

SHADE TREE A'S



June 2022

NEWSLETTER

Volume 49



Number 6



4424 Reynolds Street
Hephzibah GA 30815-7909
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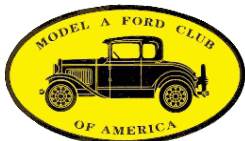
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On the Front Cover

The Shade Tree A's along with the Aiken A's line up for the Peach Blossom Parade in Johnston, South Carolina. Photo by Eric Shogren.

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 (www.mafca.com) and the Model A Restorer's Club (www.model-a-ford.org) 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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ABOUT THIS NEWSLETTER

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OFF THE RUNNING BOARD

Jim McPherson - President

Steve Teal presented a most interesting program on Ford's efforts in WW II, in particular the building of the B-24. Craig McMullin presented Anniversary Pins to deserving members. And members participated in the Johnston Peach Blossom Parade and Festival which included breakfast provided by the local NAPA dealer (THANKS to Craig McMullin for arranging this), and the Boss Hog BBQ Cook-off in Waynesboro. We still have the Memorial Day Parade in Aiken on Saturday May 28th. The parade begins at 10:00 AM.

For those of you who have not restored a Model A, Andrew Morse will present our June program on the restoration of a Model A Coupe. And don't forget the Trenton Peach Festival and Parade on Saturday June 18th. The parade begins at 10:00 AM. The Palmetto A's are having their annual swap meet at Smith and Jones on Friday June 24th and Saturday June 25th.

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.

MEETING MINUTES

May 9, 2022

Richard's Garage

Respectfully submitted: Frank Knapp - Secretary

The monthly meeting of The Shade Tree A's was held May 9, 2022 in the clubhouse meeting room at Richard Dunevent's garage. President Jim McPherson brought the meeting to order promptly at 7:00 PM. Twenty-two members were in attendance.

Matt Barrett provided our "Joke of the Month" with one of his many humorous stories.

President:

President Jim opened the meeting by handing out additional MAFCA member applications reminding the group MAFCA is offering a year's free membership to new members.

Vice President:

No report was given.

Treasurer:

Stuart Smith reported only two checks were written in April. Those included payment for our anniversary pins and reimbursement for Saturday's Horn Seminar lunch expenses.

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

National Director:

Matt Barrett has been busy providing club updates to MARC and MAFCA. The latest STA activities should be published in the next *Restorer*.

Continued on next page

MEETING MINUTES

Continued

Newsletter Editor:

Robbie Jones reported he has received quite an increase in pictures and other info for *The Newsletter* thanks to his recent technical program.

Show & Tell:

Henry Smith gave the group an update on a problem with his Tudor mentioned last month. Apparently, he has narrowed the culprit down to the fuel system. Hopefully a proper diagnosis, effective treatment and a quick cure will be forthcoming soon with an excellent prognosis! Good luck Henry!

Tour Director:

No report was given.

Craig McMullin handed out our, somewhat delayed, new anniversary pins to all members who have earned recognition for their tenure as STA members. Yearly awards varied from two to forty-five years. The group thanked Craig for continuing this tradition and applauded all recipients.

Old Business:

President Jim gave a report on the recent Johnston Peach Festival Parade, noting thirteen Model A's participated. Unfortunately, Jim announced our upcoming Garage Tour has been cancelled.

New Business:

Matt Barrett reminded the group of the upcoming Boss Hogg Bar-B-Que Cook-off Saturday, May 14th to be held in Waynesboro, Ga. Matt provided the departing location and times for members to arrive.

Technical Program:

Steve Teal presented a very interesting program on Henry Ford's contribution to the Second World War effort, concentrating on Ford's Willow Run Bomber Plant. According to Steve's extensive research, that plant covered five million square feet and a one mile assembly line that produced one B-24 Bomber every hour! Excellent presentation! Thanks Steve.

There being no further business, the meeting was adjourned at 8:00 PM. Refreshments included a variety of ham, turkey and pimento sliders, fruit platter, ice cream, cake and soft drinks. Providers included Steve Spencer, Don and Susie Gordon and Misty Hooker. Quite a spread! Thanks!



CLUB CALENDAR

Shade Tree A's Events

June

- 13 Shade Tree A's Meeting, 7:00 PM, Richard's garage (*Restoration of a Model A Coupe*, presented by Andrew Morse)

July

- 13 Shade Tree A's Meeting, 7:00 PM, Richard's garage (*Seat Belts in the Model A Ford Slant Window Sedan*, presented by Robbie Jones)
- 23 Saturday Technical Session, *Safety Inspection of Your Model A*

August

- 18 Shade Tree A's Annual Supper, 6:00 PM, Sconyer's Bar-B-Que

Every Wednesday at 11:30

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

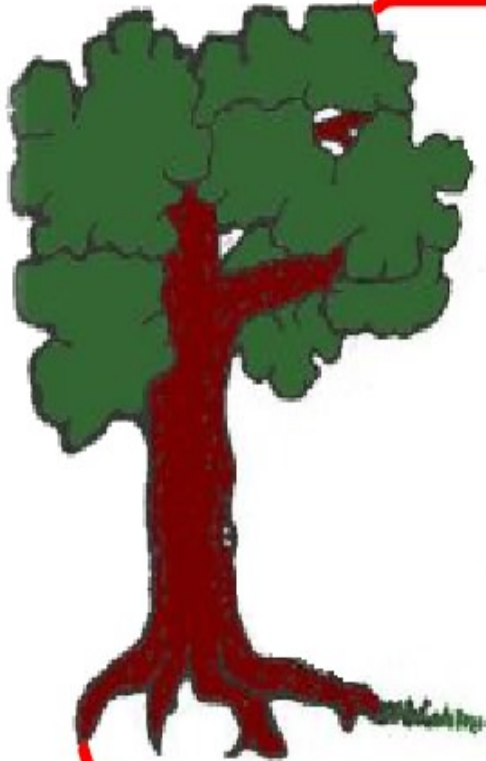
TBA - To Be Announced

Other Events of Interest

June

- 5-10 MARC National Meet, Morgantown, PA
- 12-17 MAFCA National Convention, Kerrville, TX
- 18 Trenton Peach Festival, Trenton, SC
- 18 Journey Community Church Annual Cruise-In, 11:00 AM - 1:00 PM, Evans campus
- 24-25 Palmetto A's Swap Meet at Smith and Jones, Columbia, SC

ANNOUNCEMENTS



Shade Tree A's Member News

- Misty Hooker was scheduled for surgery May 24th. Please keep her in your thoughts and prayers for a speedy recovery.

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



Refreshment Schedule

June

Stuart Smith, Andrew Morse, Ralph Neitzke

July

John Buchanan, Robbie Jones

August

No refreshments needed



June Birthdays

- 1 Darla Summers
- 6 Matt Barrett

ANNOUNCEMENTS



MAFCA NATIONAL CONVENTION
YO RANCH RESORT • KERRVILLE, TEXAS

From its spectacular scenery to its beautiful two-lane country roads, here you will experience our hobby the way it is meant to be at the 31st National MAFCA Convention!



FIND CONVENTION INFORMATION ONLINE AT: www.mafca.com

Some of the week's highlights:

- San Antonio's Famous River Walk
- The Alamo ~ Birthplace of Texas
- Great Sightseeing & Restaurants!
- Fine Point Vehicle Judging
- Era Fashions & Judging
- Restorers Class



ANNOUNCEMENTS

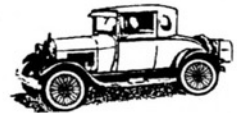
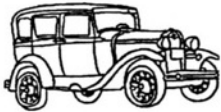
17th Annual

ALL Model A & Model T

SWAP MEET & CAR DISPLAY

at

Smith & Jones Antique Auto Parts
60 Wisconsin St. West Columbia, SC
Celebrating 50 Years of Serving
Antique Ford Automobile Enthusiasts



sponsored by

Palmetto A's of South Carolina

Friday, June 24, 2022 8am to 5pm Swap Meet
Saturday, June 25, 2022 8am to 3pm Swap Meet & Car Display
Vendor Space: Early registration: \$15/one day \$25/two days \$20/\$30 at the gate
Car Corral: \$10 for two days
Palmetto A Members - Free Vendor Space
\$2 Door Prize Tickets Food Concession 50/50
Contact: Dick Fraser at 803-622-7582

Vendor Sign Up Form

Name: _____

Address _____

City _____ State _____ Zip _____

Telephone _____ email _____

Will you be arriving and setting up on Thursday, June 23? _____

Are you primarily a Model A or Model T Vendor? _____

Please mail this form along with a check or money order made payable to:
Palmetto A's of SC--- 113 Ian Dr. Leesville, SC 29070

By participation in this event and signing this form I/we agree to hold harmless
The Palmetto A's of SC Model A Club, Smith & Jones Antique Auto Parts and any of the
members or agents thereof, in the event of accident or injury to any participant, person or group.

Signature _____ Date _____

ANNOUNCEMENTS

MAFFI Model A Days 2022

Model A Day Days, September 16-17, at Hickory Corners are rapidly approaching. If you haven't made your plans for this event yet, there is still time. You can register for the special events that will have limited participation and/or require payment of fees on the MAFFI Website (www.maffi.org) under Model A Days or the Gilmore Website under "Events". Also, be sure to read the articles in both the May/June MAFCA, *The Restorer* and *MARC Model A News*.

If you have done it all and think there is nothing at the museum that you haven't seen before, try this, camping at the Gilmore. There is nothing like the experience of walking around the buildings at dusk. With very little imagination you are walking a street in Anytown, USA in 1930. It's not crowded. A word of advice, shoot pictures from a stable position. Your camera shutter will be very slow and unless the camera is stable the pictures will be blurry. If you get it right, the photos will be breathtaking in the moonlight.



RECENT EVENTS

Peach Blossom Parade, Johnston, SC

(Story by Robbie Jones, Photos by Eric Shogren)

Thirteen Model A's from the Shade Tree A's and the Aiken A's gathered at the Ridge Parts and Supply (NAPA) store in Johnston, South Carolina prior to participating in the Peach Blossom Parade. Everyone enjoyed biscuits, coffee and juice prior to the parade. Thanks to Craig McMullin for coordinating with Ridge Parts and Supply and a big thank you to Ridge Parts and Supply for providing the refreshments for us to enjoy. That's Craig's car leading the parade group by the way.



RECENT EVENTS

Shade Tree A's Service Awards

(Story by Robbie Jones, Photos by Robbie Jones except as noted)

Shade Tree A's Service Awards have not been awarded in a number of years; however they have returned in 2022. Craig McMullin has been instrumental in getting new Service Awards made. Thank you Craig! At the May 2022 meeting of the Shade Tree A's, Craig awarded Service Awards to many members. The Awards ranged from two to forty-five years! The members receiving Service Awards at the May meeting are as follows:

Matt Barrett	5 years
Eddy Barrett	5 years
Richard Dunevent	45 years
William Gordon	10 years
Don Gordon	15 years
Mike Gordon	10 years
Misty Hooker	10 years
Robbie Jones	10 years
Henry Jones	5 years
Frank Knapp	30 years
Craig McMullin	30 years
Jim McPherson	45 years
Gerald Melchiors	25 years
Andrew Morse	10 years
Ralph Neitzke	35 years
Dan Perla	25 years
Darren Riley	2 years
Eric Shogren	20 years
Stuart Smith	20 years
Steven Spencer	2 years
Steve Teal	2 years
Don Turley	40 years
Charlie Weaver	2 years
Charlie Weaver Sr.	2 years
Doug Wilson	15 years

RECENT EVENTS



45 YEARS!

Richard Dunevent

and



Jim McPherson

CONGRATULATIONS!

RECENT EVENTS



Photo by Matt Barrett



RECENT EVENTS



SPECIAL INTEREST

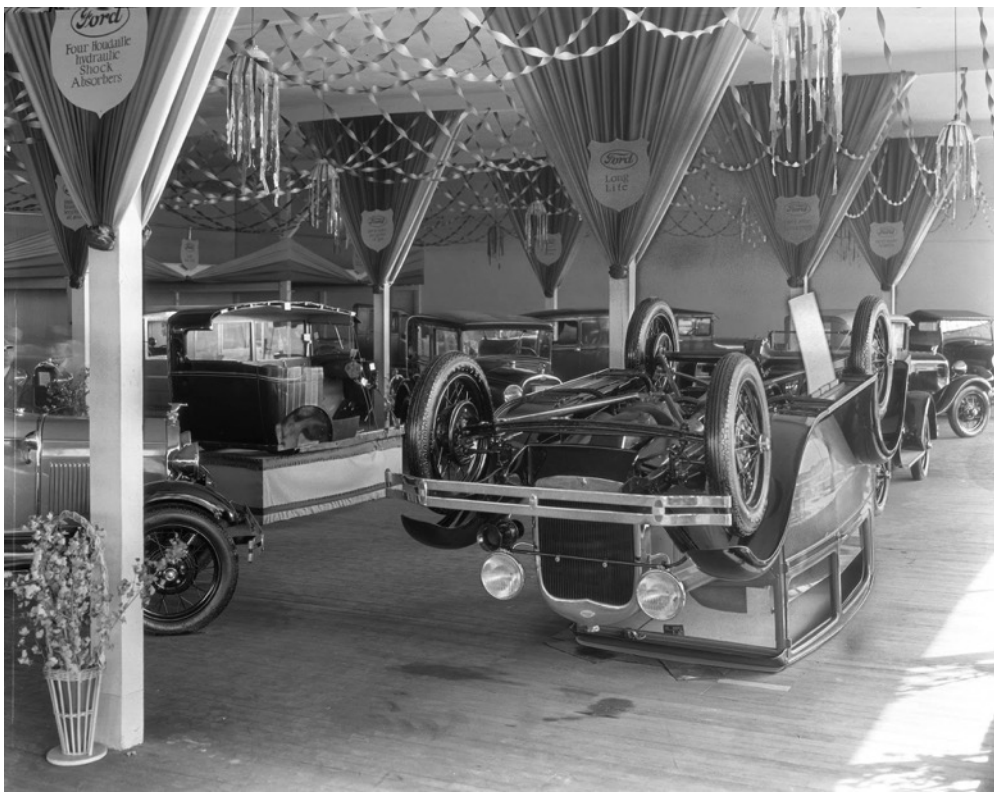
Unusual Vintage Model A Photos

(Story by Jim McPherson, thanks to Jim Brand for providing the photos)

This is the first time I have seen these photos; they date to late 1929. In the show room photo below, on the left, notice the front of a Model A with cowl lamps and a quail radiator cap. That car is either a Town Sedan or Cabriolet. In the center of the showroom is what may be a Tudor Sedan, showing the paint process, interior and body construction. Note it is setting on a frame. I have seen similar photos of this before. The upside down Tudor is the same one in both photos. I count at least 7 Model A's including 3 commercial vehicles, one being an AA. The sign to the left reads "Ford, Four Houdaille hydraulic Shock Absorbers" and another reads "Ford, Long Life". The photo of the Tudor by itself suggests it was first turned over, then moved to the showroom. Notice what appears to be poor body work, from the reflections, in the picture of the individual Tudor.



of the individual Tudor. Ford did have a means to measure reflectance on the assembly line and used it as a measure of quality control. The door and rear quarter panel sure don't look smooth to me. You would think they would want their best work to be on a display like this. And how would they have turned the car upside down and moved it?



BOOK REVIEW

by Jim McPherson

Title: How To Install Automotive Interior Kits

Author: Fred Mattson

Publisher: Car Tech, www.carttechbooks.com;
800-551-4754

Cost: \$36.95

First, the Back Story. The Shade Tree A's are very fortunate to have, and to have had, some very talented members. How or when Jim Miller learned upholstery, I do not know, but he was my mentor as well as the mentor for several others. He made the upholstery from scratch when he restored his father's 1932 Model B Pick-up, now owned by Stuart Smith. And upholstery, working with a wide variety of materials, is among the many automotive talents of Gerald Melchiors.

Many appear to be intimidated by the thought of installing the interior in their Model A. If you have ever seen an interior kit it might seem overwhelming. The two most common complaints are there are no instructions provided with the kit, or the instruction book does not provide sufficient detail to install the kit. The second most common complaint is the kit does not fit. It is hard to understand how a kit does not fit when you are told their patterns were taken from the upholstery of original cars reupholstered in their shop. We know we can replace doors, body panels, window moldings and seats without a problem, so why can they not make an upholstery kit to fit? I have installed many upholstery kits over the years, from most of the current and past suppliers, and I learned early, that when ordering the kit, to tell them not to glue the upholstery material to the backing board on two adjacent sides. This makes it much easier to trim and fit both the board and fabric during installation. For those of you familiar with Fine Point Judging of Model A's, several owners have reworked the interior kit for their Model A and done quite well in judging. So these kits cannot be that bad.



BOOK REVIEW

Now for the Book Review. The book understandably details the installation of an upholstery kit in a 1960s or '70s car. The book is 177 pages, and full of color photos illustrating the installation. Many of the details are applicable to our Model A's. There is a good Table of Contents to rapidly locate what you are looking for, and a Source Guide giving you quick access to suppliers, something missing from many restoration books. Sometimes the challenge is not knowing what you need, but where to find it. This book helps with that. The book begins with kit manufacturers, but none providing kits for our Model A's are included. Suppliers of kits for our Model A's are available in our magazines, *The Restorer* and *The Model "A" News*. The Parts and Accessories chapter deals with obtaining and shipping of your kit. For our Model A's these boxes are large and long. For the sedans, the trim above the doors from the header to the rear quarter panel were originally one piece and now may be in two pieces to make shipping less costly.

Materials including vinyl, yes, materials very similar to those found in some Model A's, body cloth, headliner materials, carpets, rubber mats, panels, and hardware are discussed. A good description with photos of many of these materials are included. The Tool chapter is especially important to your installation. Examples of several tools of each type are given, for example hog-ring pliers, and how to choose the right ones for your application. Of the many tools presented, tack hammers, staple guns, glue guns, steamers (yes, you need a steamer to remove wrinkles and accomplish a good installation in your Model A), heat guns and panel tools are given. Then they move on to supplies you may need to install your upholstery kit. Many of these supplies are included in the kits we install in our Model A's, but an understanding of their use and the description of the types are important. They include burlap, cotton, foam, padding, hog-rings, and fasteners.

Next comes the actual installation itself. Installing the coverings on the seats, including bucket seats, on cars of the 60s and 70s are much like installing the coverings on our Model A's. They tell you how to evaluate, restore, and repair your seat springs, then install the burlap, padding and covers, paying special attention to the seat corners. We are very fortunate to have Snyder's Antique Auto Parts. Don Snyder Sr. started the business in the late 50's selling Model T parts. He rapidly started producing seat springs for Model T's, and now has expanded to seat springs for all vehicles. If you need a little extra room between you and the steering wheel, they can supply you with a compressed seat spring. These can be retro fitted to your existing upholstered seats, with material left to spare. In the old days, we used to tie the coil springs together to accomplish the same thing. If you have a good set of seat springs, individual coils are available to replace broke spring coils, or to insert inside an existing coil for extra support. There are a variety of seat springs of different coil height and stiffness available as well as perimeter wire and attachments to repair your seat springs. Installation of headliners, door panels, carpet and padding, sound deadener/insulation (now common in our Model A's), and vinyl tops are included. All considered, I was very surprised in the depth and detail of the book. With the cost of upholstery kits today, and the greater cost of having the upholstery in your Model A done by an automotive upholstery shop, the savings of installing an upholstery kit in your Model A are substantial. The book is of value to those of you who wish to install an upholstery kit in your Model A.

MODEL A ERA FASHION AND STYLE

Sewing Patterns During the Model A Years

By Janet Gundlach

General Information

The major pattern companies during the Model A Era were McCall, Butterick, Vogue and Simplicity. Also very popular were Pictorial and their subsidiary, Excella. All the magazines and catalogs also produced their own patterns. Several companies started at the end of our Model A Era or just after but no dates are available for New York (late 1931?), Advance (late 1931), Hollywood (1932), and DuBarry (1932).



McCall produced patterns in late 1927 that had a “paste on” colored illustration on the envelope cover. The date of publication was printed on the envelope flap. Some patterns like men’s wear and young children’s clothes did not change so often had several dates but were the same pattern. McCall held the copyright for cutting and sewing lines printed on the pattern pieces, that makes them easier to use but their sewing directions were minimal.

Butterick produced patterns in beige envelopes. There is no printed date on the envelope but monthly and quarterly catalogs or *Delineator Magazine* can determine this. The pattern pieces were printed on beige tissue paper and had notches and perforations that make them more difficult to use. However, their pattern-cutting layout and directions are good.

Vogue also used beige envelopes. A date is sometimes found on the envelope or on the pattern direction sheets. It is best to date them by using monthly, quarterly pattern catalogs or the *Vogue Magazine*. These pattern pieces were printed on beige tissue paper with notches and perforations. The pattern-cutting layout and directions are good.

Simplicity started in 1927. The envelopes were simple, beige and with directions written on the back of the envelope. Later 3 views were shown and sewing directions were included. Simplicity was the least expensive pattern available at 15 cents. Dating Simplicity is impossible due to a lack of catalogs. Few of these patterns are complete due to the price.

Other patterns included Pictorial and Excella that worked around the McCall copyright by writing instructions on the pattern pieces. Needlecraft, Ladies Home Journal, Superior, Country Gentleman, and etc. all had small beige envelopes with the directions written on the back of the envelopes which makes them more difficult to use.

Sizes

Women’s sizes were 32, 34, 36, 38, 40... These were bust sizes and were meant for the average height woman during the Model A Era. So if you are tall, check the length before cutting. Misses sizes, which were for the teenage body, were labeled 14, 16, 18, and 20. A 16 is same size as a woman’s 34 but there are differences in length and the shoulders. For most women, you will need to add 2 inches minimum in length, so check measurements before you cut!

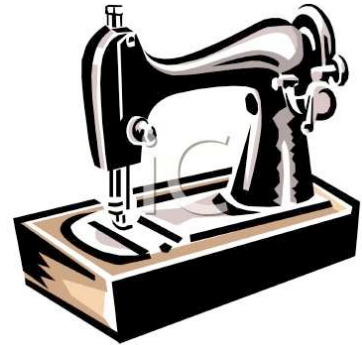
Styles

Consider what style looks best on you. The 1928 dresses are easier to fit and sew due to a lack of a defined waistline. Often the back of the dress is one piece.

MODEL A ERA FASHION AND STYLE

Sewing

Look in the *Fashion Guidelines* under "Reproduction" and *A Book of Fashion Facts*, chapter 12 for information on fabrics and basic sewing information. The fashions section of the MAFCA website is a good source also. Consider looking for original sewing manuals if you are seriously interested in making numerous garments. Sewing was popular during the '20s and '30s; these ladies knew how to sew on their straight stitch sewing machines. Necklines or armhole openings in sleeveless dresses were finished in bias, not facings. Long sleeves closed at the wrist at the seam line. Overlap seams were used in many of the dresses, where flounces, circular drapes, and the bodice attached to skirts, instead of sewing right sides together as we would today. If possible, examine original dresses to show how common this technique was used. To further explain, when attaching a bodice of a 1930 dress to the skirt, the bodice bottom edge would be turned under 3/8 of an inch and could be pinned, basted or both and ironed. It would then be placed over the top edge of the skirt and again pinned or basted. The two pieces would be attached by top stitching very close to the edge; it also helps to set your sewing machine on a smaller stitch to do this seam. Also long thin darts or gathers were common at the shoulders; some waists also used very thin darts or gathers to designate the waist. The sewing directions in the patterns are often vague on these techniques.



Fabrics

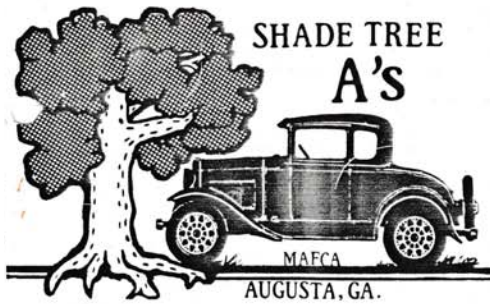
If sewing for entering "Reproduction" judging refer to the chapter in the *Fashion Guidelines*. For the Model A Era Image entrants and fun outfits, fabric choice is not critical. However, nowhere is it mentioned to prewash your fabrics. This is not necessary with polyester or wool, but cottons, rayon and silks should be prewashed if you do not want to dry clean, especially with the last two fabrics. Cotton shrinks a bit and may also soften; rayon and silk shrink a lot in length and will change in texture and both have more changes if placed in the dryer. Cut two six inch squares of your silk or rayon fabric and hand wash both, then allow one square to drip dry and put the second square in the dryer. Determine shrinkage of the two squares if you want to prewash and how you will dry your garment in the future. Perhaps you will find you prefer to dry clean your clothes but just don't change your mind after the dress is complete. A label inside the dress may help you remember how to clean it and is helpful if you sell the dress later.

Other Hints

Consider making your first dress from inexpensive fabric. If you have sewing or fitting problems, the next one will be much easier. Ask other members what patterns they have made. Consider fabric drape if you are making a summer dress with a circular skirt. Think about the type of fabric needed for pleating, some polyesters do pleat, but with difficulty. Steam is a very good friend when sewing and use a pressing cloth (where the iron is not placed directly on your fabric). Many of the iron-on products may make your sewing quicker and easier if you are making fun dresses.

Have fun making your Model A clothes! Enjoy wearing them on tour, club parties, Regional Meets and National Meets.

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 cover of the June 1992 issue of the *Shade Tree A's Newsletter* included photos from the AACA car show and swap meet in Charlotte, North Carolina. Apparently it was a cold event this year. Good times! Several car shows were announced including the Lock 'n Ham Jam; remember that one? A very good article on the restoration of Leonard Hill's Tudor sedan, written by Ellen Hill, was very informative. Plenty of pictures made this a good article. Restoration progress reports stated that Monroe Wade had started painting his 1929 Roadster Pick-up and Frank Knapp had started on his 1929 Speedster. It was also reported that Jim McPherson and Don Turley made significant purchases at the swap meet at the Pate Museum of Transportation in Fort Worth, Texas.



Don Turley secures the load for the trip to Georgia.

TECHNICAL TOPICS

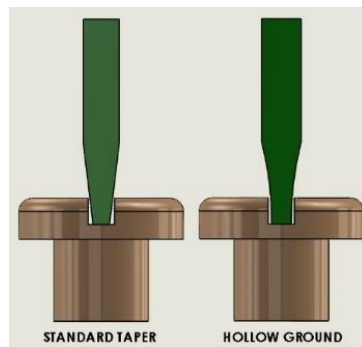
Jim's Tech Tips

"The Right Tool for the Job" - Part 2

My previous Tech Tip dealt with using the right wrench to get a good grip on a nut or bolt when you need to apply a lot of torque (twist) to break it loose, or to fasten something well. Today we talk about something similar, when you need to apply a lot of twist to a plain slotted screw. If you use the right tool, you will loosen the screw and be happy. But all too often the tip of the screwdriver just chews up the slot in the screw. It's not you, it's the screwdriver.

The most common screwdriver sold today has a "standard taper" tip. It's kind of a "one size fits all" design. It does not really fit in the screw slot very well, and when you twist it hard, it climbs up out of the slot with what is known as "cam action". The harder you twist, the more the screwdriver tip wants to climb up out of the slot, taking metal with it. Pretty soon you have a screw that you can no longer get a good grip on to remove.

A much better screwdriver tip design, very popular with gunsmiths (because they need to apply a lot of torque to slotted screws without chewing them up) is called a "hollow ground" tip. These screwdrivers are precision ground so that the tip going into the screw slot has two very well formed, parallel sides that fill up the screw slot for a nice tight fit that you can really apply some torque to!



Hollow ground screwdrivers are sold in a wide assortment of tip widths (to match the length of the slot in the screw head) and tip thicknesses (to match the width of the slot). When you have a good assortment of them, you can carefully select the screwdriver with the tip that best fits the screw slot in both length and width.

I do not have room for a large collection of individual screwdrivers, so I bought myself a nice gunsmith screwdriver set in a case. It has many hollow ground tips of various widths and thicknesses, so I can find the one that best fits the screw I am dealing with.

Armed with these hollow ground tips and some penetrating oil, you should be able to break loose and refasten any screw you come across. Until next time, *Have a Model A Day!* Jim

TECHNICAL TOPICS

Everybody needs a good, technically accurate conversion chart in their shop or to carry on those Model A hunts. This one provided by Eric Shogren should come in real handy!

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUÉ CAR ADS

IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

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