

SHADE TREE A'S

NEWSLETTER

October 2021

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Number 10



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On the Front Cover

The Southside A's visit the Enterprise Mill as part of their Dick and Jane tour to Augusta, Georgia and Aiken, South Carolina. Photo by Matt Barrett.

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.



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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 spoke with Ray Besch, a member of the Southside Model A Club and asked him if he would speak to our club about his Model A trip to Alaska. Ray has driven a Model A in 49 states and all the way to the Arctic Circle. He graciously accepted my invitation to be our quest speaker in January or February. This should be a VERY interesting meeting. Stay tuned

At our next meeting on Monday October 11th, we will be treated to a technical session with Charlie Weaver examining the Model A steering sector and Gerald Melchiors tearing apart and troubleshooting a Model A distributor. This should be a great meeting so don't be late!

Our Christmas party will be on Saturday, December 11th at Jack Sheppard's antique store. There will be a sign-up sheet at our next meeting and the cost will be the same as two years ago, \$20.00 each. It is always a treat to share Jack's hospitality with our group at Christmas. We will need a head count by the November meeting so check your calendars and let's all try to be there and enjoy some Holiday cheer 🎄🤴🎄

The Dick and Jane Tour to Augusta was a lot of fun. I was at Ivery's Restaurant in Thomson, GA and had lunch with twenty Atlanta Model A members. The rain slowed down the tour but did not damper our spirits. The next day, thank the Lord, the sun came out and the Enterprise Mill was a lot more fun. I have lived in Georgia my entire life and had not ever experienced the Augusta Canal boat ride. Not only fun but very interesting and informative.

Check your Emails - very soon Charlie Weaver will be trying to get a garage tour together. Looking forward to this tour 👍

Hope to see you at our next meeting 😊

Your President,
Matt Barrett

MEETING MINUTES

September 13, 2021

Richard's Garage

Recorded by: Frank Knapp – Secretary

The monthly meeting of The Shade Tree A's was held September 13, 2021 in the clubhouse meeting room at Richard Dunevent's garage. President Matt Barrett brought the meeting to order promptly at 7:00 P.M. with a warm welcome to the nineteen members present.

No mention of our "Name Tag Cup" was made.

President Matt entertained the group with our "Joke of the Month", an oldie but a goodie about a nun named "Fred". Quite humorous! Thanks Matt!

Treasurer's Report:

Stuart Smith reported activity continues to be somewhat slow; however the good news is our Federal Tax Return has been filed with no tax due! Definitely, welcome news to all.

A motion was made from the floor to accept the Treasurer's Report and the July 2021 Minutes as published in *The Newsletter*. That motion received a second and passed by unanimous vote.

MEETING MINUTES

Continued

National Director: This position is currently open. No report was given.

Newsletter Editor:
In the absence of our Newsletter Editor, no report was given.

Show and tell:
President Matt brought along three interesting items to share. An original pair of Model A Pliers, an antique but possibly dangerous, rear spring puller, and a handy front end alignment tool.

Under Old Business:
President Matt discussed plans to meet with members of three Atlanta clubs for lunch at Ivery's restaurant in Thomson on Thursday September 16th. Several STA members showed interest in the tour, weather permitting.

Under New Business:
Matt informed the group that Jack Shepherd has agreed to host our Christmas Party at his excellent dining facility. The date has been set for December 11th starting at 6:00 PM. Wife Saver has been contracted to cater and attendees will be charged \$20.00 per person.

Technical Program:
President Matt announced Gerald Melchoirs will present a Technical Program on the Model A distributor at our October meeting.¹

In lieu of our regular technical program, Darren Riley gave a very interesting report of his trials and tribulations after traveling to Annapolis, Maryland to pick up his newly purchased 1930 Model A Coupe. According to Darren, once he returned home he discovered major problems with a troubled rear end. Luckily, he was able to make all of the necessary repairs and gained a great deal of experience along the way!

There being no further business, the meeting was adjourned at 7:25 PM. No refreshments were provided.

Respectfully Submitted: Frank Knapp, Secretary

Footnotes:

1. Subsequent to the meeting, Charlie Weaver has also been scheduled to present a technical program on the Model A steering sector.

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

October

- 2 32nd Oliver Hardy Festival, Harlem, Georgia, parade time not yet announced
- 6-9 AACA Eastern Fall Meet, Hershey, PA
- 11 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program - The Model A Distributor presented by Gerald Melchiors and The Model A Steering Sector presented by Charlie Weaver)

November

- 8 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program - TBA)
- 20 Pioneer Day, Lincoln County Historical Society, Lincolnton, Georgia

December

- 11 Shade Tree A's Christmas Party at Jack Shepard's, 6:00 PM

Every Wednesday at 11:30

Join the Shade Tree A's for lunch at Cicis Pizza on Wheeler Road

TBA - To Be Announced

October Refreshments



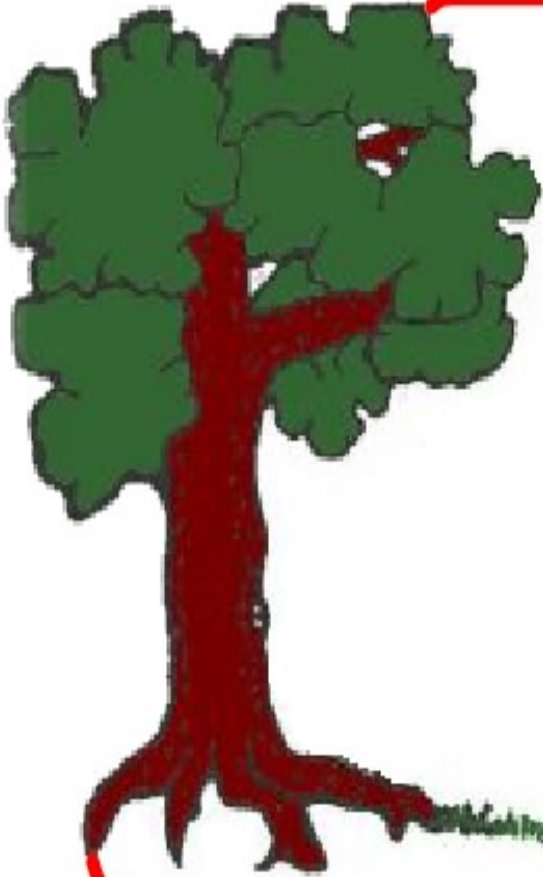
Any volunteers?

October Birthdays



- 9 Walker Mobley
- 15 Skip Stewart
- 18 William Gordon
- 21 Sandy Stewart
- 25 James Beck

ANNOUNCEMENTS



Shade Tree A's Member News

- The following Shade Tree A's members were recognized in the September/October issue of *The Restorer* for achieving MAFCA Membership Longevity Milestones:

Richard Dunevent - 45 years

Frank Knapp - 30 years

James and Anne Neely Beck - 25 years

Billy Garland - 25 years

Congratulations to all!

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

2021 Monroe Wade Award

Greetings Shade Tree A members:

It's that time of year for the members of the Shade Tree A's to make their nominations for the Monroe Wade Award. The Award is given annually to one outstanding member of the Shade Tree A's for their dedication to the club and promotes and encourages the Model A hobby. The Award is given at the Christmas party every year. Nominations should be in by November 20th to give enough time for making of the plaque.

As last year's winner of the Award, it's my duty to join the previous winners to receive the nomination for the Award. The nominations should not be sent through this e-mail. Please send your nominations to a member of the nomination board. The members of the board are:

Andrew Morse 706-834-2342
4morses@comcast.net

Stuart Smith 706-825-9441
stuartsmith3535@yahoo.com

Robbie Jones 706-860-2758
robandleta@mac.com

Betty Wade 706-830-0059
bettywade@comcast.net

Monroe Wade and the Shade Tree A's

New members might wonder who Monroe Wade was. Monroe was a man who loved Model A's and who loved the Shade Tree A's Club! A man you could **ALWAYS** depend on to help a fellow member regardless of the time or weather. Monroe worked hard for the Club and you could usually find him leading a tour or carrying in refreshments or door prizes that he had talked some local business into donating.

After restoring a 1930 Tudor that had belonged to his Mother, Monroe went on to restore a number of other A's. All of them were award-winning cars!

After his death in 2003, his wife Betty and his daughters, Deborah and Joyce, have continued to be active in the Club and to drive Monroe's beloved cars.

Monroe was a great friend and his ability to make a Mc... kitten.

The annual award is our way of remembering Monroe and we are delighted to have Betty and the Wade family to be active in the Club.



As last year's winner of the Monroe Wade Award it was a real honor to receive the Award. Please take time to seriously consider nominating one of our outstanding members for this year's Award. I never knew Monroe but it was an honor to receive the award in his name.

Thank you again,
Andrew Morse
Monroe Wade Award Committee Chairman

ANNOUNCEMENTS

Brand New Model A Engine Block

(The following brochure was handed out at the 2021 MARC National Meet. Used with permission of the Secrets Of Speed Society, www.secretsofspeed.com)

"A reprint from *Secrets Magazine*, V30.4, more info at www.secretsofspeed.com"

The New Burtz-Block

Model A Cast Iron 5 Main Engine Block, Crank, Rods Kit

by Terry Burtz

"We ran it continuously at 3100 RPM (75 MPH) for 6 hours, and nothing broke."

This article describes the new Model A Engine Kit and certain details from the "Builders Guide". For additional information including the latest "Builders Guide", "Doubling the Flow Area of a Model A Oil Pump", "Installing an Oil Filter", and "How to Order", see www.modelaengine.com

DESCRIPTION

The Burtz Model A Engine Kit is a newly engineered and manufactured kit of parts designed to replace the frail original Ford Model A engine components that will break if driven hard.

The new Block, Crankshaft and Connecting Rods are re-engineered for strength and durability and manufactured in a modern factory that supplies OEM engine parts to many manufacturers. The kit's external appearance once installed, is identical in appearance to the original Model A Engine. All new machined interfaces for attaching parts are a match to original interfaces.

The 5 main journal crankshaft is fully balanced and utilizes standard insert bearings (Federal Mogul 2020 CP) that are available at all major automotive parts suppliers. The fillets are rolled and all wearing surfaces are hardened. The forged connecting rods also use the same standard insert bearings.

The block comes ready for assembly with no machining required. All parts needed to assemble an engine other than the Crankshaft and Connecting Rods are standard Model A engine parts, or they may be purchased from an auto parts store.

CYLINDER BLOCK

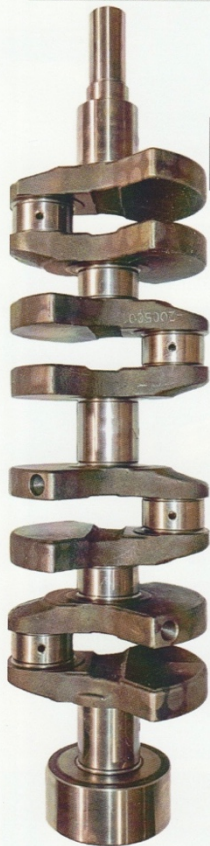
The new Block is cast and machined from modern high strength grey cast iron. All interfacing surfaces for the attached parts match the original block design so that original or new aftermarket parts can be utilized during the building process. The new block features larger streamlined intake ports and an internal closed pressurized oil lubrication system that feeds oil directly to the main journals, rear main thrust bearing, and camshaft bearing journals. The Block has replaceable cam bearings fitted for use with either a 3 or 5 bearing camshaft and hard exhaust valve seats. The rear crankshaft seal is a standard "off the shelf" radial lip seal (National 415035).

CRANKSHAFT

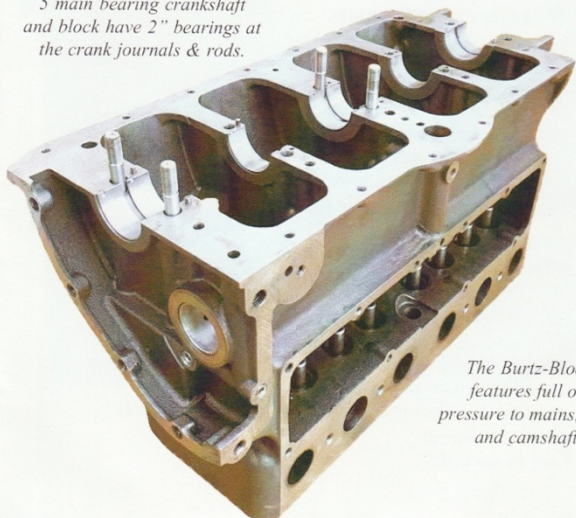
The new Crankshaft is made from nodular iron and has 8 counterweights with 5 main journals. It is cross-drilled to lubricate the 4 connecting rod journals, and dynamically balanced. The front and rear interface surfaces accept the standard timing gear, front pulley, and flywheel original to the Model A engine. The main and connecting rod journals both utilize the same standard 2" insert bearings that were used in GM engines from 1955 until 2003 (Federal Mogul 2020 CP).

CONNECTING RODS

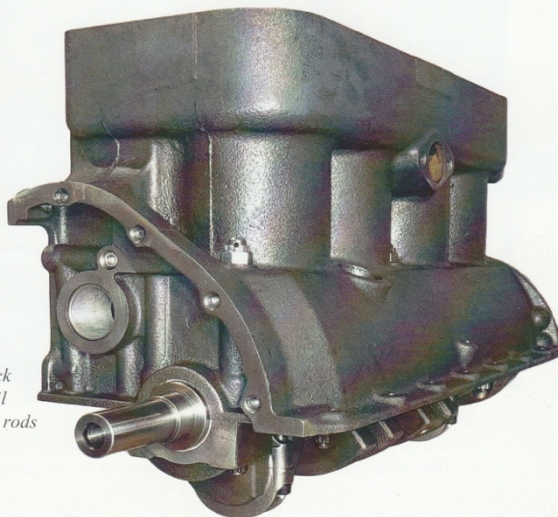
The new connecting rods are forged steel and utilize 2" insert bearings for the crankshaft journal. Wrist pin bushings



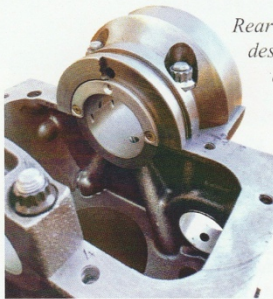
5 main bearing crankshaft and block have 2" bearings at the crank journals & rods.



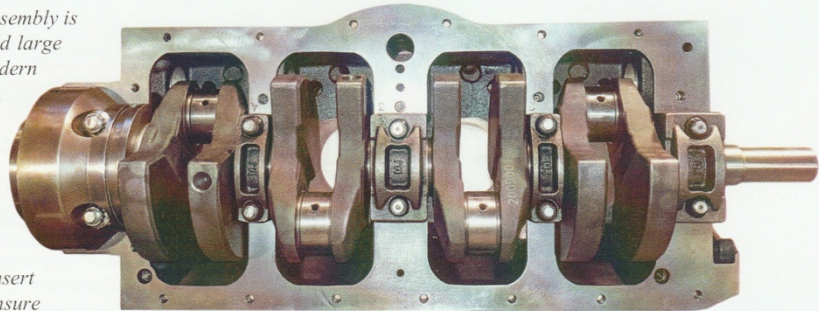
The Burtz-Block features full oil pressure to mains, rods and camshaft.



ANNOUNCEMENTS



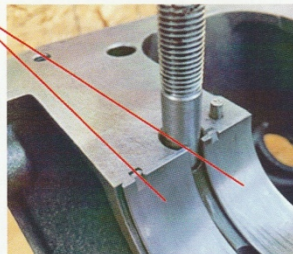
Rear main cap assembly is designed to hold large diameter modern oil seals.



Modern insert bearings insure easy serviceability and less friction.



Forged steel connecting rods swing with clearance and strength.



The kit does not come with an oil pump, but there are several applications. Terry has a good method available for you to build.



are installed and ready for assembly with standard Model A type pistons. The connecting rods are balanced in sets of 4 to closer than Ford tolerances. The rod caps are bolted in place with high-strength 3/8-24 UNF 12-point bolts.

PARTS INCLUDED

Cylinder Block Qty 1, cylinder block with 4 hard exhaust seats, 5 cam bearings, and 10 cylinder block/main cap dowel pins installed. Other loose parts are either assembled to the cylinder block or they are packaged separately.

Crankshaft Qty 1, dynamically balanced crankshaft with 2 rear dowel pins, 4 setscrew oil passage plugs, and 1 Woodruff key installed.

Connecting Rod Qty 4, balanced connecting rods each with wrist pin bushing, 2 dowel pins at the cap interface installed, and 2, 12-point 3/8-16 x 1 1/4 UNF bolts.

OIL SYSTEM OPTIONS

If desired, the new engine can be built to utilize a full flow oil filter. The modifications required for an oil filter can be reversed in the future and the cylinder block will again look to be original. The oil pump chosen must provide a greater volume of oil than stock.

We recommend that an oil pressure relief valve set no higher than 40 PSI. Higher pressures can push oil pump/distributor drive gear up and disengage it by compressing the retaining spring (A-6570). The installed stock retaining spring (inside valve chamber) exerts a downward force of 32 pounds and at 40 PSI the upward force from the oil pressure is 27 pounds. A stronger spring (McMaster Carr 9657K552) will exert 60 pounds of downward force can be used.

We recommend a clamp be fabricated to hold the chosen oil pump in place. A 5/16 UNC tapped hole is provided in the new cylinder block for the clamp.

OIL PRESSURE MONITORING

If you look at the bottom of the valve chamber cavity, there are 2 oil passages from the main oil galley that connect to 2 valve cover bolts. These passages can be used for an oil pressure gauge or to provide oil for an overhead valve conversion. To utilize these oil passages, a special bolt needs to be made from 1/2 inch hexagon stock.



SEALANTS & LUBRICANTS

Terry outlines in great detail the type of sealants to use with the new engine. Those types and brands can be found in the latest "Builders Guide" found online at www.modelaengine.com

If you have any concern about head gasket sealing or the integrity of your head, we recommend Irontite "All Weather Seal" because it is compatible with antifreeze.

We recommend 10W-40 or 20W-50 motor oil both for break-in & thereafter.

PISTONS

Pistons sold by the Model A parts vendors are solid skirt and use original width rings.

We used EGGE (<https://egge.com>) part number E1104-4 pistons in the engineering evaluation engine. They use narrow rings (5/64 inch wide compression, 3/16 inch wide oil)

Make this special valve cover bolt to add oil gauge.

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BURTZ-BLOCK

and they fit with .004 inch piston/wall clearance so no honing was needed. The EGGE pistons are solid skirt with an expansion slot that does not extend to the bottom of the piston.

The new connecting rods have reinforcing ridges that dip into the troughs on the upper side of the tray and this creates an oil mist to lubricate the wrist pins, valve guides, tappets, and timing gears.

ADD-ON PARTS

There are no metric threads used.

All interfaces on the new cylinder block, where parts are attached, are identical to stock. In other words, if a part fits an original Model A engine, it will fit the new cylinder block.

Add-on parts, whether new, used, NOS, or aftermarket, need to be clean, inspected for wear and flatness. Flatness is critical at the cylinder block/head interface, cylinder block/manifold interface, and cylinder block/oil pan interface.

Aftermarket high compression heads must be flat within .003 of being flat or it will need to be resurfaced.

The rear main seal is a National 415035 with "garter spring" removed.



The rear main seal has a garter spring that is to be removed.

OIL PAN

The upper surface of an original oil pan is often distorted due to over tightening with the thick cork gasket, and will need to be straightened.

TOLERANCES

Terry goes into great detail about mains and rod bearings and piston ring tolerances. We recommend that you follow the dimensional specifications from your parts suppliers.

TIMING GEAR

We used an aluminum camshaft gear with a deepened dimple for ease of ignition timing.

OIL PAN TRAY

Leave the dipper tray in place because the baffles on the bottom help to mitigate oil sloshing and starving the oil pump.

VALVE TRAIN

Two-piece original, one-piece with shoulder, or press-in valve guides with appropriate valves can be used. Lap the valves using Permatex 80036 Valve Grinding Compound. Over-size intake valves can be used. The thickness of the upper surface of the new cylinder block and an original cylinder block are identical at .375 inch. We used Colony CM1008 single lock tappets in the engineering evaluation engine.

Intake valve/Tappet clearance .011-.012 inch

Exhaust valve/Tappet clearance .012-.013 inch

CAMSHAFT

A new 5 or 3 bearing camshaft can be used. If ordering a new or reground camshaft, tell your supplier how you want your engine to perform. To prevent the buildup of oil pressure behind camshaft bearing #5 which may force the camshaft forward, we recommend that it be vented to the crankcase.

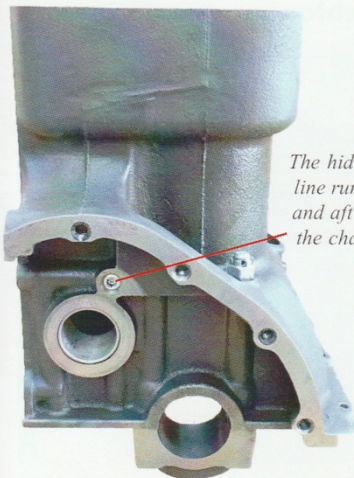
Model A camshafts have full length spiral oil distribution grooves that provide a sufficient vent. Model B camshafts have short grooves that need to be lengthened to edges or a vent hole added. If a 5 bearing cam is used, the oil feed holes for journals #2 and #4 will need to be opened. See the latest "Builders Guide" found online at www.modelaengine.com

HEAD STUDS

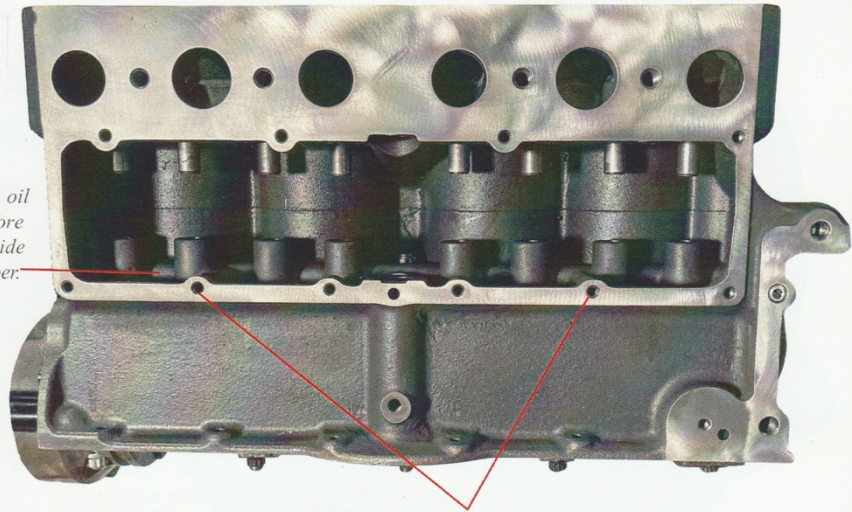
We recommend that grade 8 head studs be used and installed using anti-seize compound. They are much stronger and less likely to twist off during removal in a future rebuild.

ROD SWING CLEARANCE

The connecting rod big end comes very close to the cylinder block walls, oil pan walls, and the camshaft. Verify



The hidden oil line runs fore and aft inside the chamber.



Two of the valve cover bolts are connected to the main oil galley. A special hollow bolt can be made to supply oil to an oil gauge and/or lubrication to an OHV.

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BURTZ - BLOCK

that there is clearance by rotating the crankshaft after assembly of each connecting rod/piston assembly.

CLEANLINESS

Light oil was applied to the new engine kit parts to prevent corrosion, and it has likely collected a lot of dust particles during transportation. In addition, every oil passage and threaded hole may have machining chips and grit that needs to be removed.

Remove the 4 setscrew plugs in the crankshaft to open all passages for cleaning. For a long engine life, every part (*new or old*) needs to be surgically clean.

BREAK-IN

Common Sense . . . Please don't plan on building an engine that can continuously keep up with modern traffic. Short bursts of speed are fine like passing slower traffic or entering a freeway on ramp, but attempting to continuously keep pace with modern traffic may result in other problems and is not recommended.

We are confident that the new engine will survive short bursts of speed because we assembled the "Engineering Evaluation Engine" and then broke it in by intentionally abusing it to see if anything would break by running it continuously at 3100 RPM (75 MPH) for 6 hours, and nothing broke.

We recommend that you break your new engine in at varying speeds, but not over 2400 RPM (58 MPH) for the first 1000 miles. Before Starting Engine: It is recommended that the spark plugs be removed, and the newly assembled engine be cranked by the starter to confirm oil pressure.

FASTENER TORQUE

Terry goes to great lengths explain bolt and nut torque settings for the head nuts (55 ft lbs) and all other fasteners.

FLYWHEEL

The newly designed, lightened, and balanced 30 lb. flywheel is available as an option. The mating interfaces to the crankshaft, pilot bearing, and ring gear are identical to an original Model A flywheel. The new flywheel is drilled to accept the V-8 9-inch Long design pressure plate. (The pilot bearing and the ring gear are not included).

The price is \$350.00 plus shipping and tax

JUDGING

Detailing the New Engine for Judging can be done. Depending on date of manufacture, the exterior of the new engine block can be detailed for judging per Mr. Steve Plucker's extensive research, which can be found here (type all the letters, numbers and symbols as one with no spaces):

http://www.plucks329s.org/pdf/engineblock/cylinder%20block%20guide_1.pdf

CONTACT INFORMATION

Terry Burtz, (model.a.engine@hotmail.com) Engineering and anything technical including revisions to the "Builders Guide", "Oil Pump Modification", and "Installing an Oil Filter".

John Lampl, (jrlampl@jrlasia.com) Manufacturing, Quality Assurance, Scheduling, and USA Shipping.

Leonard Nettles, (ln.lja@sbcglobal.net) Orders & Disbursements

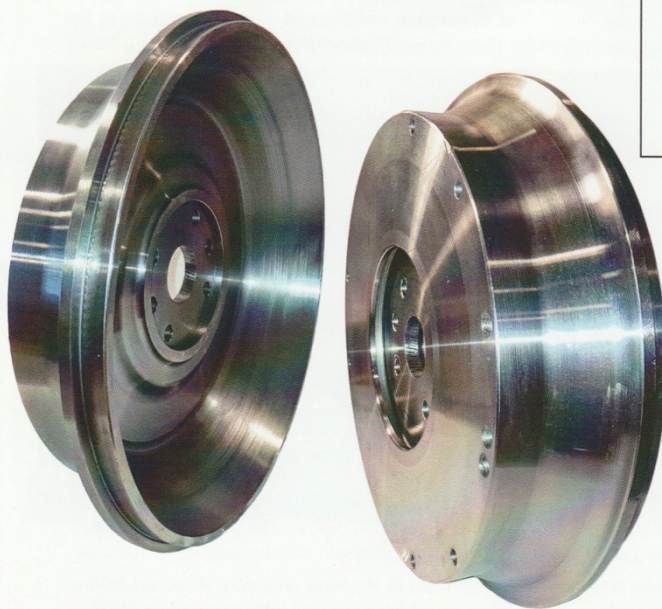
To learn more about the block and the history of development as well as Terry's engine building recommendations, visit www.modelaengine.com

The engine kits will be available from most Model A parts dealers, engine builders & directly.

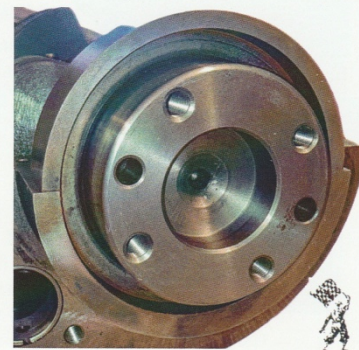
\$3950.00 Plus shipping and taxes

To place an order call **(540) 739-7577** or visit

www.burtzblock.com



The extra strong rear crank flange accepts your Model A flywheel or the new 30 pound Burtz flywheel shown here.



RECENT EVENTS

Southside A's Dick and Jane Tour to Augusta, Georgia and Aiken, South Carolina

(Photos by Matt Barrett)

The Southside A's were in town recently and several Shade Tree A's members joined them on several of their activities. Some of the activities and places visited included the Augusta Canal boat tour, the Enterprise Mill and lunch at Ivery's Restaurant in Thomson.



RECENT EVENTS

Southside A's Dick and Jane Tour to
Augusta, Georgia and Aiken, South Carolina

(Continued)



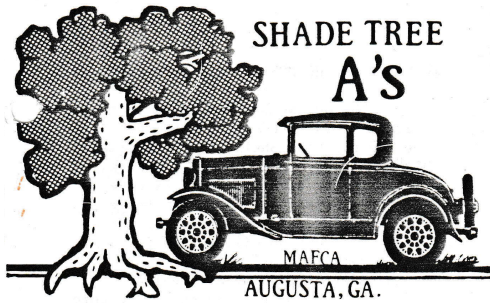
RECENT EVENTS

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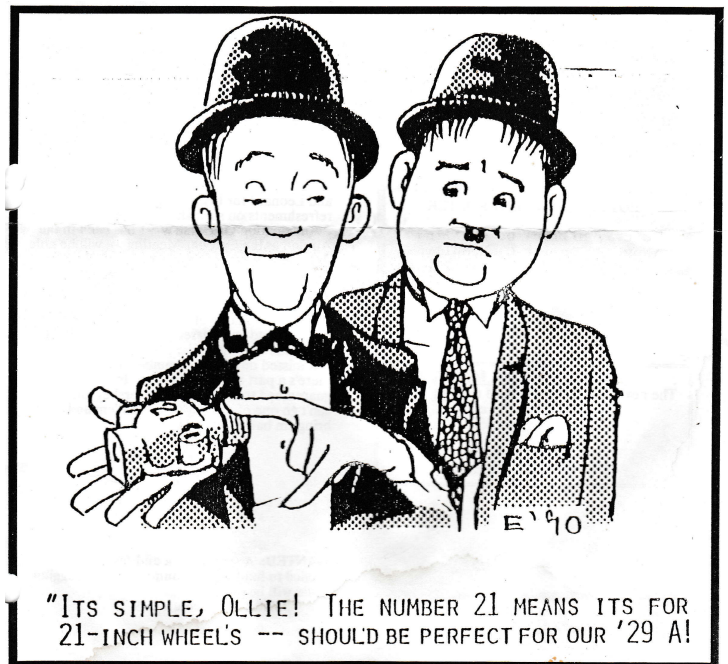
THE SHADE TREE A'S – THIRTY YEARS AGO



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 October 1991 issue of the *Shade Tree A's Newsletter* reported on a very large turnout for the September 1991 meeting of the Shade Tree A's. Apparently there was a lot of interest in Bill Watkins' 1910 Stanley Steamer. The group was so large the meeting had to be held outside.

The MAFCA national meet was also discussed at the meeting. The upcoming meeting was particularly interesting since it was close enough to easily attend, being held in Gatlinburg, Tennessee. In addition to the national meet, other upcoming events included the Summerville parade, the Oliver and Hardy Festival and parade and Wings and Wheels motor fair at the Atlanta Motor Speedway.



JUST FOR FUN

It's "A" Puzzling Problem

Can you find the five things that are different in these photos?

Thanks to Sharon Davis for sending this photo in



- 1.
- 2.
- 3.
- 4.
- 5.

1. Radiator cap changed.
 2. License Number different.
 3. Electric line in upper right removed.
 4. Side view mirror missing.
 5. Airplane missing from shirt.

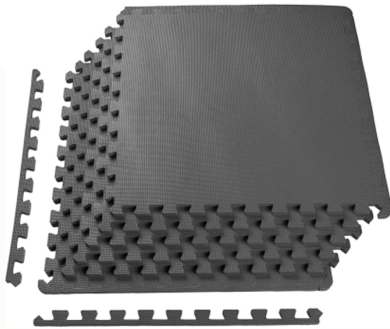
TECHNICAL TOPICS

Jim's Tech Tip by Jim Cannon

Exercise Mats for Comfort

I picked up a set of 6 foam exercise mats, about ½” thick and 2 feet square, at a yard sale a few months ago. I think I paid about \$5 for them. They have interlocking edges that allow you to join them to make larger mats.

These things have proven to be wonderful to sit on or kneel on, any time I need to work on something low on the car. I will join 2 or 3 of them and lay under the car on them. They are also very comfortable to stand on in front of a work bench.



I have seen these mats sold in a set of 6 on Amazon and similar places for about \$25. They are also sold in ¾” and 1” thicknesses. If you can't find them easily near you at a yard sale, that is another option. Either way, they are well worth having on hand.

Be comfortable! Have a Model A Day! Jim

Member Advertisements

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

Paid Advertisements

SHADE TREE A'S NEWSLETTER SPONSORS

Our thanks to the following sponsors! Their generosity supports this Newsletter and the Shade Tree A's! Please remember these folks when you need a service they offer. And please, tell them you appreciate their support of our Club!


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