

SHADE TREE A'S

NEWSLETTER

August 2020

Volume 47

YES

Number 8

M!CH!GAN
WELCOME!



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On the Cover

Don Turley and Bobby Jones pose for a picture at the Michigan state line on their way to Dearborn, Michigan for the 1990 Model A Restorer's Club National Meet. More about their epic journey appears later in this *Newsletter* on page 9.

SHADE TREE A'S MODEL A CLUB



The Shade Tree A's Model A Club is a non-profit organization dedicated to the preservation and the restoration of the Model A Ford automobile. Shade Tree A's annual dues are only \$25. Members are urged to join the Model A Ford Club of America (MAFCA, \$50 annual dues) and the Model A Restorer's Club (MARC, \$45 annual dues) to enjoy the benefits of these national organizations including their respective magazines: *The Restorer* (MAFCA) and *Model A News* (MARC). The Shade Tree A's club is also a member of MAFFI, the Model "A" Ford Foundation, Inc.



CONTACT INFORMATION
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 Facebook: Shade Tree A's Model A Ford Club

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

Matt Barrett - President

Greetings fellow club members 🤠

I was looking forward to a "follow the quail tour" with some of our members a few weeks ago and at the last minute everyone decided to cancel due to the weather. I agree that with no air conditioning and no or very little insulation in a Model A, the sun can certainly make operating your antique car not only a challenge but downright miserable 😓 So I propose we will make our next tour early in the morning and travel maybe to Cracker Barrel for a delicious breakfast. The sun and temperature hopefully will not be a problem with an early tour. So let's put some "early-bird" tours together 🚗

Our club needs someone who can take over our website. Dan Perla has been tirelessly working on our Club's electronic aspects for over twenty years and he would like to pass the baton to a club member who is familiar with websites. If anyone is interested in volunteering, please contact Dan directly or myself for more information.

We still need to cancel our August meeting because of the Covid 19 pandemic. Let's re-examine this situation in late August to see if, hopefully, we can meet in September. As I have said before, it is better to err on the side of caution.

Even though the temperature is beyond hot, let's still get the old girls out to ride in the early mornings and late afternoons 👍

Best regards from your President,
Matt Barrett

MEETING MINUTES

Due to the COVID-19 pandemic and associated social distancing requirements, the July 2020 meeting of the Shade Tree A's was cancelled; therefore, there are no meeting minutes.

MONTHLY MEETING TIME & LOCATION

Meetings are held on the second Monday of each month at Richard Dunevent's garage, 4338 Owens Road, Evans, Georgia. Meetings begin at 7:00 PM and are followed by refreshments.

LOOKING AHEAD

Club Calendar

August

- 3 Funeral service for Greenlee Flanagin, Westover Memorial Park, 10:00 AM
- 8 Georgia Chapter of MAFCA, 12th Annual Model A Ford Parts Swap Meet - *As with anything these days, check for cancellation prior to attending. See contact information on page 6.*
- 10 Shade Tree A's Meeting - *Cancelled*

September

- 14 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program - *TBA*) - *Subject to cancellation. Check your email and the Newsletter for updates.*

October

- 14 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program - *TBA*) - *Subject to cancellation. Check your email and the Newsletter for updates.*

TBA - To Be Announced

August Refreshments



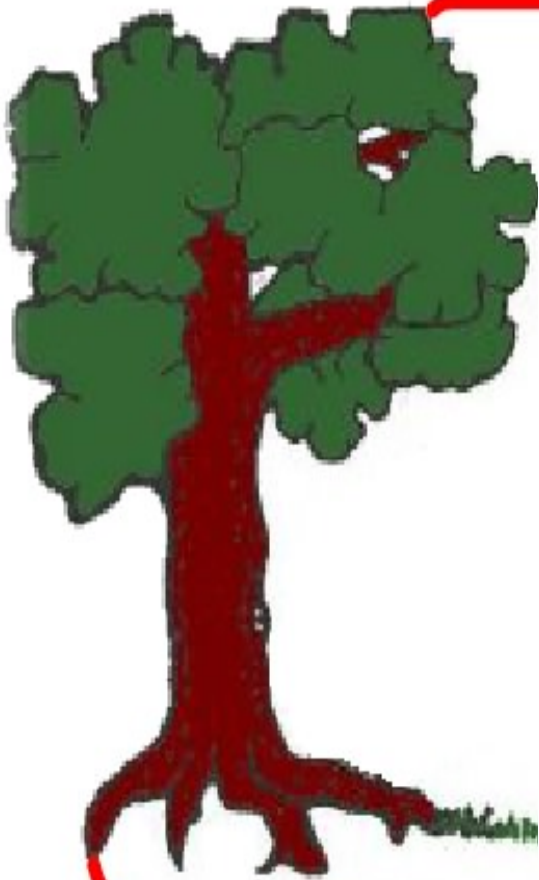
MEETING CANCELLED

August Birthdays



- 2 Abbie Prince
- 7 Deborah Fuller
- 10 Walker Crosby
- 11 Sheila McPherson
- 16 Henry Jones
- 25 Dan Snider
- 30 Darren Riley

ANNOUNCEMENTS



Shade Tree A's Member News

- Congratulations to Don Turley for recognition in the July 2020 issue of the Model A Restorer's Club magazine, *Model A News*, for his article on Model A tools.
- Former Shade Tree A's member, Greenlee Flanagin, passed away July 30, 2020. Greenlee's obituary can be viewed on the Augusta Chronicle website. Funeral services will be held August 3, 2020 at 10:00 AM at Westover Memorial Park.
- To the best of my knowledge, all members of the Shade Tree A's are faring well during the COVID-19 pandemic. Let's keep it that way and continue to practice social distancing and other recommended protective guidance. Unfortunately, I am personally aware of several people who have family or friends that have or have had this virus. Even more unfortunate, I am aware of three who succumbed to this disease. So please take this seriously and be safe. - Ed.

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

Monthly Technical Program

Got an idea for a technical program for presentation at a monthly meeting?
Got a topic you would like discussed during a monthly technical program?
Do you want to volunteer to present a technical program?

If so, contact Dan Perla at vp@ShadeTreeAs.org

ANNOUNCEMENTS

Coming Soon *MAFCA Information*

In the next few weeks you will be receiving your 2022 Membership Renewal and the election ballot, so keep an eye out for them. Please return them as soon as you are able. Your club appreciates it.

Georgia Chapter of MAFCA 12th Annual Model A Ford Parts Swap Meet August 8, 2020

Swap Meet held at Cofer's Stable of Thoroughbreds Automobile Collection, 3702 Lawrenceville Highway, Tucker, Georgia. FREE spectator admission and parking. Vendor spaces only \$20, all the space you need. FREE admission into the air conditioned automobile museum. View a very rare Duesenberg Model SJ originally purchased by a Titanic survivor.

For more information, contact:

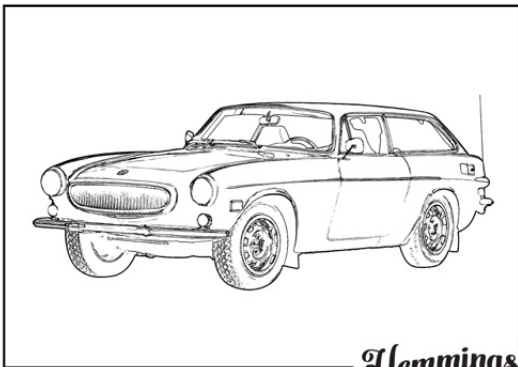
Hal Dye, 770-841-8353. 1262 Wisteria Bluff Ct, Hoschton, Georgia 30548

ANNOUNCEMENTS

Classic Car Coloring Pictures

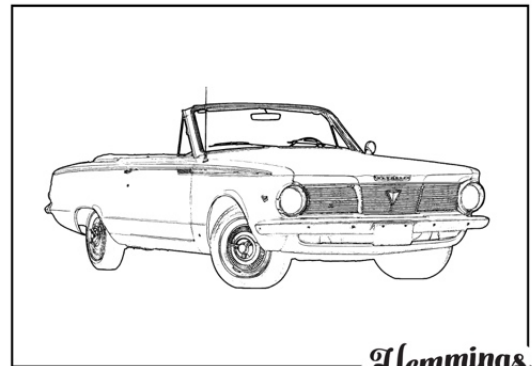
Hemmings Motor News has added five more classic car pictures to their collection for you to download and color. They can be downloaded from the following web page:

<https://www.hemmings.com/stories/2020/05/11/psst-hey-these-blank-car-coloring-pages-wont-color-themselves-you-know>



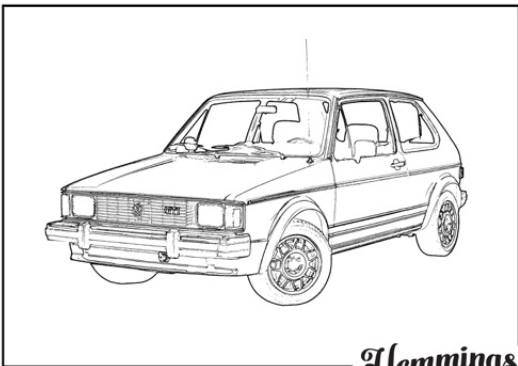
1972 VOLVO 1800ES

Hemmings
Est. 1954



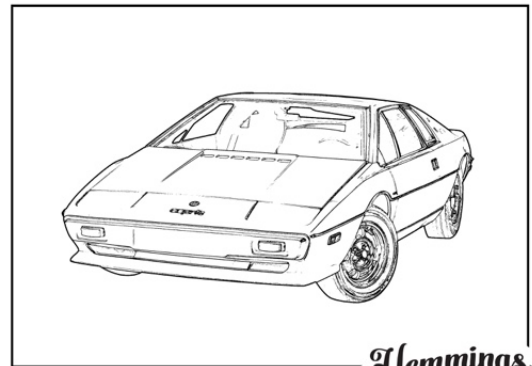
1965 PLYMOUTH VALIANT 200

Hemmings
Est. 1954



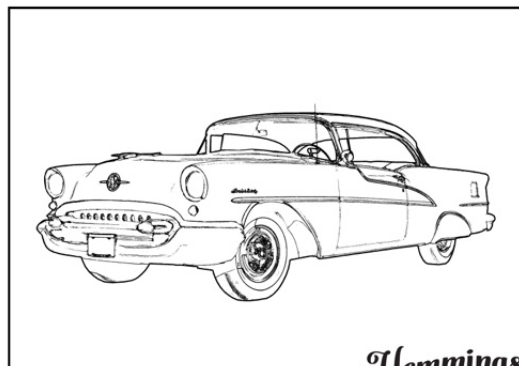
1984 VOLKSWAGEN RABBIT GTI

Hemmings
Est. 1954



1977 LOTUS ESPRIT SERIES 1

Hemmings
Est. 1954



1955 OLDSMOBILE 88

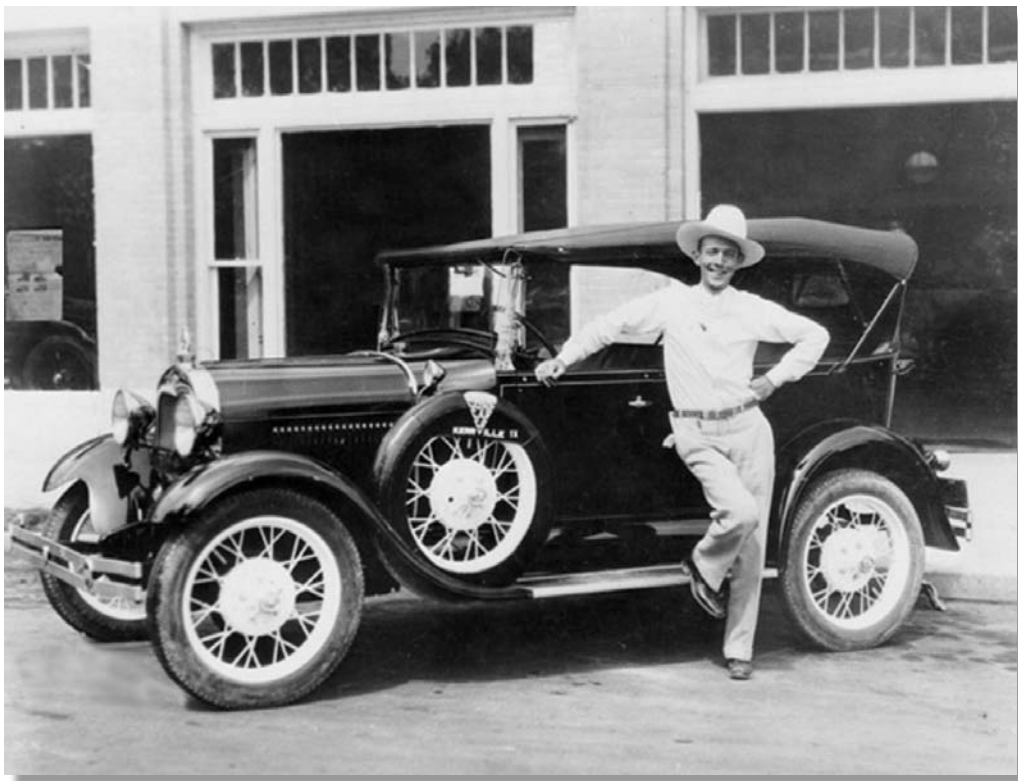
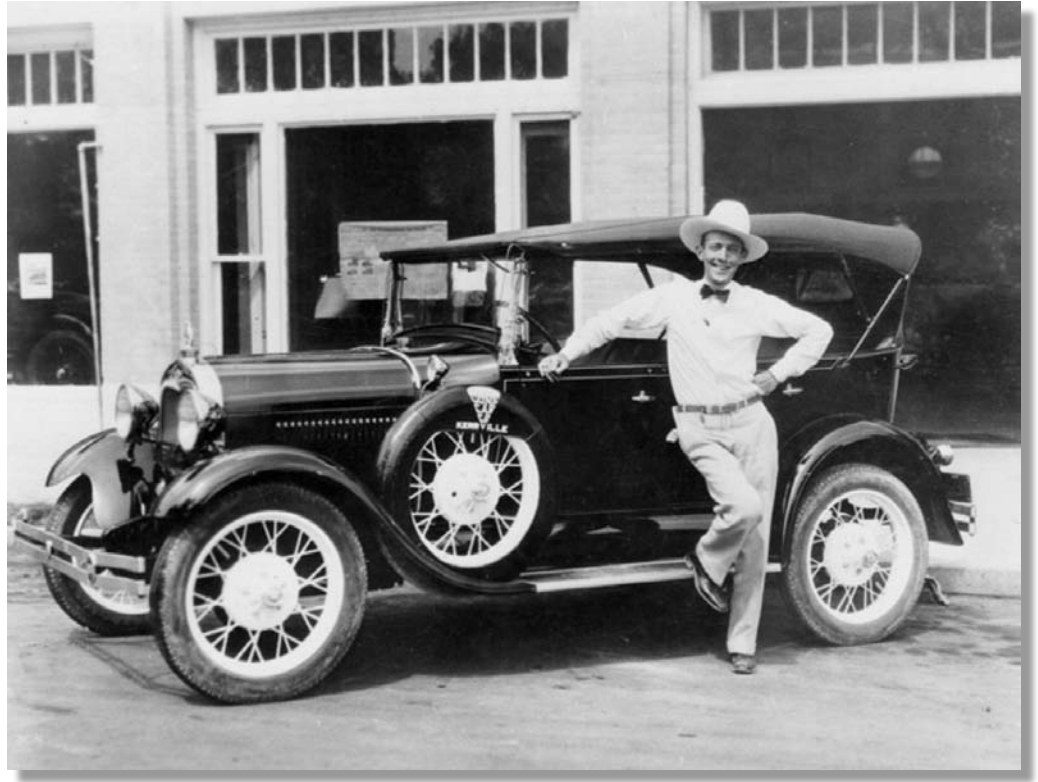
Hemmings
Est. 1954

ANNOUNCEMENTS

More Pandemic Fun

The Model A Ford Club of America National Convention originally scheduled for June 21 - 26, 2020 in Kerrville, Texas is postponed to 2022. In the meantime, enjoy these photos of Jimmy Rogers at the Ford dealership in Kerrville. Can you find nine things different in the photos?

Answers on page 13



NOT SO RECENT EVENTS**"A" Journey to Michigan****June 1990***Story by Don Turley*

The following article, written by Don Turley, chronicles Don's trip, along with Bobby Jones (Robbie Jones's father) to Dearborn, Michigan for the 1990 Model A Restorer's Club National Meet. The article originally appeared in the August 1990 issue of the *Shade Tree A's Newsletter* and is replicated here in its entirety.

Over a year ago, when I first heard that the Model A Restorer's Club would hold a national meet at Dearborn, Michigan in 1990, I decided that I would attend. Friends who had previously visited Henry Ford Museum and Greenfield Village told me about the interesting displays of automobiles, machinery and buildings. What better way could there be to see Henry's museum than to be surrounded by hundreds of "Henry's Ladies"? ----- Then I had a better idea. Drive MY Model A! My 1928 Special Coupe had been consistently dependable in the past and I had confidence it could complete this trip.

At several of our monthly meetings, I mentioned that I was going to the Dearborn meet and that I would like for someone else to drive their Model A also. Jim, Sheila and Mandy McPherson made plans to go (in more modern transportation) but no one else volunteered to drive their Model A.

I was beginning to think this might turn out to be a difficult trip, having to drive the entire distance. Then Bob Jones inquired about riding with me. What a welcome relief! Having a companion on a long trip certainly makes the trip easier. Bob has been around Model A's for a long time and his knowledge reinforced my confidence. He made a list of things we needed to do before leaving. We changed the oil, lubricated everything, adjusted the brakes and repacked the wheel bearings. I replaced the reproduction pop-out ignition switch with the original one I bought at Hershey last year. I replaced the water pump with one of my new improved leakless pumps. I also added a coolant recovery system which consists of a plastic hose which is connected to the end of the radiator overflow tube and runs to a plastic bottle mounted on the firewall. Upon inspection of the rear wheels, we found that the axle shims on the left hub had worked loose and were literally chewed-up. We packed plenty of spare parts in the trunk. Now we were ready to go!

RECENT EVENTS

A" Journey to Michigan

continued

About 6:30 A.M. on Saturday June 23rd., Billie delivered Bob to my house. We packed our luggage in the trunk. The last things we took and probably the single most important, were some foam rubber cushions to sit on. I think the ride would have been unbearable without them! Jim, Sheila and Mandy had a prior commitment and could not leave until Sunday morning, so Bob and I departed shortly after 7:00 A.M. We were allowing ourselves three days of leisurely travel, since the meet didn't actually start until Tuesday. We started out on Hwy. 28 headed toward McCormick, S.C. We stopped about five miles up the road to check the temperature of the brake drums because there seemed to be too much drag on the car. The rear drums were too hot so we backed off on the adjustment two notches and proceeded. We continued to Greenwood, S.C. where we got on Hwy, 25 and traveled to Ashville, N.C., then got on Hwy. 23 which would take us through Kingsport, Tn. and Virginia. At 8:00 P.M., having traveled 13 hours and 364 miles, we stopped at Prestonsburg, Ky. for our first night's rest.

On Sunday morning we continued our journey to Portsmouth, Ohio where Melissa Stephens, a former employee of mine now lives in Ripley, Ohio about 50 miles west of Portsmouth, met us for a short visit. We then started leaving markers for Jim so he could keep track of us, and hopefully find us by nightfall. At a rest area north of Columbus, Ohio we noticed the left rear wheel was loose. Removing the hub revealed chewed-up axle shims again. This time we replaced the shims AND the axle key. Had we replaced the key before leaving home, we would probably not have had to repeat the shim replacement. The hub and shims were still tight at the end of our trip. We arrived at the south side of Toledo, Ohio at approximately 6:30 P.M. and left the final marker which was the only one that went unnoticed. After searching, Sheila finally saw the familiar look of the Model A at the Day's Inn. We had traveled 326 miles on the second day of travel.

Monday morning we traveled 78 miles to Dearborn, Michigan via Hwy. 24. We checked in at the Holiday Inn and washed the car. We then went to the car show/flea market area looking for "fleas". On Tuesday morning we delivered my coupe and our water pump display to the flea market. After buying a few fleas, we visited Greenfield Village. We spent Wednesday at Henry Ford Museum. Thursday morning we watched over 500 Model A's convoy to Greenfield Village. Then we departed. We wanted to be in Kingsport, Tn. on Saturday for an AACA national meet.

At Monroe, Michigan, about an hour south of Dearborn, we stopped for lunch at Burger King. We smelled gasoline and discovered the fuel pump was leaking on Jim's van. After we ate lunch I took Jim, in the Model A, to three car parts stores in search of a new pump. We replaced the pump and continued our journey. (NOTE: Don't believe Jim when he tells you that I replaced the fuel pump on the A before I left home. It still has the original one that was on the car when it was new.) We continued to Portsmouth, Ohio where we spent the night.

RECENT EVENTS

A" Journey to Michigan

continued

I mentioned at the beginning of this article that I had added a coolant recovery system. For it to work properly, the radiator cap and all connections must be completely sealed. As the coolant temperature rises it expands into the overflow tank. As it cools, it syphons back into the radiator. Mine was obviously not completely sealed because it did not syphon back. If I had added more water, it would have expanded to the overflow tank and leaked out the vent hole at the top of the tank. Friday morning, before leaving Portsmouth, my curiosity had the best of me. I had to know if there was still adequate water in the radiator. I returned the water from the overflow tank to the radiator. To my relief, it filled the radiator. Since the water was not syphoning back to the radiator as it was supposed to, I removed the tank and let the radiator seek its own level with the overflow releasing onto the road.

We arrived Friday afternoon at Kingsport, Tn. where we washed the car again in preparation for Saturday's car show. There were many beautiful and unusual vehicles at the show. We left Kingsport at 3:00 P.M. with home as our destination. We arrived (after dark) at 9:45 P.M., 6 3/4 hours after departing Kingsport. I must note that it took us 8 hours to get to Kingsport on the first day of our trip. We were anxious to get home.

We had a very enjoyable journey and visit to the museum. Jim, Bob and I have many pictures which we will be happy to share with you at the August meeting. I also have a VCR tape about the museum (for those of you who missed the July dinner meeting.)

The following are a few statistics of our trip:

Total miles traveled:	1531
Total gas purchased:	88.22 Gal. \$90.75
Average gas mileage:	17.35 MPG
Average cost per gallon:	\$1.029
Lead substitute additive:	\$7.00

(Note: This seems to be nothing but mineral spirits and I question if it is necessary.)

Cruising speed	(Northbound): 45 - 48 MPH	(Southbound): 48 - 52 MPH
Oil used	(Northbound): 1/2 qt.	Southbound): 1 1/2 qts.

No repairs or adjustments were required to the distributor, carburetor, battery, tires or any components except as already noted.

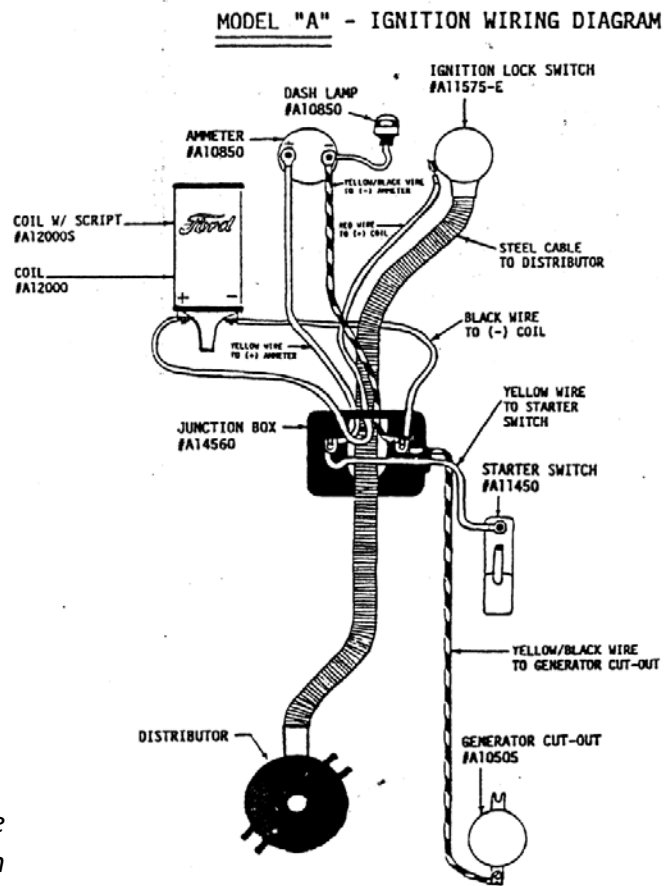
THE SHADE TREE A'S – THIRTY YEARS AGO



The 1985-2005 *Shade Tree A's Newsletters* are now available on the Shade Tree A's website. They can be accessed via the same "button" as the other *Newsletters*, but they are password protected. The same password used to access the member roster is used to access the *Newsletters*. Thank you Dan Perla for scanning these and posting on the website.

The August 1990 issue of the *Shade Tree A's Newsletter* stated that an alternate destination was being considered for a proposed weekend trip to Abbeville, South Carolina. A Model A wiring diagram submitted by Bobby Jones was published. A note with the diagram said "You may want to put this in the next Newsletter. A few members do not know how to hook up the + & - poles of the ignition coil. This will help." [Note: This is the same wiring diagram published in the February 1990 edition of the Newsletter. This diagram was also re-published in the February 2020 edition of the Newsletter. Ed.]

The meeting minutes stated that Don Turley and Larry Komp presented a very interesting video of the Henry Ford Museum and Greenfield Village in the Dearborn area near Detroit. Don Turley and Bobby Jones drove the entire trip in Don's 1928 Model A Special Coupe. The story written by Don Turley chronicling their trip was the feature of the August 1990 Newsletter.



This wiring diagram was scanned from a copy in the editor's files that was "cleaner" than the diagram in the February 1990 Newsletter. If you would like a clean copy to print, let me know. Ed.

TECHNICAL TOPICS

Model A Ford Toe-In

Submitted by Matt Barrett

A seasoned club member mentioned to me that there was a tried and proven method to check your Model A toe-in. You just jack up both front wheels and put a mark all the way around your front tires. You then with a ruler check the front measurement and the back measurement and see if the two match. If not, then you need to adjust the tie rod ends.

The new method requires an adjustable toe-in tool that can be purchased for about \$80.00. You find a spot on both front tires and make sure that the chains on each end of the tool just touch the ground. Next roll the car forward and check the device on the back side of your wheels to see how much to adjust your toe-in. If your toe-in is not set to factory specs your front end might shimmy. Oh, and by the way, you certainly need to make sure your tires are round.

If you go to YouTube and put in the search engine Model A Ford toe-in there is a great video you can watch.



Answers to Puzzle on Page 8

1. Sign in window missing.
2. Sign in left window different.
3. Top support missing.
4. Bow tie is missing.
5. Window pane above front entry is missing.
6. Front bumper shadow is missing.
7. Rear Door handle is missing.
8. TX abbreviation added to wheel cover.
9. Pipe in front of left window is gone.

Member Advertisements

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

- Original Model A Instruction Books (Owner’s Manual). Prices based on condition, \$25 to \$195.
Don Turley, Call 706-863-4867, leave a message and I will return your call. Or email don@donturley.com
- Engine stand, free to a good home.
Robbie Jones



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