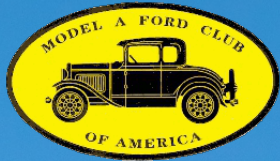


SHADE TREE A's



NEWSLETTER



December 2024

Volume 51

Number 12



4424 Reynolds Street
Hephzibah GA 30815-7909
Website: <http://www.ShadeTreeAs.org>



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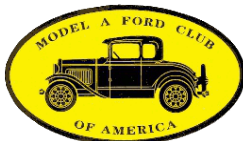
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On the Front Cover

The Shade Tree A's stop at the Clarks Hill Lake Visitor Center on their way to Rhineharts's Oyster Bar where they joined the Palmetto A's for lunch. Photo by Robbie Jones

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

OFF THE RUNNING BOARD

Craig McMullin - President

The Shade Tree A's club officers wish to thank everyone for a successful 2024 calendar year. Our Members are the driving force behind our Club's success. We wish you a joyous Christmas and prosperous New Year. We look forward to seeing everyone at the Christmas Party for fellowship, dinner, entertainment, and some special well-deserved award presentations.

As your out-going President these past two years, I appreciate the very positive feedback and support the club has provided me; you certainly have made my job easier and with much pleasure. I would be remiss not to mention the Board of Directors (the best) including the other very important coordinators, editors, photographers, etc. that strive to make the club interesting and grow. Thank you all for giving your time and expertise to make the Shade Tree A's a club that others try to emulate. With that, have a Merry Christmas and Happy New Year!

Ahooga,

Craig McMullin - President

MEETING MINUTES

November 11, 2024

Richard's Garage

Respectfully submitted: Frank Knapp – Secretary

The monthly meeting of The Shade Tree A's was held November 11, 2024 in the clubhouse meeting room at Richard Dunevent's garage. President Craig McMullin brought the meeting to order a 7:00 PM welcoming all thirty-four members in attendance. President Craig introduced our two new members, Cameron Sexton, Jim McPherson's grandson, and Neil Brown. Welcome guys! There were no contributions to our Name Tag Penalty Cup.

Matt Barrett offered our "Joke of the Month". Several STA members with November birthdays were recognized.

Vice President: Andrew Morse announced our technical program will be "Motor Oil for Antique Automobiles".

Treasurer: Stuart Smith reported there were no deposits made for the month of October while expenditures amounted to a total of \$615.41. According to Stuart, our Treasury remains solvent and sufficient to cover all upcoming club activities.

A motion was made and seconded to approve the Treasurer's Report and The October Meeting Minutes. That motion passed by unanimous vote.

Continued on next page



Photo by Robbie Jones

MEETING MINUTES

Continued

National Director: Steve Spencer passed around the latest Model A Forum Newsletter and reminded members to visit the newly updated MAFA Website.

Newsletter Editor: Robbie Jones offered accolades to "yours truly" for my service as Secretary. Thanks Robbie!

Tour Director: Darren Riley announced new plans for our tour to Hickory Knob State Park which remains closed due to hurricane damage. Instead, he has a short tour planned ending at Rhinehart's Restaurant for lunch with The Palmetto A's from Columbia, S.C. on Saturday, November 16th.

Show & Tell: Robbie Jones brought along an original and a reproduction Junction Block to show the problem with the repro he wrote about in an earlier newsletter. Eric Shrogen related a problem he experienced while rebuilding a "leakless" water pump. According to Eric, he had a problem with inserting the brass bushing.

In honor of Veteran's Day, President Craig invited all STA members who served in any branch of the military to gather up front for a group picture to be published in the December issue of *The Newsletter*. All were thanked for their service!

Old Business: Members offered comments on Warren Reynolds Yard Sale in Greenwood, S.C. Apparently, none of our members attended the AACA Southeastern Fall National Meet in Huntsville, AL.

New Business: President Craig reminded members STA Annual Dues are payable. Also, Monroe Wade Award nominations are still being accepted throughout November. Our Christmas Party and the "Happy New Year Breakfast" were also discussed.

Election of Officers: President Craig announced the slate of officers proposed by Jim McPherson's Nominating Committee. Since no other nominations were offered from the floor, the Committee's slate was elected by acclamation.

Officers for the year 2025 will be as follows:

President: Andrew Morse
 Vice President: Jim McPherson
 Secretary: Steve Spenser
 Treasurer: Stuart Smith
 Tour Director: Darren Riley
 National Director: Kenny Adkins
 Board Members: Donna Weaver and Craig McMullin.

Technical Program: A very informative program on "Motor Oil for Antique Automobiles" was presented by Robbie Jones covering everything from a history of motor oils used back in the day to the latest synthetic products being used today. Robbie explained in detail the different classifications, groups, additives and viscosities of different brands available. After entertaining several questions from members, he announced his research has been recorded in a hard-bound reference book which he plans to donate to our club library for members wanting further information. Thanks Robbie for another excellent program!

There being no further business, the meeting was adjourned at 8:05 PM after which members enjoyed refreshments provided by Darren Riley, Donna Weaver, Craig McMullin, Jim McPherson and Doug Wilson.

As I "pass the pen" to your new Secretary, Steve Spencer, I would like to say it's been a pleasure serving The Shade Tree A's as your Secretary for the past eight years. Thank you all for the encouragement and assistance along the way!

Frank.

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

CLUB CALENDAR

Shade Tree A's Events

December

21 Shade Tree A's Christmas Party

January 2025

1 Shade Tree A's New Year's Day breakfast, Cracker Barrel at Belair Road and I-20, 8:00 AM

13 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program: TBA)

February 2025

10 Shade Tree A's Meeting, 7:00 PM, Richard's garage (Technical Program: TBA)

Every Wednesday at 11:00

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

TBA - To Be Announced

Other Events of Interest

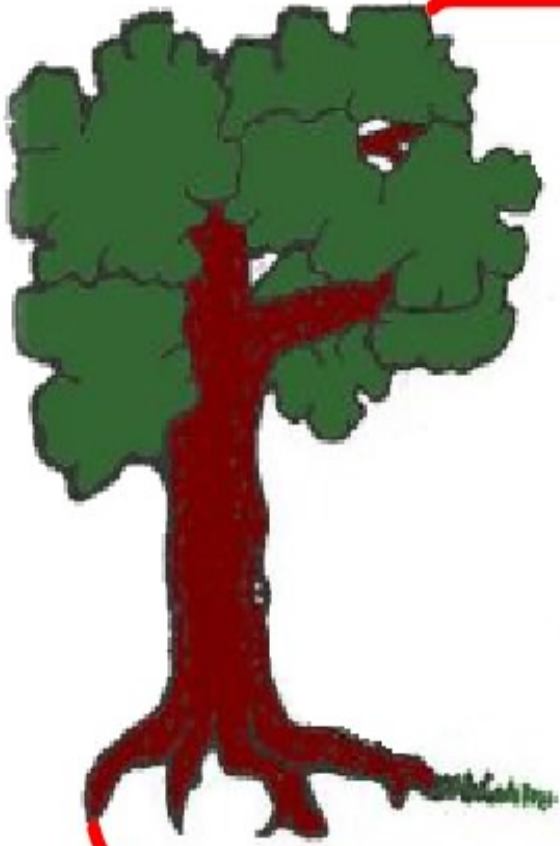
December

11-14 MAFCA National Awards Banquet and Mini Convention, Salt Lake City, UT

April 2025

11-12 Old 96 District Swap Meet, Greenwood, SC

ANNOUNCEMENTS



Shade Tree A's Member News

- Please continue to keep the following Shade Tree A's members in your thoughts and prayers:
 - Shade Tree A's members, their families, friends and all impacted by Hurricane Helene.
 - Misty Hooker and Janet Neumar being treated for cancer. Misty has received word that she is cancer free but is continuing treatments as a precaution.

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



Refreshment Schedule

December
Shade Tree A's Christmas Party
January 2025
Jim McPherson, Dan Perla, Cameron
Sexton
February 2025
Craig McMullin, Robbie Jones

**The first person listed is the primary
coordinator for the month**



December Birthdays

- | | |
|----|--------------------|
| 1 | Robbie Jones |
| 7 | Tonya Gordon |
| 8 | Charles Weaver Sr. |
| 11 | Kenny Adkins |
| 13 | Richard Dunevent |
| 15 | Lisa Smith |
| 16 | Frank Knapp |
| 17 | Eric Shogren |
| 21 | Jim Mason |
| 27 | Phyllis Collier |
| 30 | Paula Mason |

ANNOUNCEMENTS

DON'T BE LATE!

Shade Tree A's Member Dues

Shade Tree A's member dues for 2024 are due by the end of the year. Please see the club Secretary, Stuart Smith to make your payment. Checks or exact cash with your name attached are appreciated. Dues for 2024 are \$25.

Shade Tree A's Christmas Party

Saturday, December 21, 2024 at 6:00 PM

Join us for the Shade Tree A's Christmas Party. This year's party will once again be at Jack Sheppard's Country Store, 539 Chamblin Road, Grovetown, Georgia

If you've never been to Jack's, his place is a real treat and a great place for our Christmas Party.

Submit your payment to Stuart Smith. PLEASE pay with either correct bills or preferably by check. The cost is \$30 per person. If you wait till the night of the party, you must pay with correct bills or check. Make checks out to the SHADE TREE A's.



ANNOUNCEMENTS

Shade Tree A's Magnetic Signs

By Dan Perla

The club's Board of Directors had ordered magnetic car signs with the club's logo. They are 12" x 18" and are .045" thick. I have driven on the interstate with them attached to my truck at 70 mph and they didn't come off.

I have a list of those who requested the magnetic signs, but if you were not at the last meeting and would like to obtain one or more, please contact me. They will be available for \$10 each.

Email: perlad@earthlink.net

Cell: 706-373-5730

At the last meeting, 24 were spoken for, and another 4 were requested at CiCi's lunch gathering on the October 23. They are scheduled to be delivered by the 31st of October.

New Year's Day Breakfast

Join the Shade Tree A's for our annual New Year's Day breakfast at the Cracker Barrel near the I-20 and Belair Road interchange (460 Park Way Drive, Grovetown, GA). We have a room reserved just for us. Be there by 8:00 AM for good food and fellowship.



ANNOUNCEMENTS



Model A Ford Foundation Inc. MAFFI Minute, November 2024

Model A Ford Enthusiasts:



First, the Model A Ford Foundations Trustees and Advisors wish everyone a wonderful holiday season! It's always a magical time of year, but especially this year with the museum expansion in progress!

Executive Director of MAFFI, John Marshall and his team of elves have just finished decorating the museum for the holidays. The Parts Department in the museum is looking pretty festive. Meanwhile outdoors the trusses are up on the expansion. The walls for the expansion are expected to be up the week of November 18th --- so long as the weather cooperates. You can actually watch the construction if you go to maffi.org and click on the Camera icon, and then click on Expansion.

And right around December 23, the back wall of the museum will need to be opened up to connect the existing building and the expansion. This means moving all the displays at the back of the museum and covering all the museum artifacts with plastic. During this phase of the construction, the museum will be closed for safety reasons. (The closure is just temporary, so call ahead if you plan to visit in December or January to be certain the museum is back open).

Give yourself and your car a gift this holiday season: Have your car's picture and your name engraved on a plaque that will be the archway from the existing museum to the expansion. Be a part of the history of the museum! Just contact Val Maron at 847-951-5858 or TheMyAProgram@gmail.com For \$200, a donor will receive a plaque mounted on a museum wall segregated by year (1928, 1929, 1930, 1931) showing their vehicle, name, home area and vehicle body style.



Happy Holidays,
Cindy Ellenbecker
MAFFI Trustee, Secretary

ANNOUNCEMENTS

The Model A Restorers Club, Inc.

THE *running* **BOARD REPORT**

From Joe Valentine, President and Jim Zimmer, Director of Regions

November 2024

Membership—We currently have about 5,500 active members (fewer than the 6,000 we projected for 2024), and we have about 1,100 members who have missed their renewal date. Regions, please encourage your members to check their renewal dates as we're finding many have just forgotten and do eventually renew—every member is important.

Another judged class—Driver Class has been added to our judged classes and standards are being written and will be published as soon as possible. Cars eligible for this class must have the external appearance of a stock Model A, but certain drive line, safety and performance modifications will be allowed. Driver Class judging is scheduled to be in place at the Gettysburg National Meet next year. Watch for the Gettysburg meet registration form in the *Model A News*.

Regions—Please pay your 2025 Region renewal dues by December 31st. For your convenience, you may pay online by going to the MARC website: www.modelaford.org and selecting "Regions". Then click "register", fill out the required information and select payment type.

Coordination between the clubs—MARC and MAFCA are currently discussing hosting a joint meet in 2028 to celebrate the 100th anniversary of the Model A. This meet would not conflict with the MARC normal schedule of events, but would be an additional meet similar to a homecoming with no judging but lots of fun, food, and camaraderie. More details will be published as details become available.



ANNOUNCEMENTS



It's Really an Annual MAFCA Mini Convention

December 11th through 14th 2024

Welcome to Salt Lake City! We invite you to attend the 2024 National Awards Banquet and Mini Convention, hosted by the Utah Valley Model A Club, Salty As and Beehive As.

The activities will originate from the Salt Lake City Marriott University Park Hotel at 480 S Wakara Way, Salt Lake City, UT, 84108. For reservations call 801-581-1000 or book online at the [Marriott booking portal](#). Special Awards Banquet room rates are \$129. From its location near the University of Utah campus, you can get a view of the entire Salt Lake Valley.

Plan on arriving Wednesday December 11th in time for the Welcome Reception at 7:00 p.m. Stay through Saturday night, December 14 and attend the Tabernacle Choir at Temple Square live broadcast of *Music and the Spoken Word* on Sunday morning. This broadcast runs from 9:30 to 10:00 a.m.



Wednesday December 11th: Welcome Reception Reconnect with your nationwide Model A friends while snacking on hors d'oeuvres with the help of a no-host bar. (Yes, you can get a drink in Utah.) Enjoy the floor show we have planned for your entertainment.



Thursday December 12th: Seminars and Fashions Workshop

Three seminars to inform and entertain are on the docket for this day. Take the Ultimate Model A Quiz; learn about Utah History; and a special appearance by nationally known Ford scholar, Henry Dominguez who will tell us about Edsel Ford's contribution to the development of the Model A. Running concurrently will be a fashions workshop where you can make items to add to your period attire collection.



Friday December 13th: A day trip to Promontory Summit We'll take you to the Northrup Grumman Rocket Garden on the way to Promontory Point where the Golden Spike was driven on May 10th 1869. The locomotives are under maintenance this time of year, so we will be given a tour of the Engine House to see the work that's going on in there.



Saturday December 14th: Salt Lake City Bus Tour This half-day professional history tour will take you to see the end of the Mormon Trail, Pioneer Village, the State Capitol Building, the Cathedral of the Madeleine, and Temple Square where we will enjoy a live organ recital in the Tabernacle. That evening, come enjoy the no-host bar and Awards Banquet.

RECENT EVENTS

Shade Tree A's Lunch Tour With The Palmetto A's

Story and photos by Robbie Jones

The Shade Tree A's tour director, Darren Riley, quickly put together a great tour to replace the one planned to the Hickory Knob State Park when he found out the restaurant there was closed. Instead we traveled from Grovetown to the Clarks Hill Dam visitor center overlook. On the way to the dam, the group stopped at Pollard's Corner to meet up with yours truly. After a short stop at the dam for a group photo, the group headed to Rhinehart's Oyster Bar where they met the Palmetto A's for lunch. Thanks for a great tour Darren.



MODEL A ERA FASHION AND STYLE

The following article has been provided by MAFCA

BOATERS: Don't Sweat It, Repair It!

*By Peggy Gill
Sacramento Capital A's*

We know this hat most commonly as a boater, simply because historically many people wore them while participating in boating activities. What comes to mind for me is the Italian Gondolier, the barbershop quartet, or the Model A enthusiast dressing in Model A era fashions for tours and activities.



Historically, boaters were more common in the early to mid-1920's but they were still worn and were available in Model A era. Comparatively inexpensive, the lightweight boater was priced to be affordable for most everyone, and by some was considered to be a disposable hat because the straw would easily dent, crack, or soften and droop if it got wet in a summer rain shower. Model A era catalogs, such as *Montgomery Ward and Co.* and *National Bellas Hess Company Inc.*, advertised these for between \$1.00 and \$1.45. However, by 1931, the "stiff straw hat" was being replaced by the more comfortable "soft straws" such as the Panama or the Optimo style hats.



And Here's Another Big Value

539 B 748—Straw color only.
SIZES: 6½, 6¾, 7, 7¼, 7½, 7¾. State size wanted. Read \$1.45
"How to Measure" on Page 117. Ship. weight, 2 pounds 4 ounces.
Would sell for much more elsewhere. Good quality straw offered in the becoming sailor shape. Its fancy band adds plenty of smart tone, too. It will give more service than you'd expect at this low price. Crown 5½ inches high; brim 2½ inches wide.

Montgomery Ward and Co., Spring/Summer 1928.

For Comfort - A Summer Straw

The "OPTIMO"
Imitation PANAMA
\$1.98 each
Genuine PANAMA
\$4.50 each

Y68W104—Bleached Toyo.
Sizes: 6½ to 7½. Can be worn turned down all around or snapped in front. 4½-in. crown, 2½-in. wide brim. Leather sweat-band. Postpaid. \$1.98

Y68W106—Genuine Bleached Panama.
Sizes: 6½ to 7½. Ridge crown, snap brim. 4½-in. crown, 2½-in. wide brim. Narrow black silk band. Leather sweat-band with oil-skin sweat protector. Postpaid. \$4.50

The "COMFORT"
ITALIAN TRUCIOLO
\$1.00 each

Y68W100—Sand; Fancy Striped Brown Rayon Band.
Y68W102—Silver Grey; Fancy Str. Blue Rayon Band.
Sizes: 6½ to 7½. For cool summer comfort—this is THE hat! Good quality, soft imported Trucielo straw with new dropped tipped crown and snap brim. Serviceable. Postpaid. \$1.00

The "FEATHERLYTE"
YEDDO STRAW
\$1.00 each

Y68W183—Natural Tan. Sizes: 6½ to 7½.
Keep cool this summer in a "Featherlyte"! It's great for comfort! Light-weight? Say, you scarcely know you're wearing a hat! Straight-brim sailor with fancy striped Rayon band. Postpaid. \$1.00

*National Bellas Hess Co. Inc.,
Spring/Summer 1931.*

Boaters in the Model A Hobby

The boater is a stiff straw hat usually made of sennet, with a flat-topped crown and a flat narrow brim. According to *MAFCA's Era Fashion Guidelines*, straw boater hat crowns were as deep as 3-3/8" and the flat brims ranged from 2-1/4" to 2-5/8" wide. The hatbands were about 2-1/4" wide and were made out of Rayon or silk grosgrain ribbon. Boaters were available with a lining, and had a leather sweatband. During the Model A era, the boater was considered a respectable hat for men to wear with lighter weight summer suits for work or leisure; this included semi-formal events with the proper attire.

In our Model A hobby, boaters are most often the hat of choice for warm summer days. To achieve an easy "era look," simply pair light weight khaki-colored pants or linen slacks, a white or striped long sleeved dress shirt, a bow tie, suspenders or belt, and of course shoes. The shoes could be either two-toned wing tips or cap toed oxfords. Top your look off with a boater and you will be sure to draw out smiles on your next Model A outing.

MODEL A ERA FASHION AND STYLE

A Boater Bargain

A Northern California MAFCA Chapter, the Modesto Area A's, host an annual swap meet in Turlock, California, each January. A few years ago, as we were walking toward the exit after a day of treasurer hunting, I spied a cardboard box with some hats protruding out of the top. Buried beneath some 1960's pillbox style hats was a straw boater. In my opinion, it was not an original boater from the Model A era. However, it has similar dimensions and characteristics as those from the era, and except for the narrower hat band, it is perfect for fun fashions on tours and at events.



Most boaters we come across are too small for my favorite Model A guy. They are also often cracked, dented, or otherwise unusable. This one looked pretty good. It was the right size, and priced at just \$10.00 it was a deal. The only downside to this find was the extremely brittle, dry, cracked, and deformed leather sweatband. Could this boater be saved?

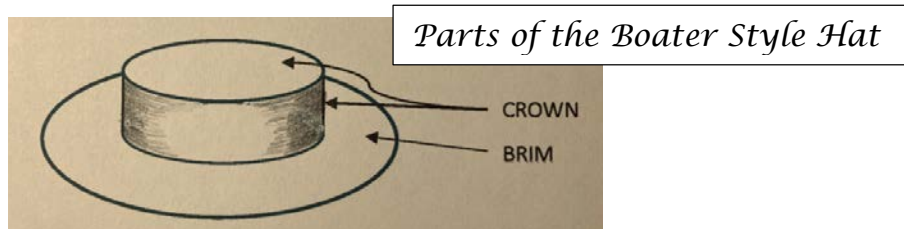


My first plan was to simply clean and rejuvenate the leather sweatband. Santa Clara Valley Chapter member Jill Barrett published an article in *The Restorer* in Nov/Dec of 2019, titled "Preserving Leather Collectibles." The step-by-step process she wrote about on resurrecting dried out and deformed leather items is easy to follow, and it worked for me on a previous project. Unfortunately, the leather sweatband in my project boater must not have been genuine leather, because instead of getting soft and supple as I had anticipated, this sweatband got sticky and gummy. Not to be deterred, my next plan was to replace the sweatband.

The picture at left is the interior of the hat after I had tried to rejuvenate the leather sweat band. It was slightly more malleable than the dried and hardened band when I found it, but not something anyone would want to put on their head.

Replacing the Leather Sweatband in a Boater

Before I begin, my disclaimer is that I am not a professional hat person. The steps I took were simply working opposite of those I took when removing the old sweatband. Mistakes were made, and yes, I did have to remove and repeat a few times.



MODEL A ERA FASHION AND STYLE

Please Note: If you are repairing any fashion item and you plan to wear it in original or reproduction fashion judging competition, make sure you are using materials that were available in the Model A era. For example, if you are replacing the hatband ribbon, make sure it is made of rayon or silk. The thread used should also have been available in the Model A era. Please review the *MAFCA Era Fashion Guidelines* which has a complete section titled "Fashion Reproductions" and includes information and guidance about materials and threads available during in the Model A era.

Materials Needed:

- Straw Boater
- Tape Measure
- Replacement Leather Sweatband
- Thread in a color that matches the boater. I suggest a heavier duty thread such as buttonhole thread to sew the new leather sweat band in.
- Replacement hatband ribbon (*optional*)
- Sew in (40) Mid-weight Stabilizer
- Thread that matches the grosgrain ribbon for the hatband.
- Large heavy-duty needle
- Regular sewing needle
- Thimble
- Needle nosed pliers
- *Optional:* Hat Stand

The first step is to dismantle the boater into its separate pieces. Take special notice of how the hatband and sweat band were attached to the straw and the stitching pattern used. Save any labels. Set the pieces aside to use later for comparison.



I noticed a couple of things at this point. The sweatband was attached to the straw by machine. I had already decided to sew the new sweatband in by hand, simply because the original stitching holes were longer than my home machine allows, and with no experience working on a straw hat, I was worried about crushing the straw if I used my machine. When I removed the black hat band, I found that the ribbon for the band did not go around the entire hat, but was just long enough to overlap the area where the separate bow was attached; additionally, there a strip of paper cut slightly narrower than the ribbon width under the ribbon. More on that later.



MODEL A ERA FASHION AND STYLE

Replacement Sweatbands: I found a number of sources for new replacement leather sweatbands on Etsy.com. The prices ranged from \$9.99 for a single band up to \$35.00 for multipacks. I selected a reeded lambskin one from Fern Thatcher Co. (Gallatin, Missouri USA) who offers them in four different colors. They are cut with a curve that forms perfectly to the curve of the crown. Although the old one was black, I purchased a brown one (pictured at right) because the new old-stock grosgrain ribbon I found was dark brown with a tan stripe.



The picture to the left shows the holes made by the sewing machine when attaching the original sweatband to it. I had decided that I would try and make sure I used these same holes when attaching the new sweatband so that I didn't weaken the structure of the hat. Outlined with a red circle, if you look carefully, you will see a faint pencil circle marking where the center back of the hat was located. It was very helpful to mark this because the next few pictures show the process of fitting, marking, and cutting the length of the sweatband to fit the hat, and this took repeated inserting and removing of the band.

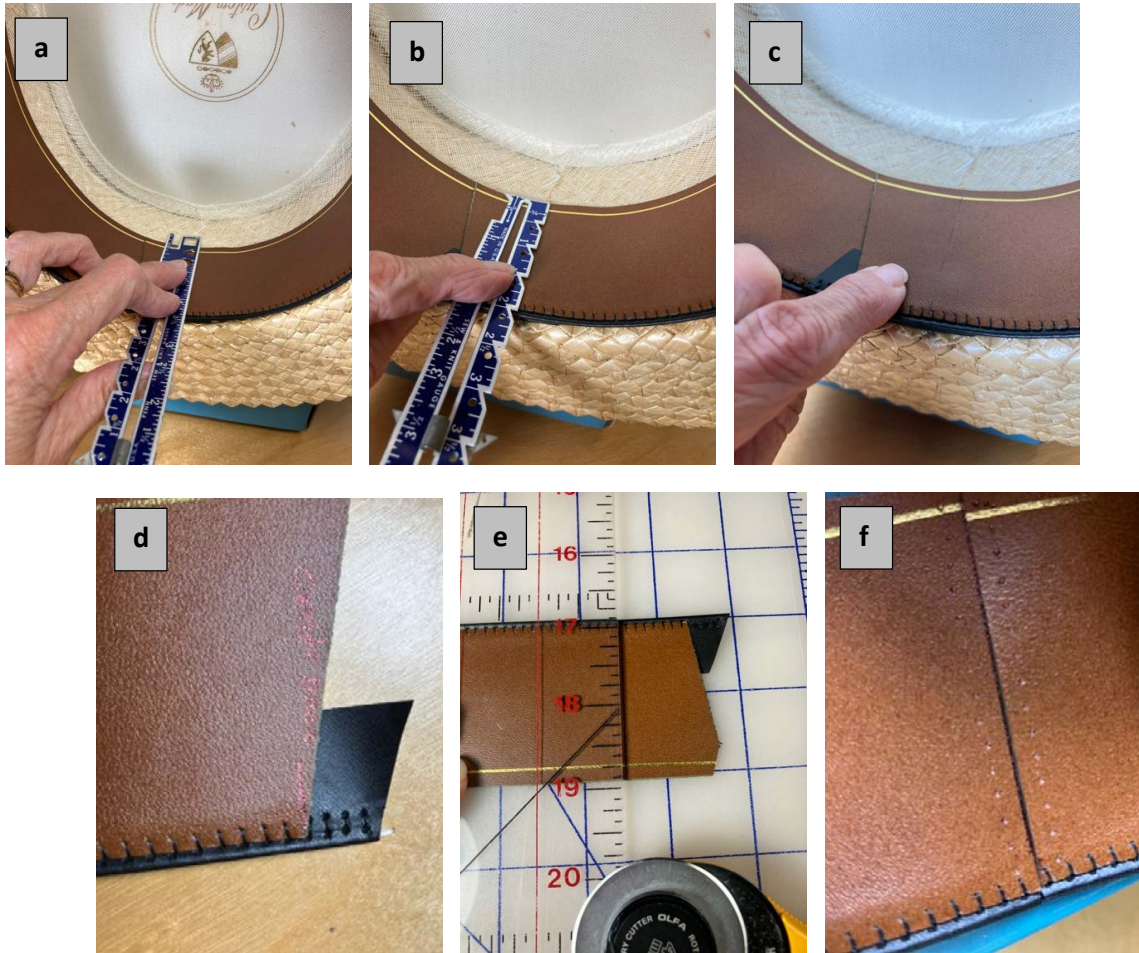
At this point, I was frustrated to notice that the hat lining had not been placed on the center point of its base form; it was not straight in line with the oblong shape of the hat. I considered trimming the cardboard base under the lining on one side to straighten it. But after careful consideration, I realized if it was trimmed, the entire form for the lining would have been too loose for the circumference of the hat interior. This would make it so that the base would not fit tight against all sides of the hat, allowing the lining to sag down on top of the wearer's head.

In the pictures below you may notice a blue box supporting the side of the crown. I did this to give me a solid surface to work on while protecting the brim from having any vertical pressure on it. The initial fitting process entailed working the sweatband tightly against the sides and determining the overlapping point to seam the band together at the center back.



MODEL A ERA FASHION AND STYLE

In picture (a) I am using the seam gauge to hold the band tightly in place as I adjusted the fit. In picture (b) I am aligning the center back seam with the center back of the hat. In picture (c) and (d), you can see the very faint markings for a cut line on each end. Since the sides of the boater are straight up, my cutting marks are perpendicular to the edge of the sweatband reed. After measuring once, *actually* maybe two or three times, I carefully cut off the excess leather (e) needed for this size hat. Picture (f) shows my markings for stitching the cut ends together. I did this simply to try and keep the spacing equal.



The pictures at right are my first attempt at joining the ends so that they butt up against each other. Using my needle, I pre-punched the sewing holes for easier stitching. Unfortunately, having sewn the joint together already, I was not able to maneuver the leather band into the correct position when I started attaching it to the hat. I ultimately removed this stitching and redid the joining in the same manner *after* the sweatband was attached to the straw.



MODEL A ERA FASHION AND STYLE



I opened up the leather sweatband so that the reed casing and leather was laying open flat so I could sew the reed casing to the straw, not to the leather. This is the technique I had noticed when I took the old sweatband out. My goal was to have the reed edge of the sweatband 1/8" inside and up from the bottom edge of the crown as shown at left once I was done.

I began by placing one cut edge of the leather sweatband so that it lined up at the center back mark on the hat. The pictures below show the process; however, it was a continuous ballet of turning and rotating the hat and sweatband for each stitch to be able to see the prior holes, making sure the thread was pulled tight, and the sweatband was lined up evenly inside and up from the bottom edge of the crown. The red arrows below point to the very hard to see needle position. I used a running stitch around the hat mostly to keep the sweatband temporarily in place, and then went around a second time to keep the stitching tight against the straw.



At this point, the sweatband is attached to the boater. Sadly, this is where the lopsidedness of the hat lining gives the illusion of the sweatband not being centered at the back of the hat.

I repeated the steps noted previously to join the cut ends of the sweatband and tacked the original bow to the bottom edge of the leather.

MODEL A ERA FASHION AND STYLE

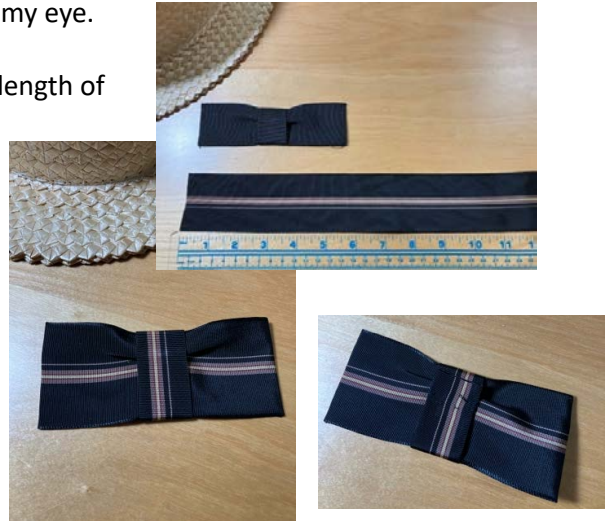
The Hatband: The black hatband that came with the hat was only 1-1/2" wide. I found some NOS Rayon grosgrain ribbon that was just *slightly* under 2-1/4" wide and had a classic stipe on it, which made it look more correct for the Model A era.

Making the Bow: I took the original black bow apart to use as a pattern, with some minor modifications. The original black bow was 5-3/8" long, but the bow on an original boater I have measures only 4-3/4" long. I decided to go with that shorter length because the width of the NOS ribbon was wider and the proportions looked better to my eye.

Measure and cut a piece of the ribbon 2-1/2 times the length of the finished bow. I needed 11-7/8". Fold the ribbon so that the end pieces overlap in the center on the back side. Press lightly so the bow edges lay flat.

Cut another piece of ribbon two times the width plus 1/2" to make the bow wrap. Fold it in thirds lengthwise and press lightly. I folded this piece slightly off center so the stripe was to one side of the band.

Place the bow wrap across the width of the bow until the bow is pleated slightly. Wrap it around to the back side and tack it down so the bow wrap doesn't shift.



Making the Hatband: I discovered that the reason for the paper under the ribbon hatband was because without it, the bumpy texture of the straw makes the hatband look bumpy. Instead of paper, I used a mid-weight stabilizer (sew-in interfacing fabric) which worked nicely to smooth the look of the hatband.

Measure around the hat to determine how much ribbon it will take to go around it, subtract the length of the bow, and add two inches. Adding the two inches will give you the overlap amount needed to tack the hatband under the bow. Too much overlap, and the hatband ribbon will be visible behind the bow where it is pleated down. Cut the ribbon. I did apply a bit of *Dritz* Fray Check to the cut edges to keep the ribbon from fraying.



Cut a piece of the stabilizer the length of the hatband, and 1/8" narrower than the ribbon.

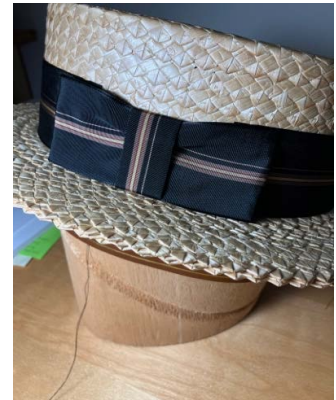
Pin the ribbon with the stabilizer under it so it sits smoothly around the hat. Make sure the bottom edge of the ribbon is flush with the brim. The bow opening should be centered on the LEFT side of the hat when the hat is on one's head.

MODEL A ERA FASHION AND STYLE



Tack the ribbon to the hat at the cut ends at both top and bottom edges sewing it through the straw with a few stitches, and at a few places along the bottom edge of the ribbon. The pictures are difficult to see the tacking thread (see red arrow) due to the close color match.

I tried to use the same needle holes, and did not tack along the front of the hat. Be careful not to sew through the leather sweatband.



Position the bow over the opening, trimming the stabilizer and ribbon if needed. Tack the back side of the bow in place through the straw at the four corners of the bow so that the stitches do not show on the top layer. I also found I needed to tack the top and bottom of the bow wrap tightly against the straw to keep it from falling away from the side of the hat.

After a few days of working on the hat, the sweatband was replaced. While the end result is not pretty if you look under the leather sweatband, the finished product turned out well. This boater is once again useable and being worn at the next Model A outing.



Bibliography:

"Headgear." *MAFCA Model A Fashion Guidelines*. Model A Ford Club of America, 2015, p. 2B-1.

Montgomery Ward & Co., Catalogue Number 108, Spring/Summer, 1928, p. 116.

National Bellas Hess Co. Inc., New York and Kansas City, Spring/Summer 1931, p. 276.

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THE SHADE TREE A'S – THIRTY YEARS AGO

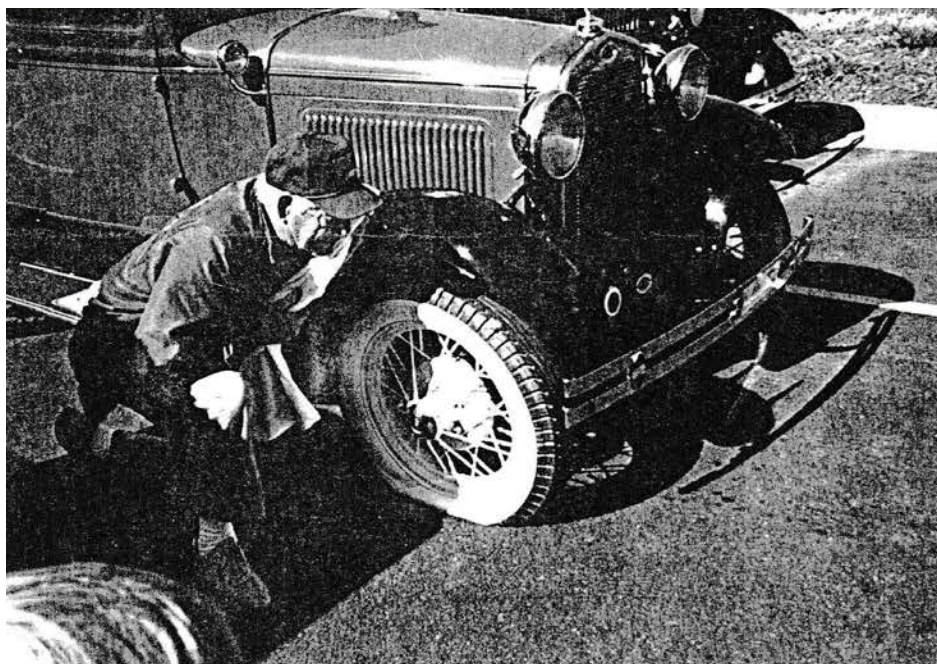


The 1985-2005 *Shade Tree A's Newsletters* are now available on the Shade Tree A's website. They can be accessed via the same "button" as the other *Newsletters*, but they are password protected. The same password used to access the member roster is used to access the *Newsletters*. Thank you Dan Perla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

In the December 1994 issue of the *Shade Tree A's Newsletter*, the President's Column announced a rare mini night tour of downtown Augusta to view the Christmas lights. A few "extinguished guests" were expected to join the party! Upcoming parades included the Hephzibah, Gibson, Wrens and Thomson Christmas parades. The Hephzibah Speed Trial results were announced with Ed Meloan clocking 62 mph and Richard Dunevent coming in second at 58 mph. Monroe Wade had to conduct an impromptu seminar on how to change a flat tire at the speed trials.



Of very special note, it was reported that the club gained a new member, none other than Dan Perla. Dan drove his grandfather's 1930 town sedan to the club meeting. The Newsletter also included an article on how to break in a new car.



TECHNICAL TOPICS

The following article is from the Santa Anita A's website:
<https://www.santaanitaas.org/tom-endys-tech-articles/>

The Ammeter!

by Tom Endy

The ammeter in a Model A Ford can be a very useful tool in a variety of situations that will signal to the driver the car's electrical status.

Whenever you park a Model A and are about to exit the car, glance at the ammeter, the needle should be pointing to zero. If instead it is pointing slightly to the left it is telling you that somewhere within the car there is some unauthorized current flowing that is going to drain the battery if you leave it that way long enough.

The cause may be the headlight or dome light switch is turned on. It is also possible the contacts in the generator cutout switch have stuck closed. Another possibility is the brake light switch is closed due to a weak spring in the switch. Whatever is the cause you will become aware of it and can immediately address the problem instead of returning to find a dead battery.

When you first climb into the car to go for a drive before starting the engine press your foot on the brake pedal while observing the ammeter. The needle should deflect to the left. This is telling you that your brake light switch works and at least one of the bulbs is not burned out.

When you start the engine and rev it up past idle the ammeter should deflect some distance to the right. This is telling you the generator has taken over the car's electrical load and is also supplying charging current to the battery. If the needle stays at zero or deflects to the left it is telling you the generator is not working.

The ammeter can also be used as a gauge to set the generator output. This is accomplished by moving the third brush in the generator. Moving the brush changes the generator output voltage level and will determine the amount of charging current that flows to the battery. The procedure is to have the engine running at an rpm higher than idle with everything accept the ignition turned off. The generator is then adjusted for a nominal 8-amp output as registered on the right side of the ammeter.

Eight amps is considered nominal, but you can set it for whatever value suits your driving needs.

In 1929 Ford moved the black primary wire that runs to the ignition coil from the passenger side terminal of the junction box on the firewall to the driver's side terminal (reference service bulletin page 390, November 1929). The purpose of this change is to have the ignition current pass through the ammeter to provide a diagnostic tool when starting the engine. If for some reason the car refuses to start while cranking it over, observe the ammeter. The needle should be alternately moving from left to right past the zero mark. This is being caused by the ignition points opening and closing and it is telling you the ignition primary circuit is working correctly and the problem is elsewhere.

If you have replaced the generator with a modern alternator, which has a regulator, the ammeter will tell you a number of things. When you first start the car up and are rolling down the road the ammeter will more than likely be far to the right side of the zero mark. This is telling you the regulator in the alternator has determined that the battery needs significant charging to replace the power that was used by the starter to start the engine. After some period of time the needle will pull back to zero as the battery regains its full charge. If the needle remains far to the right for an excessive period of time it may be telling you that you may have a defect in the battery, such as a dead cell.

On a long trip the ammeter needle should be sitting on zero indicating that the battery is fully charged. However, it may also be an indication that the alternator is not working. An easy check is to momentarily turn the headlights on. If the alternator is working properly it will immediately pick up the additional load. You may see the ammeter needle flicker slightly, but it should remain on zero. This tells you the alternator is working. If the needle deflects to the right significantly and stays there it is telling you the alternator is not working and the battery has picked up the additional load.

The ammeter is a great tool. The more you pay attention to it the more you can determine what is going on with the electrical system. ☺

Member Advertisements

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

FOR SALE: Original Model 'A' flywheel housing, no cracks, bead-blasted, painted and ready to install. \$135. Pick it up at my home in Evans, GA. Bring cash. Don Turley 706-589-0738

FOR SALE: HVLP paint sprayer, complete with turbine compressor, hoses and paint spray gun. Purchased from "TIP Tools" and only used once. If purchased new from TIP today, it would cost over \$500. Offering mine for \$200. Pick up in Evans, GA. Don Turley 706-589-0738

FOR SALE: Professional Buffer, for polishing stainless steel, brass and other metals. Has BALDOR ¾ horsepower commercial motor specifically designed for buffing, cabinet stand and lots of extra supplies and buffing wheels. \$1200 value. Offering mine for \$600. Pick up in Evans, GA. Don Turley 706-589-0738

FOR SALE: 1931 Slant Window Fordor that is partially disassembled. Asking \$4,300 and have lots of parts needed for the restoration. Keith East, Easley, SC (Contact Jim McPherson for more information)

FOR SALE: Early 1930 Ford AA stake bed truck with duallies. Running stock engine and 4 speed. Cab is in primer. Some body work and upholstery required. \$11,000. Contact Larry Komp at 706-825-7395 or larrkomp@gmail.com. For picture, see the August 2024 issue of the *Shade Tree A's Newsletter*.

FOR SALE: Zenith carburetors rebuilt, jets calibrated, painted and road tested, \$250 with rebuildable carb, \$300 outright. Contact Matt Barrett at 706-799-3699 or Mattb@wowway.com


FOR SALE: Model A era shop equipment that would be found in your local Ford Dealer's shop, a machine shop, or an independent garage. First is a foot pedal operated machine to remove and set rivets, such as brake linings, clutch disc, Model T transmission bands, etc. It is pedestal mounted. Manufacturer's tag says: machine, automotive division of springfield (something). The base is "pitted" and very rough. A good cleaning and filling (Bondo or JB Weld) will greatly improve its appearance. \$50.00. Second is another rivet machine, also pedal operated. This one includes an electric motor and drive gear box to drill rivet holes and countersink the rivet head. Manufactured by RUSO. Pedestal mounted. \$150.00. Jim McPherson, 706-564-0120.

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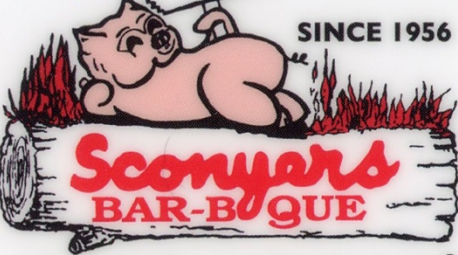


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