first invented by Frederick Simms in 1901. They were originally designed to have two functions: (1) mitigate the mismatch of height difference between vehicles, and (2) protect pedestrians from injury. They never accomplished that second objective.

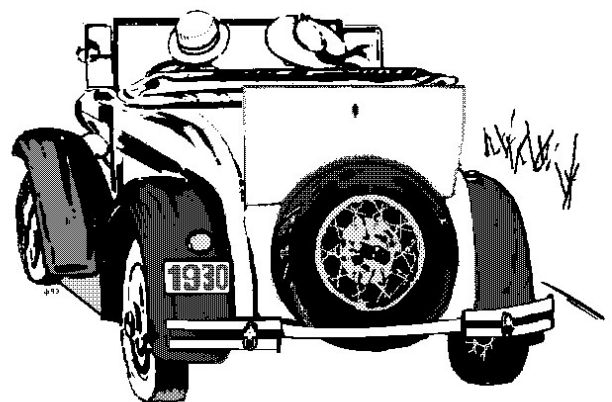
The bumpers on Model A's are made of steel and mounted on brackets that act like springs. These bumpers could protect the vehicle in a 10 MPH collision with a stationary object or another vehicle. The bumpers would be damaged, but could usually be hammered out again without having to be replaced. Bumpers on modern cars are designed to absorb the kinetic energy of impact by crumpling and thereby protect the passengers inside rather than the vehicle itself.

In 1971 the US government issued the first regulations on passenger car bumpers. The cost of producing a bumper that could absorb a 5 MPH collision without damage was so expensive that by 1983 the standards were downgraded to a 2.5 MPH collision. Consequently, the Insurance Institute for Highway Safety was created to test vehicles in

low speed (6 MPH/10 KPH) collisions and publicizes the repair costs. Amazingly, no modern car bumper can match the strength of the Model A bumper for vehicle protection or low cost of repair.

No one would argue that Model A's are safer to drive than modern cars. We travel too fast and cars weigh too much these days (mass x velocity = collision force) for anyone to survive a major accident in a Model A even with seat belts. But, I am still impressed with how much better the bumpers on a Model A work to achieve their intended purpose than any car bumper of today. I guess it illustrates a point too often ignored in this century:

Not all change is progress.



MEETING MINUTES

May 9, 2016

Richard's Garage

Recorded by: Eric Shogren for

Kathy Poole - Secretary

President Charles Howell called the meeting to order at 7:01 PM by welcoming everyone to the May meeting. There were 32 members present and no visitors. Only one member contributed to the "forgotten name badge kitty."

Richard Dunevent provided the treasurer's report.

Eric Shogren read the minutes from the April meeting. The minutes, as read, did not mention a motion, which had been made and seconded, to amend the Shade Tree A's By-Laws. Frank Knapp, who had made the motion to amend in April, noted that the proposed by-laws changes to be discussed that night would address the original motion. President Howell asked for a motion to accept the minutes as amended. A motion was made, seconded, and passed without dissent.

Newsletter Editor, Robbie Jones, thanked everyone for their contributions to the newsletter. He asked that members who attend events continue to provide write-ups and photos of those events. As you take photos, think of photos that would be good for a newsletter cover. He also requested to be contacted with member news (i.e., illness etc.) so this can be included in the newsletter.

Frank Knapp noted that Jack Waters, a CSRA resident active in the Model A hobby, recently passed away.

For Show-and-Tell John Neumar brought a 1/48th scale model, or diorama, of a Union 76 service station he ran in Belvedere, SC. It had amazing detail down to shelves stocked with

oil cans, which even at that small size, could readily be identified by brand.

Under old business, Chuck Howell asked if anyone attended the Greenwood Swap Meet. Eric Shogren said he attended and it was great, but he declined to say "how" great, as his wife was also in attendance at the May meeting.

Under new business, President Howell followed up on the motion to amend the STA by-laws and shared his considerable research regarding the policies and practices of both the Model A Ford Club of America (MAFCA) and the Model A Restorers Club (MARC). In his numerous conversations with board members and staff members for both national clubs, he found they were all members of BOTH national clubs. Chuck outlined the following details:

- Insurance
 - o Both clubs provide general liability insurance.
 - o While the discussion presented on each website varies a bit, MARC has actually modeled their insurance policy on MAFCA's insurance policy. Therefore, the policy coverages and how policies work are the same.
 - o General liability covers individuals, organizations, or businesses that may be held liable for accidents or events. For example if an accident or injury were to occur during a club event held at a club members home, the general liability insurance would cover the named officers of the club, the property owner, and the national club.

MEETING MINUTES

(continued)

- o General Liability Insurance is NOT dependent upon 100 percent membership participation by chapter clubs. Neither does it cover rank-and-file members unless they are specifically named in a lawsuit against a chapter club.
- o A certificate of insurance is not required for every Model A special event. However, if a property owner or business owner requests one for a Model A event held at their facility, either national club will provide the certificate directly to the requestor.
- Membership in either or both national clubs (MAFCA/MARC)
 - o Officers of a chapter of either national club must be members of that national club. This is to ensure the club officers are covered under the general liability policy.
 - o Neither MAFCA nor MARC require all chapter members (for example all Shade Tree A members) to be a member of the national club. While both national clubs used to have this requirement, they both dropped it in the mid-1990's. Both national clubs want new members to get involved with the hobby at whatever organizational level. They do not want potential new members to the hobby to be scared off by "dues sticker shock."
 - o Both MAFCA and MARC prefer club members renew their membership individually, rather than how the Shade Tree A's currently does it by collecting everyone's MAFCA dues and submitting one big list and one check. Both national clubs have found having members individually submit their dues annually is more timely, the registration information is more accurate and it actually simplifies national club's recordkeeping.
 - o Both national clubs maintain Membership mailing addresses by state, not by affiliated chapter club titles. Many MAFCA & MARC members do NOT participate in a chapter club near their location.

Three Proposed Changes to the Shade Tree A By-Laws were brought up, discussed and voted on, as there was a two-thirds majority of the membership present at the May meeting. All three proposals passed. They are as follows:

PROPOSAL ONE: Article III, Section 1 shall be changed to read as follows:

Section 1. MEMBERS. Shade Tree A's shall have members ("Members"). Membership is one year in duration, expiring on 31 December annually. Members who fail to renew their STA membership by paying the annual dues to the Treasurer on time will be dropped from the STA roster and Newsletter mailing list until payment is received.

(A member will be dropped from the roster for non-payment of dues by 31 December.)

MEETING MINUTES

(continued)

PROPOSAL TWO: Article III, Section 2 shall be changed to read as follows:

Section 2. REQUIREMENTS. STA Officers must also be members of both MAFCA and MARC for the Shade Tree A's to be a chapter club of these national organizations. Otherwise,

membership in either MAFCA or MARC is the member's choice. Members shall not be required to actually own a Model "A" Ford.

Merely an interest in the objectives of the Club and a desire to take an active part in Club activities shall be the primary requirement for membership. Members shall be of good character as to benefit the Club and its functions and objectives. Members are eligible to participate in all Club functions, hold elective office, receive notification of Club meetings, and vote in elections.

(It will now be the member's choice to belong to one or both national organizations.)

PROPOSAL THREE: Article III, Section 3 shall be changed to read as follows:

Section 3. DUES. Shade Tree A's elective officers will pay their MAFCA, MARC and STA dues to the treasurer of the club on or before the December meeting. STA dues may be changed by a majority vote of the members present at any regular meeting and published in the Newsletter. MAFCA national dues will be determined and published by MAFCA. MARC national dues will be determined and published by MARC. Members shall pay dues directly to the national club of their choice.

(Only elected STA officers will be required to pay their national dues and STA dues to the STA treasurer. Members in general will pay STA dues to the STA treasurer. Members in general who want to be members of national organizations will pay those dues on their own.)

Under other new business, Andrew Morse noted that the "Steel in Motion" vintage drag-racing event would be at the Union City, South Carolina drag strip this weekend. The event features vintage drag racing from the 50's and 60's.

Larry Komp and Dan Perla provided an excellent tech session on home made Model A Ford specialty tools. Other tips and techniques were discussed.

With no further business, the meeting was adjourned at 8:06 pm for refreshments.

MEETING TIME & LOCATION

Meetings are held on the 2nd Monday of each month at Richard Dunevent's garage, 4338 Owens Road, Evans, GA. Meetings begin at 7PM and are followed by refreshments.

LOOKING AHEAD

Club Calendar

June

- 11 ACTS Car Show, Burnettown, SC (Note this event was originally planned for May 14 but has been rescheduled for June 11)
- 13 Shade Tree A's Meeting, 7:00 PM, Richard's Garage
(Technical Program – TBA)
- 18 Trenton Peach Festival Parade
- 19-24 MAFCA National Convention, Loveland, CO
- 25-July1 MARC National Tour, Newburg, NY

July

- 1-2 Swap Meet, Fletcher, NC
- 11 Shade Tree A's Meeting, 7:00 PM, Richard's Garage
(Technical Program – TBA)

August

- TBA Shade Tree A's Dinner Meeting
- 13 Swap Meet, Tucker, GA

TBA - To Be Announced

June Refreshments



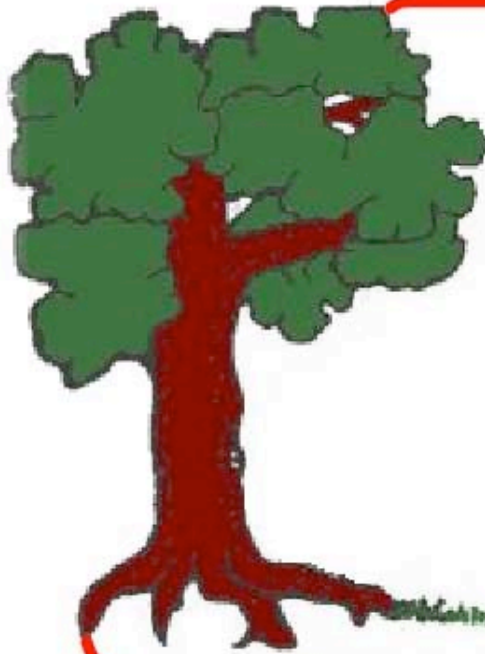
Charles & Sharon Howell
Richard & Frankie Dunevent



June Birthdays

- 7 Chuck Howell
- 20 Tom Roberts
- 25 Bob Collier
- 30 John Dirksen

ANNOUNCEMENTS



Shade Tree A's Member News

Send Items for Shade Tree A's Member News to:
newsletter@ShadeTreeAs.org

Model A Ford Foundation, Inc. (MAFFI)

Parts Still Needed

MAFFI is in need of the following original parts to improve their display vehicles:

- Two restored 1931 gas caps
- One restored 1931 radiator cap
- Three restored 1028-29 gas caps
- Five sets of license plate clips
- Two sets of single-bulb headlight reflectors
- Two sets of two-bulb headlight reflectors

If you have one of the above items and would like to donate it to the museum, please contact Rob Mills at rmills@cass.net or 517-902-5852 (after 2:00 PM EST).


MAFFI will be ordering bricks by the **second week in June**, so if you are thinking about getting a loved one a "memorial" or "in honor" brick this year, please do so immediately. You can find order forms in the *A Preserver* or online at www.maffi.org.

ANNOUNCEMENTS

FREE EVENT

Open to the public

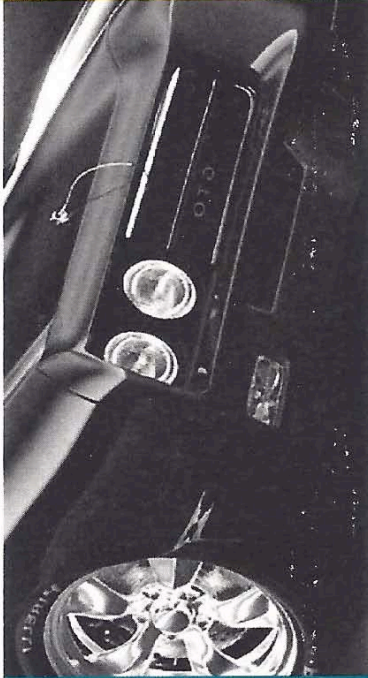
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To become a vendor or enter a vehicle, contact us at 803.649.3800 or info@actsofaiken.org

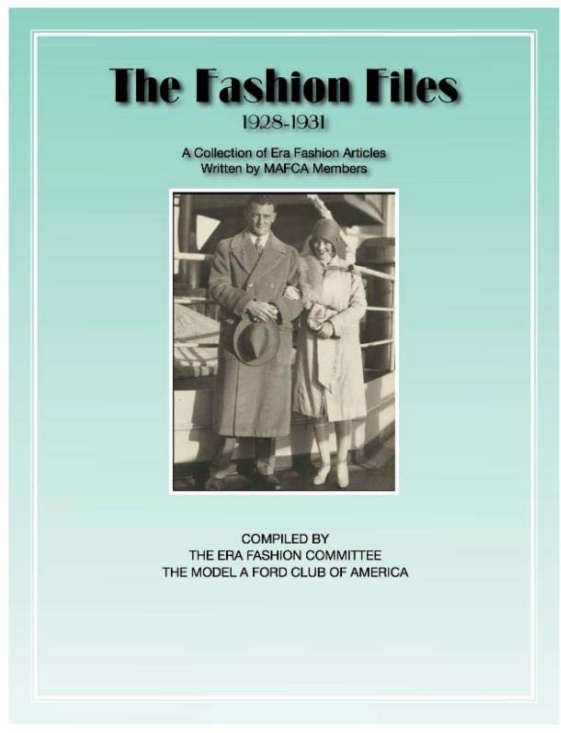
Note this event was originally planned for May 14 but has been rescheduled for June 11

Join the Southeastern Touring Group

The Southeastern Touring Group, a newly chartered Special Interest Group of the Model A Ford Club of America, is a Model A touring group organized to do 2 to 4 tours per year, 3 to 4 days each, in the Southeastern US only. The club will do one tour in 2016 and two in 2017. The only prerequisite to join this group, presently, is a membership in good standing with MAFCA. The first tour is being planned for September 22-25, 2016. Email Happy Begg to request a membership application, happybegg@gmail.com. Spread the word with your Model A touring buddies!

ANNOUNCEMENTS

Model A Ford Club of America (MAFCA) News



The Era Fashion Committee is VERY excited about our new publication, *The Fashion Files 1928-1931*. Available just in time for the National Convention in Loveland, Colorado this 212 page, full color book is a compilation of 118 fashion articles that were published in *The Restorer* between 2000 and 2015. Articles are written by MAFCA members and cover a variety of topics. This is definitely a book you will want to add to your library collection! Only \$25 plus shipping and handling! Pre-Order yours NOW through the MAFCA Store online at www.mafca.com or by phone (562) 697-2712 by June 16th and save on shipping, if you pick it up at the National Convention. Books not picked up in Colorado will be charged shipping and handling and will begin shipping mid-July.

If you drive at night, consider purchasing a magnetic reflector from MAFCA.

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SEE THE DIFFERENCE

RECENT EVENTS

Old McDonald's Fish Camp

By Chuck Howell

It was good to dine with the great folks from the Palmetto A's at the Old McDonald's Fish Camp on Saturday, May 21st. Sharon and I really enjoyed the fellowship with John and Happy Begg, John and Twila Cockerill and everyone else that attended. All together about twenty-five participated. Shade Tree A's, members attending were Dan Perla, Jim and Sheila McPherson, George and Suzanne Gordon, Sharon, our grandson, Josh Jr., and me.



The Tom Hitt Estate Auction

By Jim McPherson

Tom Hitt was a former member of the Shade Tree A's and a long time Model A owner. The Administer of his Estate held a liquidation auction Saturday, May 21st. Many Shade Tree A's members attended with many making winning bids. Large parts included engines, blocks, wheels and tires, transmissions, front and rear ends, while small parts included horns, motor mounts, fans, cowl lamps, and instrument clusters. Jim Dover bought Tom's 1931 slant windshield Town Sedan. Some of those attending included Kent Carruthers, Larry DuVall, Chuck Howell, Frank Knapp, Jim McPherson, Gerald Melchiors, Ralph Neitzke, Dan Perla, and Stuart Smith.

RECENT EVENTS

May Technical Program

Model A Shop Tools

Brake Shoe
Centering Tool



Brake Adjusting
Tool



Valve Lapping
Tools



Hinge Pin
Removal Tool



Larry Komp and Dan Perla displayed and described the use of many specialized Model A shop tools. Many of the tools were homemade solutions to common Model A maintenance, repair or restoration procedures. Some were antique tools no longer available. Some of the homemade tools pictured here are:

- a front brake shoe centering jig made from an old front hub
- a hinge pin removal tool made from a modified 6 inch C-clamp
- a brake adjusting board
- a jig for removing dents from front fenders with wheel wells
- a valve and spring storage rack

Other tips mentioned including using a 1/2" x 13 UNC tap to remove worn oil pump bushings, using a 19mm open end wrench or crow's-foot wrench to remove indented wall fuel shut-off valves and using a 7/16", 8-point socket to adjust brakes.

Valve and Spring Storage Rack



Hood Alignment
Tool



Grease
Gun Adapter



Dent Remover



Valve Spring Compressor



Bearing Scrapers



RECENT EVENTS

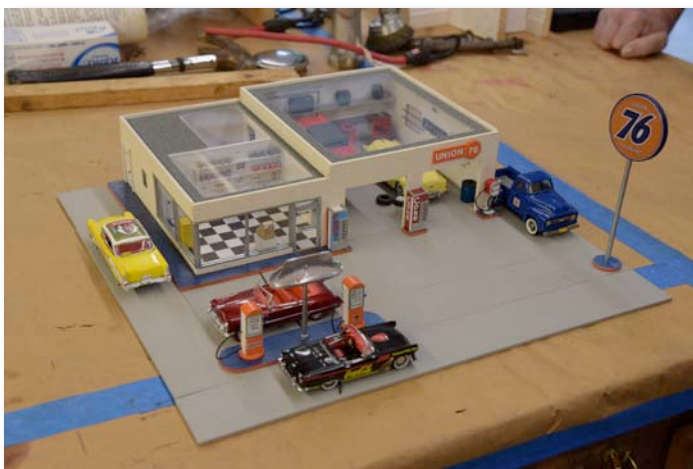
May Technical Program

Model A Shop Tools

(continued)



Model AA Hub Puller
made by former
member Russel
Young and his son



May Show-and-Tell

John Neumar's scale gas station



Joke Time

Jim Dover tells a joke at the May meeting

SHADE TREE A'S MEMBER PROFILE

This article continues a series of articles that feature Shade Tree A's members and their Model A's. The first few articles in the series will feature the officers of the Shade Tree A's. This article features Shade Tree A's Board Member, Kent Carruthers. After the remaining Club officers have been featured, other Shade Tree A's members will be featured in future newsletters.

Kent Carruthers

Kent was born in Akron, Ohio and grew up in Warren and Cambridge, Ohio. He attended John Glenn High School in New Concord, Ohio and graduated from Miami University in Oxford, Ohio. Kent started his manufacturing career in Los Angeles working for an electro-mechanical relay manufacturer, producing military and aerospace products. Kent later worked solely for military contract manufacturing where attention to detail was appreciated. As military spending was curtailed in the late 1980's, Kent started a magnet winding company, supplying both commercial and military contracts. At one time or another during his career, Kent had parts on everything that flew.

Kent currently works as a Senior Manufacturing Engineer for Club Car in Evans where he oversees welding and internal fabrication processes. Kent enjoys his career, is proud to be a member of Club Car and hopes to have the health to continue for a good while longer. Kent worked for Augusta Coating and Manufacturing and Thomson Plastics for 13 years before joining Club Car.

Model Ts and Model As have always been a part of Kent's life. Kent's 1930 Standard Roadster can be traced to his father's hometown of Peoli, Ohio. The Roadster was originally purchased by Fred Miller, brother-in-law of Cy Young, the all time winningest pitcher in baseball. Kent's father remembers seeing the Roadster at the Post Office daily as a very young child. Kent's father later bought the car from Kent's grandfather in 1969. Kent took possession of the Roadster in 2013. Kent feels fortunate to have most all of the documentation associated with the car, less the bill of sale. Kent's father started in trucking in the late 1950's hauling steel and other freight in the Northeast. His truck of choice was the Diamond T which resembles the Model A I headlight and hood configurations.



**Kent's Mom and Dad: Kenneth and Lela Carruthers
in Stow, Ohio 2013**

SHADE TREE A'S MEMBER PROFILE

Kent Carruthers

(continued)

Kent always knew that the Roadster would one day be his. The 1930 Roadster is the only Model A Kent has owned; although, Kent says a 1996 T Bird may join the stable soon. Kent regards his Model A as Legacy that he has stewardship of for a while [Isn't that true for all of us? - Ed.]. Kent embraces the opportunity and responsibility to ensure that this vehicle will represent its original design intent and function, not only for its 100th anniversary, but got the second and third centennial as well. Kent is blessed with an heir apparent to continue his mission (Honorary Shade Tree A's member, Calvin Carruthers).



Heidi, Calvin and Kent

Kent drives his Roadster about 800 miles per year and should be eligible for a MARC driving award by the end of the summer. Kent has not participated in any shows yet, but someday soon hopes to be deflated by the judge's review of the Roadster for authenticity. For now Kent enjoys the calls from the parades appreciating the fact the car isn't a finely restored relic, rather something that looks like he pulled it out of the barn and got it to run.

Kent is a nuts and bolts kind of individual and isn't afraid to pull an engine, work on his own brakes, or anything else. Kent appreciates the wealth of experience the Club had in true restorations and someday wants to take his of the road for a time to make it prettier.

Kent has been member of the Shade Tree A's for 3 years and enjoys the wealth of information from and the history of our membership. Kent loves the challenge of extracting as much detail from each member, challenging and comparing the various techniques and experiences to learn with every question he poses.

SHADE TREE A'S MEMBER PROFILE

Kent Carruthers

(continued)

The things Kent enjoys most about the Shade Tree A's comes with a bittersweet side. Kent truly wishes his father had the opportunity to have a group with the knowledge and experience like the Shade Tee A's in his day. Kent says he has gained so much from the group regarding car knowledge, the opportunity to travel and see other club's vehicles, share New Year's Day breakfast and Wednesday lunches and everyday comradery. Kent wishes his father could have had the opportunity to grow in the Model A experience on his heyday that he enjoys for which he is thankful to everyone in the Shade Tree A's.



Lineup for the Talladega 2014 Tour with the Shade Tree A's

TECHNICAL TOPICS

And the Model A Ford Kept Rambling Right Along

By Jim McPherson

This column contains maintenance, diagnostic, and technical tips to aid you in keeping your Model A on the road and operating at peak performance. I have stolen this information from a variety of sources, including forums, websites, books, publications, and discussions with fellow Model A owners.

The Battery. The Model A Ford was originally equipped with a six volt battery. The electrical system was positive ground. The battery is the heart of the electrical system. The most important battery/electrical system item is cleanliness. Corrosion is common, and a by-product of the battery's conversion of chemical energy to electrical energy. Clean both battery terminals until all corrosion is gone, then wipe them and the case with a rag dipped in ammonia, then rinse with clear water. If there is evidence of corrosion under the insulation of a battery cable, or wiring for that matter, replace the cable with a new one. Do not try and clean the cable. The corrosion has already migrated up the cable. Don't forget the ground cable. Lack of a good ground is the main problem of electrical system failures. Corrosion and dirt increase electrical resistance and cuts down on the available current flow from the battery.

Batteries require regular maintenance. Check the water level often. Wear eye protection. The sulfuric acid can splash and could cause blindness or burns. The battery electrolyte is approximately 1/3 sulfuric acid and 2/3 water. Use a hydrometer (available at your favorite auto parts store) to check the specific gravity. It should be 1.265 to 1.275 for a fully charged battery. The electrolyte level should cover the plates. Use distilled water to fill the battery cells. Tap water adds minerals to the battery, shortening its life.

Battery terminal connections must be tight. They should be torqued to 50-70 IN. LBS. After cleaning and tightening, spray the terminals with a protective sealer to avoid corrosion, or use Vaseline. Be sure the battery is tightly clamped to the battery box. Shifting or bouncing around within the battery box could cause internal damage to the connections or plates. Be sure the battery cables, and electrical wiring for that matter, are of sufficient size to carry the electrical load. A six volt electrical system requires much larger battery cables to carry the larger ampere load. And a terminal soldered to the cable or wire is by far the best. The liquid solder seeps between the strands of the cable eliminating the air spaces. These air spaces promote corrosion, often not seen, within the cable.

If you use, or are considering an Optima battery, securing the battery in the battery box is even more important. Special brackets are being made for use of the Optima battery in the Model A battery box. Optima codes their batteries by top color. The red top is the starting battery.

A battery shut-off switch is recommended. I do not recommend the battery terminal type of shut-off switch. These usually have a green knob. It is inconvenient to get to the switch underneath the floorboards to shut it off. There are reports of them failing or shorting out. I have had a failure of this type switch due to corrosion within the switch.

Classified Advertisements

Deadline for submittal – 20th of the month – Send submittals to newsletter@ShadeTreeAs.org

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