

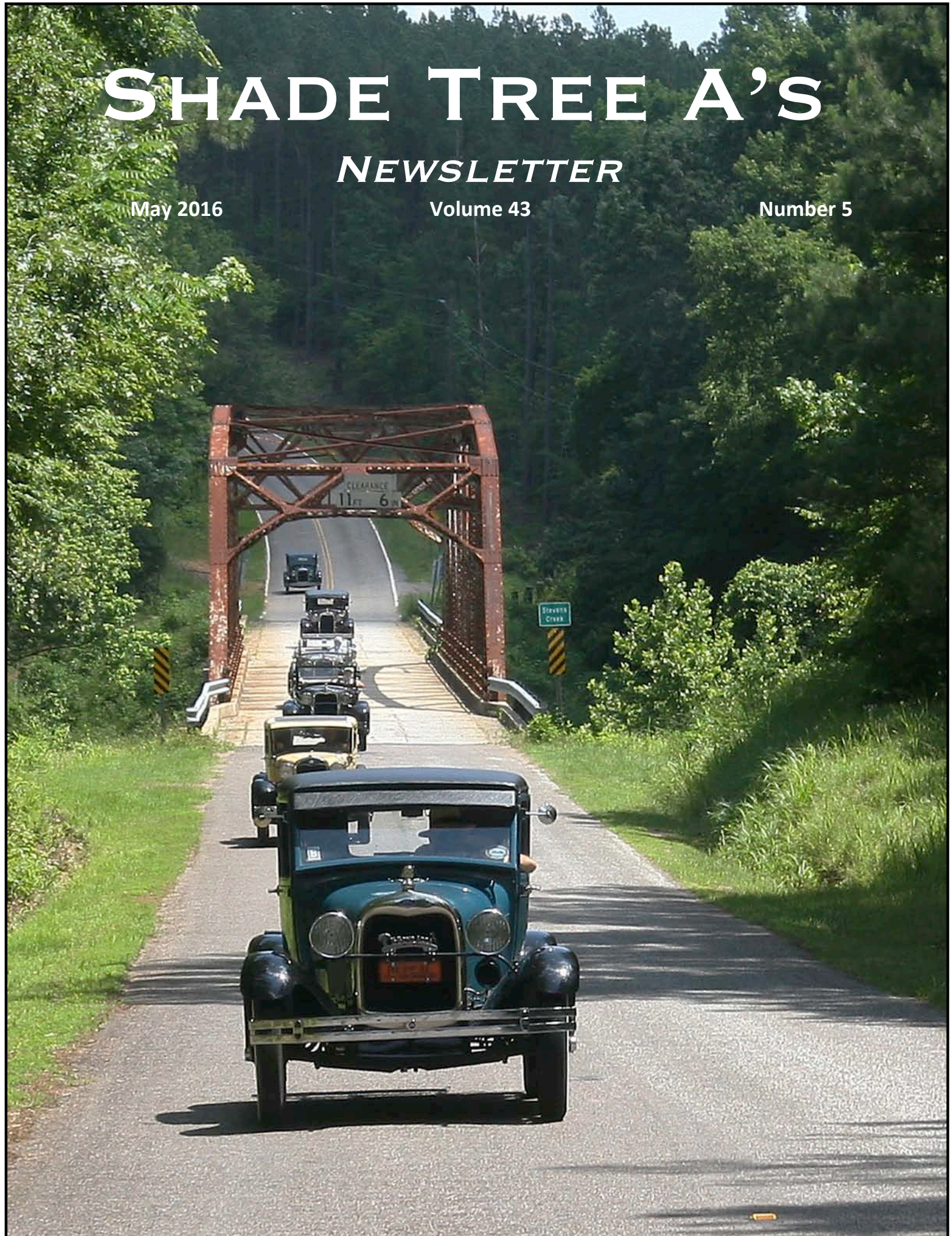
SHADE TREE A's

NEWSLETTER

May 2016

Volume 43

Number 5



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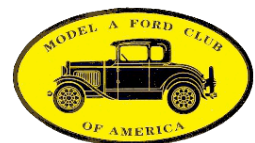
On the Cover

This month's featured member, Eric Shogren, leads the way on the 2015 Shade Tree A's Economy Run. More about Eric on page 11.

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

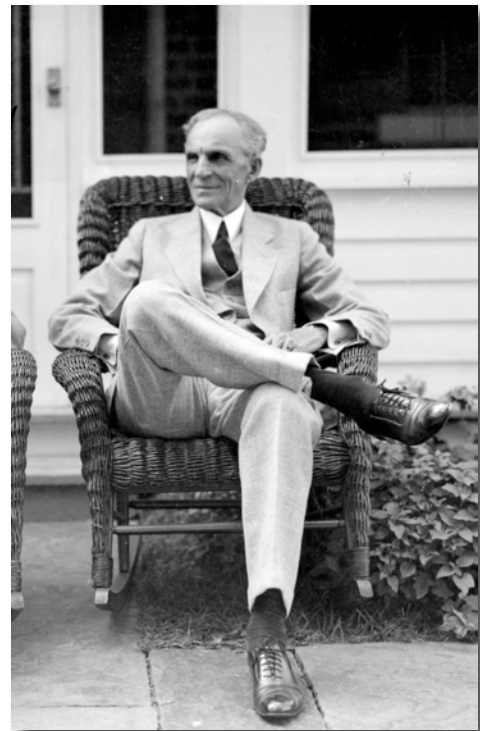
When Henry Ford was born on 30 July 1863, Abraham Lincoln was President. When he died on 7 April 1947, Harry Truman was President. A lot of change took place in his lifespan and Ford was responsible for more of it than you might think.

Henry Ford's strategic goal was to produce a motorcar so cheap, durable and practical that the average American could afford one. Everything else—production, sales and profit—had to contribute to that one goal. He was so successful that he not only outsold all competing car companies, he actually reduced the sales price of new cars every year of their production.

The hardest problem was not raising the funds to build factories, importing rubber from South America, getting American Steel Mills to produce vanadium steel, the Wall Street Crash of 1929, or even the Great Depression that lasted 10 years. Capital investors, contracts and technology solved those problems.

The hardest and most enduring problem was creating a coherent work force. Immigrant workers were pouring into the country from Europe, and there were no government food stamps, housing or unemployment programs in those days. Like everyone before them, these newcomers had to work to survive, but they spoke different languages, segregated themselves into ethnic groups, and wouldn't show up for work regularly.

Henry Ford took the United States motto of "***E Pluribus Unum***" (out of many, one) very seriously. So, he decided to give his workers an incentive to become true Americans by offering them an 8-hour workday, and \$5 a day wages which was twice the national average.



To receive this wage, a worker had to speak English at the factory, wear American clothes on the assembly line, and work for a year for \$2.30 per day. To keep the job, they had to communicate clearly, prove themselves reliable employees, and take pride that they were now Americans—***not*** Armenians, Britons, French, Germans, Greeks, Irish, Italians, Spaniards or Turks, etc.

Today, every lawyer in the ACLU would make a fortune by suing any manufacturer who instituted such a policy today, but history shows that it worked. He'll never get all the credit he deserves, but Henry Ford invented the American Middle Class. His ideas of national identity, livable wages, career development, stock option retirement, and making American products the pride of international trade caught on elsewhere.

When I watch all our problems on the TV evening news, I sure do miss ole Henry.

MEETING MINUTES

April 11, 2016

Richard's Garage

Recorded by: Kathy Poole - Secretary

President Chuck Howell called the meeting to order at 7PM. There were 35 members present. We had no visitors. Everyone in attendance proudly displayed STA affiliation through nametags or STA apparel. Jim Dover favored us with a humorous story about a young man wanting to marry at an early age into a large family!

Richard Dunevent gave the Treasurer's report, which detailed monies collected and dispersed since the March 2016 meeting. The minutes for the March 2016 meeting were approved as reported in the newsletter. Jim McPherson gave the National Director's report and stated that the magazine was at the printers and would be available in about two weeks. The magazine will include a Motor Sports STA picture.

We had no Show and Tell at the Mar 2016 meeting.

Under Old Business, Gerald Melchiors, John Neumar and Richard Dunevent participated in the April 2016 Charlotte Autofair.

Under New Business, Chuck introduced the topic of membership in the two national Model A associations, MAFCA and MARC. The relevancy of membership in national associations was discussed. Frank Knapp, Membership Co-Coordinator read the STA by-laws. Pro and Con opinions were expressed. It was decided that this topic required further research and discussion before any changes to the STA by-laws be considered as to which national organization(s) the STA or STA

officers and members at large would require affiliation with.

Dan Perla brought to the club's attention a possible tour to Tifton, Ga, in Nov 2016. Dan said this was an excellent opportunity to get the A's on the road, spend time with friends and tour an agrirama, a village which presents life as it was in yesteryear.

Additional events are noted in the Newsletter.

The technical program was a film of the Ford Motor Company's River Rouge Plant made in the 1930/40's. The film captured every aspect of Ford's car manufacturing process from raw materials to finished automobiles.

With no further business, the meeting was adjourned to 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

May

- 7 Peach Blossom Parade, Johnston, SC
- 9 Shade Tree A's Meeting, 7:00 PM, Richard's Garage
(Technical Program – Model A Shop Tools)
- 14 Penny Pinson Hot Dog Day, Emerald Farms, Greenwood, SC
- 14 ACTS 2nd Annual Car Show, 10:00 AM to 2:00 PM, Burnettown Dam Road
- 20-21 Swap Meet, Moultrie, GA
- 28 Memorial Day Parade, Aiken, SC

June

- 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)

TBA - To Be Announced



May Refreshments

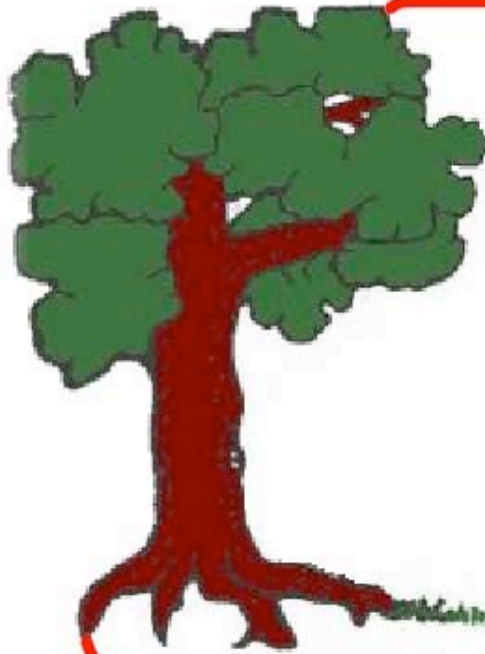
Kent Carruthers
Doug Wilson
Kathy Poole



May Birthdays

- | | | | |
|----|-----------------|----|------------------|
| 5 | Montie Knapp | 7 | Jim Dover |
| 8 | Lois Melchiors | 9 | John Schroen |
| 10 | Kent Carruthers | 10 | John Neumar |
| 11 | Mike Gordon | 16 | Kathy Poole |
| 18 | Ragnild Ezelle | 18 | Dotti Shogren |
| 19 | Brenda Prince | 20 | Gerald Melchiors |
| 21 | Billy Garland | 23 | Peggy Peters |
| 24 | Linda Krosting | 27 | Misty Hooker |
| 28 | Ben Deitz | 28 | Donald Gordon |
| 28 | Betty Wade | 29 | Joe Christian |
| 31 | Fred Thielke | | |

ANNOUNCEMENTS



Shade Tree A's Member News

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

National Membership Numbers Needed

We need all Shade Tree A members to provide Dan Perla (webmaster@ShadeTreeAs.org) your MAFCA and MARC (if applicable) membership identification numbers to update our membership roster. You can find your membership numbers on the address label of the current **Restorer** and **Model A News** magazines.

May Technical Program



Model A Shop Tools

Presented by Larry Komp



Ever worked on your Model A and thought "There's got to be a tool to make this job easier"? Well, there probably is. Larry Komp will describe many of the specialized tools available for working on Model A's including homemade tools.

ANNOUNCEMENTS

Shade Tree A's By-Laws

Be Advised Notice

A proposal to amend Article III of the Shade Tree A's By-Laws will be presented to the membership for vote at the meeting on Monday, May 9, 2016. Approval of this change requires a two-thirds vote of members in attendance. If approved, this change will increase the annual Shade Tree A's membership dues by 5 dollars, from 65 to 70 dollars.

Model A Ford Foundation, Inc. (MAFFI)

Parts 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).

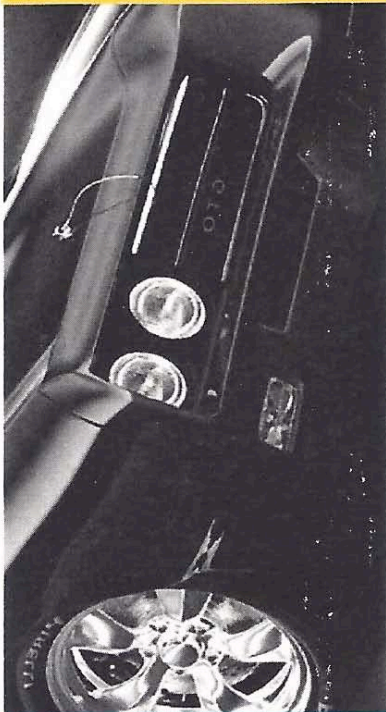
In addition to the original items listed above, MAFFI is in need of eleven (11) new tubes with metal valve stems for the 1929 Roadster Pickup and 1929 Town Sedan which are currently on display. These items were recently price checked at \$49.95 per tube with metal valve stem and \$19.92 for each long dust cover which totals to \$69.90 per tire (let's just call it \$75/wheel with tax and shipping). If you would like to donate money to purchase these items, please note it on the memo line of your check and mail to the Model A Ford Foundation, Inc., P O Box 95151, Nonantum, MA 02495.

ANNOUNCEMENTS

FREE EVENT

Open to the public

**113 Langley Dam Rd.
Burnettown, SC**



2ND ANNUAL CAR SHOW

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Fun for the Whole Family
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RECENT EVENTS

Old 96 District Swap Meet

On Friday April 15th, high wind and cold temperatures did not deter the swap meet vendors and patrons at the Old 96 District A's Swap Meet in Greenwood, SC. The weather was much more pleasant on Saturday. There were twelve vendors, some of who are members of the Shade Tree A's, a couple of cars for sale



in the Car Corral, and a good crowd of Model A owners both days. There were a good variety of parts for sale and two chassis. Some of us met for breakfast at Cindy's South Point Restaurant before challenging the swap meet on Friday and Saturday. The Old 96 District A's cooked hamburgers and hot dogs for lunch and our own Sam Mason and Rosalind Neal baked a variety of Brownies.

April Technical Program

Trip Through the River Rouge Plant

Dan Perla presented a film describing the operations of the Ford River Rouge Plant at the April Shade Tree A's meeting. The film was produced in the late 1930's, but is very informative of what it takes to produce an automobile in the same place Model A's were produced. Lowell Thomas narrates the film. If you missed it, you can view it on YouTube at the following link:

<https://www.youtube.com/watch?v=Xa0PAg7FfMk>



WAY BACK WHEN

Plank Roads

By Abbie Prince

During the late 1840s, entrepreneurs started receiving government charters to build plank roads, and by the mid-1850s, enthusiasm for such projects reached its statewide zenith; there were thirty-nine bills for plank road charters in 1852, and in the 1854-55 legislative session, thirty-two charters were granted. Canada had the 1st plank road.

As with any type of construction, the skill and speed of work crews, the accessibility of raw materials, and the weather determined the time needed to build a road. A team of fifteen usually laid 650 feet a day, or about one mile a week, or forty miles a year. One crew of fifteen, however, put down an impressive 1,000 feet a day (more than a third and almost twice as fast as the average crew).



In the 1850s approximately 500 miles of plank road were laid in North Carolina. The longest plank road was the Fayetteville and Western, which stretched 129 miles from Fayetteville to Salem. To help pay for this construction, companies placed toll houses along the road. On one road, one rider on horseback paid 0.5 cent per mile, a team of two horses paid 2 cents per mile, a teamster with three horses, 3 cents, and one with six horses, 4 cents.



In Virginia, Googling for plank roads comes up with Plank Road near Fredericksburg, Boynton Plank Road and Jerusalem Plank Road. Jerusalem Plank Road was the name of one of the skirmishes of the civil war in Virginia. You can Google your state.

I never knew we had plank roads; although, I knew they were used on race tracks.

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 and former President, Eric Shogren. After the remaining Club officers have been featured, other Shade Tree A's members will be featured in future newsletters.

Eric Shogren

Eric's involvement with Model A's began at a very early age when Eric's grandfather purchased a '28 Special Coupe for him from the estate of the original owner before Eric was a year old. Eric remembers playing in it as a small child. Eric and his family moved away from his grandparents when he was six, but still remembers being around the car when they were home on vacations. When Eric was about 8 he met a retired neighbor who was restoring a Model A. The neighbor gave Eric a copy of a 1960 reprint (by MAFCA) of Victor Page's 1931 book on the care and maintenance of the Model A Ford (Eric still has the book by the way).

Although Eric "owned" a Model A at a young age, he wasn't very interested in cars and eventually became your typical college student; broke and in love. Eric wanted to propose to Dotti, but didn't have the money for a ring. He did have the '28 Special Coupe though. In the 21 years he "owned" the Model A, it had never run, although it was a solid original car. So in 1981 Eric sold the Coupe to buy Dotti's wedding ring. One of the ways he justified selling the Coupe was figuring he would be 40 before he could do anything about restoring the car since he was going into the Navy.



Abbeville SC, 2002



2006 Aiken SC Memorial Day Parade

Jump forward to 2000 when Eric turned 40 and a local charity was raffling off a Model A Tudor. Eric saw the car driving around town and it got him thinking, so that summer when he was home for his parent's 50th Anniversary, he looked up Jerry VanKempen, the gentleman that purchased the Special Coupe. Jerry had done a faithful restoration on the car back in 1981, but he had not driven it much in recent years. So after Eric got to ride in it and drive it, he told Jerry: "If you ever think about selling this car, please let me know", to which Jerry replied: "Well now that you mention it, I'm looking at a '37

SHADE TREE A'S MEMBER PROFILE

Eric Shogren

(continued)

Chevrolet". Dotti then piped up and said, "I'll buy it!" and the rest is history. Dotti was just glad she didn't have to hock the ring to get the car back!

The 1928 Special Coupe, Model 49A, was assembled in the Twin Cities plant on October 20, 1928. Since reacquiring the Coupe, Eric has also purchased a 1931 Canadian Fordor. The Canadian Fordor's were just that, a Fordor, no Deluxe or Town Sedans. Judging by the engine number it was assembled in April of 1931. It does not have an indented firewall, which matches up with that assembly date. The bodies were shipped to the Canadian assembly plants from Ford in the states and consequently design changes showed up in the Canadian cars about a month after they were seen in cars produced here in the states. Although these two Model A's are the only ones Eric has owned, he's always thinking about more. The '28 Special Coupe is of course Eric's favorite since it was his first car!



Before Eric got the coupe home he couldn't sleep one night, so while he was up late searching for information on Model A's he came across the Shade Tree A's website. He emailed the webmaster, Dan Perla, and later that day got a call from a Club member. Before he knew it, he and Dotti attended the Steak Cook out at Glen Boswell's house and the Museum Show downtown; all before the Special Coupe arrived in South Carolina. Eric has now been a member of the Shade Tree A's for 16 years and enjoys driving his Model A's, working on them and fellowshipping with other Club members.

Other than Model A's, Eric enjoys automobiles from the late 20's and early 30's. He would love to own any of these cars but the ones he really likes he doesn't think he'll ever be able to afford. In the meantime, he goes to museums; The Blackhawk Museum, Auburn, Cord, Duesenberg Museum and the Gilmore Museum are favorites, but he's got many, many more on his bucket list. Dotti and Eric have also attended the 2013 Pebble Beach Concours d'Elegance – an absolute must do.

SHADE TREE A'S MEMBER PROFILE**Eric Shogren**

(continued)

**First Drive – February 24, 2000****Darlington Raceway 2003**

Eric mainly drives his two Model A's, not participating in shows much. Eric has put about 44,000 miles on the two cars in the past 16 years, despite a 5-year period where the speedometer in the '31 Tudor didn't work. Work, and business travel also interfere, but then there are good years like 2015 when Eric drove the two cars 6,005 miles. Eric also enjoys attending flea markets and swap meets such as Hershey, Charlotte, Palmetto A's Swap Meet when he can.

Eric, an engineer at the Savannah River Site, now tackles most mechanical work himself, but did very little mechanical work on any cars before he got a Model A. With all the help he's gotten from fellow Club members he's learned a lot and knows that if he backs himself into a corner, someone knows how to help him get out of it. That's the great thing about the Shade Tree A's. Eric, like many of us, appreciates the vast knowledge available just for the asking.

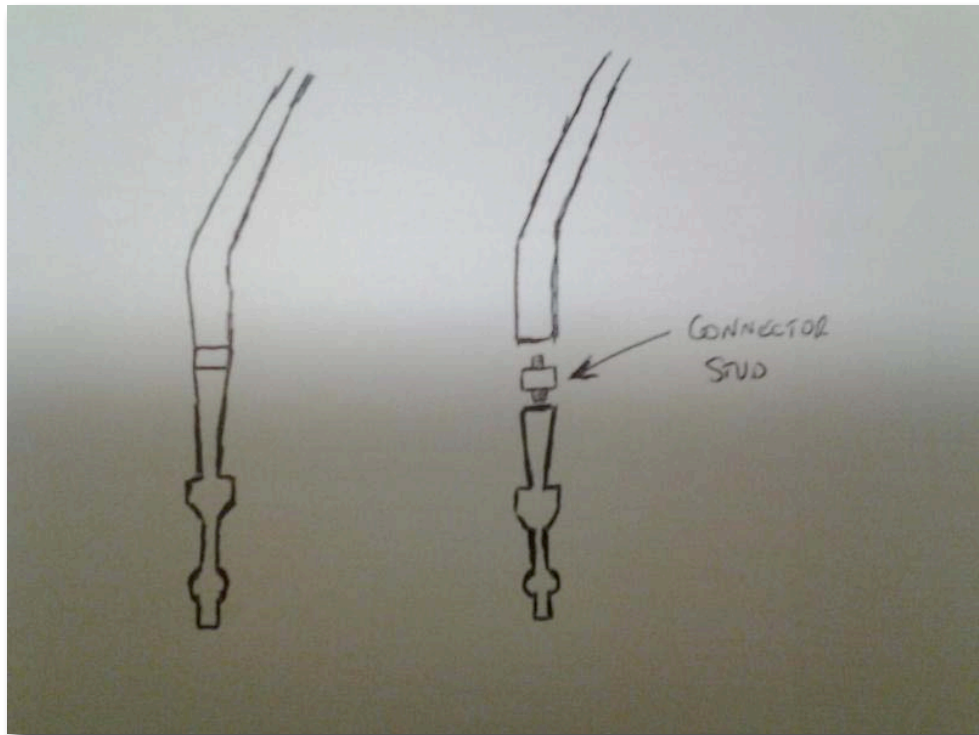
TECHNICAL TOPICS

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.

Gear Shift Lever. The reproduction gearshift lever has been plagued with reports of it breaking into two parts. Some owners have welded the broken shifter. A new failure of the gearshift lever is now being reported. The gearshift lever unscrews, again separating into two parts. Owners are repairing these by using Loctite. This second failure may be due to a new manufacturer of the part. The metal used to make these gearshift levers are of a smaller size compared to the original part. Both failures have been reported while driving the Model A. The diagram below was posted on the Ford Barn Model A forum (see link below diagram).



Source: The Ford Barn (<http://www.fordbarn.com/forum/showthread.php?t=194941&highlight=shift+lever>)

Classified Advertisements

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

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