

The Ford Script



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No. 8



Rande Young at the Fairfax 4th of July Parade.

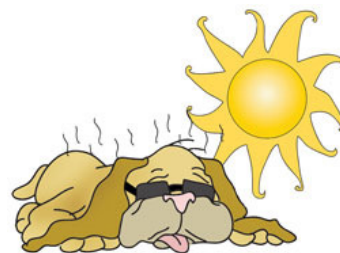


Dedicated to the restoration and preservation of Model A Fords for over 50 years

The

Ford

Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs. The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT for **September** should be e-mailed to the Assistant Editor at: kesedeme@aol.com

Next deadline: Tuesday, September 7

PRESIDENT'S MESSAGE

Dear Members,

Wishing everyone Happy Summer! We are exactly at the midpoint, so you better hurry out and enjoy it, before it is over! The best way to do that is while seated in your Model A Ford, out for a drive.

How about getting your Model A out to join Activities Chair Gene Rainville on one of our Club outings or tours? Gene has put together a good selection of activities that you can join in on and after all of his work to make these happen, all you have to do is show up. Make sure to thank Gene for all of his work on your behalf.

As you can see from the Club website, the one day tour to the White Post Restoration shop was a success. We had four Model A's in attendance, as well as a couple of folks driving modern. They had an interesting visit to White Post and the weather cooperated nicely.

Over that same weekend, I had the chance to drive out to the Gilmore Museum in Michigan and I took a tour of the Model A Ford Museum there. Wow, is that a nice museum! It has a well thought out set of exhibits, with a good mix of cars, but also an interesting story to tell. You can see that many Model A enthusiasts have contributed time and effort to make this the best museum at the Gilmore and the premier Model A Ford Museum in the Country! And that is saying a lot.

Among others, we have Stan Johnson to thank for his work out there, when the museum was first built. GWC club member Stan was instrumental in helping create the Model A Museum at the Gilmore. Club member Howard Minners also was active in the Model A Museum effort at the Gilmore. All of their work sure paid off, and our club should be proud of the significant contribution our GWC members made. Definitely worth a visit. Go to the Gilmore, if you can.

Finally, Great News from Sully Chairman John Dougherty! We have agreement from the Fairfax County Park Authority to move forward on Sully 47 in 2022! This is FANTASTIC! And, after a two year hiatus, we have a lot of work to do. Chairman John has not wasted time with getting the plans started for next year. A Sully Committee meeting will be held in August, so that we can make the appropriate plans for a successful Sully in 2022.

And, what is the most important ingredient for a Successful Sully Show? The answer is simple: YOU! We need every member to volunteer to help John and the Committee to plan, prepare for, and help on the Sully Show. This means contacting John and offering your help, before we contact you! Do it now!

It will be a big job getting Sully spun up again, after a two year gap, and now is the time to start that effort.

So, enjoy the rest of your summer. Sit back, relax, drive that Model A and have fun. Come September, the Sully work will start and we will be calling on YOU to help!

See you down the road, Doug

FROM THE ASSISTANT EDITOR

On a recent hot day, my car stopped running. I was able to limp home. I thought it was a combo of vapor lock and low gas level in the tank. The low gas didn't help, but it turned out that the wire (possibly original) from the starter to the terminal box had broken at the flag ring terminal at the box. Wasted time switching to my spare gen and as a diagnostic step, I tried motoring the gen. It did fine, then I discovered the broken connection and fixed it. It had showed continuity from the cutout output terminal to the other side of the ammeter, but the broken wire must have made occasional contact when not being bounced away by vibration or road bouncing. When I started the engine, all was fine again. I think that with both generators that the broken wire made intermittent connections and messed up the field polarity and the motoring I did flashed it and restored proper polarity. Luckily, all it cost me was a new ammeter from Bert's, which isn't the worst thing in the world. Next time, I'll know that it the gen is showing no output to try flashing it.

Bruce Metcalf

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

25 years ago.... How about 50? In 1971 the club was much different, with a membership limit of 17, and sometimes with only as few as 5 members in attendance at a meeting. Andy Jaeger is the earliest member still on the present roster, I believe. Meetings were sometimes held at member's homes, other times in the back rooms of restaurants. We hadn't yet been affiliated with MARC. Sully hadn't been dreamt of, or any other show as far as that matters.

How were we transformed into the organization the GWC is today? The answer is simple.... ALONG CAME JOE. Joe Thoma was a can-do guy who didn't have an enemy in the world. His Model A involvement began when he spotted a dormant '30 Murray Town Sedan sitting in a yard in Leesburg with a for sale sign on it. With the exchange of cash and a rifle to a Mr. Bill Whitmore, it became his new toy. A funny tale is told about getting it running after towing it home with his VW minibus. Oil and plugs were changed, a new battery was added, plus water and gas. He said as he pressed the starter, the darn thing popped and shuddered with dust all around and as it started to run a wonderful feeling came over him. But then after a brief moment, it stopped. After several more attempts, success! He backed off the throttle and it purred away with that beautiful Model A sound. He said he got out of the car and walked around it and there behind the exhaust pipe for a distance of 20 feet was a string of mouse nests, bones, and dead meat! With that the future of our chapter was to enjoy undergoing an unprecedented change. Joe's enthusiasm was contagious among those he recruited and there were many. There wasn't a Model A in sight anywhere in the area whose owner wasn't approached and asked to join the club. One of them was Bill Worsham, who later, on the nominating committee, had a vision of Joe becoming our president. Joe was asked to consider it, and inquired how long he had to decide. "About 30 minutes", Bill responded. So, a deal was struck, Joe would accept, provided Bill would be his Vice President and the club by-laws be changed to delete the limited membership clause. So there you have it, the rapid ascent of the club was assured. Joe thought we should put on a show, so a deal was struck to have one at Jerry's Ford. That lasted 2 years and then an opportunity arose for us to pick up Sully after the AACA chapter gave up on it. The rest is history.

My personal involvement with Joe began in the early '70's when our respective offices at the Naval Air Systems Command in Crystal City were combined. I became one of those recruited to join the club. On a number of occasions, Joe and I would take the afternoon off and get in his VW bus to head out into the hinterlands where Joe had a hunch a Model A or just bones could be found. He had an incredible ability to not just guess right about what might be found in a barn, but also what was hidden behind it! He guided me to a barn-fresh (but no barn) '31 Victoria in King George, Virginia, which I ended up buying. One of the loose items found in it was an unusual double-ended adjustable wrench which I could tell Joe had taken a shine to, so it instantly became his in appreciation for all he had helped me with. He cherished that wrench and carried it with him often. Years later, with Joe in his declining years, a "care package" came in the mail to me containing things Joe wanted me to have and you guessed it, one of the items was that wrench, a symbol of our cherished friendship.



Dave Henderson

THE GWC WANTS YOU!

Fellow GWC members, it's time again to elect a new Board of Directors. Our election will be at the October general membership meeting, but we need to get the slate together now.

We have been recruiting folks to fill projected vacancies, but we need a few more volunteers. Things in a club don't just "happen", they are envisioned, planned, and executed by dedicated volunteers.

If you feel you have what it takes to keep the GWC moving forward, please contact any current BOD member (all their contact information is listed in each month's *Script*) or any of those of us on the nominating committee: John Dougherty, Milford Sprecher, Greg Shepherd, and me.

We are most interested in finding a volunteer for these three positions: Secretary, Assistant Treasurer and National Club Liaison.

You don't need experience, you just need a desire to help run this great club formed for the purpose of keeping one of the greatest cars of the last century – "The new Ford" - on the road.

Jim Gray
Nominating Committee member

45th Edgar Rohr Memorial Car Meet Saturday, September 18, 2021

Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories



Go to www.cruisinforheroes.com for information on Fisher House



Charity Event benefitting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1996 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to the Manassas Museum and Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

1955 Dodge Custom Lancer
Owners: Steve & Judy White
2019 Arthur Ault Award Winner
We honor Steve & Judy who both passed away in 2020. Thanks to their son, Jeff, for displaying the car.



MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1996 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1996 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- **Once parked, vehicles must remain turned off until the meet is over approximately 3:00 pm.**
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

- TOP 35 Class A & B
Class A – All Stock vehicles up to 1996
Class B – All Modified vehicles up to 1996
Class C – Post-1996 Vehicles, 1st place only
- Best of Show Ford
Best of Show GM
Best of Show Chrysler
Best of Show Independent
Best of Show Foreign
Best of Show Modified
Best of Show Stock Pre-War
Best of Show Stock Post-War (1946 to 1967)
Best of Show Post-War (1968 – 1996)
Best of Show Original/Unrestored
Youth Award – Selected by Boy Scouts/Explorers
Mayor's Choice Award – Selected by Manassas Mayor
President's Award – Selected by Bull Run President
Edgar Rohr Memorial Award – Selected by Chip Rohr
- *Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS

From I-66: Travel I-66 to Exit 152B - Route 234 North (Manassas) Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad overpass) – follow signs to show car entrance.

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas) Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad overpass) – follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow signs to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wallington Rd. Go 1.3 miles to Grant Ave. and turn right. Turn right at second light onto Prince William St., follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance.

(CUT HERE)

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder, 7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2020): \$20
Show-day registration: \$25
Car Corral registration: \$30
Flea Market vendor registration: \$30 for 10' x 15' space
Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name _____ Phone _____
Address _____ E-mail _____
City _____ State _____ Zip _____
Circle one: Stock Modified Modern Flea Market Vendor Car Corral
Make _____ Model _____ Year _____
Version: 3-23-21

FAIRFAX JULY 4TH PARADE

Clem and his neighbor were in the parade also and sent me some photos to share with the club. If any of you who were in the parade have additional photos, please share! It was a fabulous day at an unusually mild temperature of 75 degrees for July 4th! The parade was actually held on Sat the 3rd. It was a great time! Hope some of you were able to watch it.



Rande Young

“NO SOUP FOR YOU” AT BERRYVILLE

At 0700 on Friday, July 23, Clem and I rolled for the Shenandoah Valley Steam & Gas Association show in Berryville, VA. Our first stop was to pick up former GWCer Dan Danielson in Gainesville. By 0900 we were parking along the fence at the entrance to the Clarke County Ruritan fairgrounds in Berryville. It was day one of the show, and all Clem could talk about

“NO SOUP FOR YOU” AT BERRYVILLE (Cont.)

was the hot white bean soup and the treasures that must be in the Saturday morning auction preview area. We met up with Bruce Metcalf as we headed into the mee, and Luke Chaplin very soon thereafter.

The signage on the first building welcomed us all.

James Kolody, Benny Leonard, and his grandson Zack, who'd come together in James' truck, came in just after we arrived. We bumped into them here and there, but we all seemed to be in individual orbits.

This show is kind of like Forrest Gump's box of chocolate... you never know what you'll get. Like maybe a 1950s pedal car. Or even a “necessary” rocker.



Come to think of it, I don't l've ever seen such a set up in a rocking chair. It seems wrong no matter how I think about it.

In the horse building, though, I found an interesting pair of antique German dolls that predate the Civil War. I think Kathie is glad I got those for her instead of the “necessary rocker”.

I know Dan bought some functional things, like shrink tubing, but I failed to get a report on all the other purchases. One thing for sure, Clem didn't buy any more barn yard metal treasures for Miss Sandy.

I thought Clem was going to faint dead away when he heard there was no bean soup... this was almost a gastronomical tragedy. That is, until we found *Nonni's*.

Clem had told the ladies at the entrance that he'd been looking forward to the bean soup for two years. Then he heard: “No soup for you”!

After quickly recommending “the yellow truck” for lunch, it seemed as if tragedy had been averted. As we wandered the field, our drive to find this mythical yellow truck became more intense. Finally... at the far end of the show field, we spotted it.



The food turned out to be excellent, even better than Clem's favorite bean soup... at least in my opinion.

As we waited at the car for all to arrive, I met a nice lady with two fine pups... turns out (embarrassingly) that it was Sarah Gunnarson with her assistants Poncho and Isabel. It was great to briefly visit with her. The “No pets” rule kept her off the field until Dave came out to take his turn with the dogs.

On our way out of town, we stopped by Bruce & Loretta Metcalf's house. Unfortunately James & Benny had to head home early. Clem, Dan and I got to see Loretta before she headed off to a bridge game and to meet Deirdre, their daughter.

The great snacks and visit got us all fueled up for the drive home... except for Clem's mutterin' that he hadn't seen the Doodle Bug in the auction preview lot as reported by Luke.



“NO SOUP FOR YOU” AT BERRYVILLE (Cont.)

Fortunately, once we got home, Luke sent Clem a couple of pics of said Doodle Bug.

All-in-all a super pandemic escape.

Jim Gray



GWC SUMMER FLEA MARKET

On Saturday, July 24, Ms. Sandy followed me in her still muddy from Berryville van as I drove my 1939 Ford pickup “Uncle Raeman” to the summer flea market.



Uncle Raeman is the man who taught me all I know about fixing old vehicles. Sandy had heard that after the July 4th parade, parts were flying off Smokey, so she was on a self-directed pick-er-up mission behind Uncle Raeman.

Uncle Raeman was brim full of rare treasures... some of which squawked loudly in the cool morning air. Upon parking, a huge crowd gathered around us to gaze upon said treasures. Sandy immediately found Ms. Sharon Leonard and they headed for the American Legion bar. (I'm hearin' coffee clutch but believin' mimosas).

The swapping and foisting stuff away was brisk. Highlights included Shepman falling for my pink Shock Wrench because it was pink (no), because it was made in Akron, OH. (So gets your Akron tools together, we have an interested customer). Shep found that the patent was granted on March 3, 1943. The associated paperwork showed that it was (before being pinked by Clem) part of a system for working on different shocks. Rusty Rentsch gave me a brown suede machine wrench. It's now in a de-rusting bath and will soon be given a lapidary tumble.

Jim Gray found 2 rear fenders for his car restored by Bill Beardmore, who did the now 18-year-old body and paint work on Jim's '31 coupe. Bill told us that as his customers had him change their cars over to alternators, they would give him their old generators. Now he's rich in generators, most of which don't sell.

Alanna Rivera had some stunning art work on display. She also does “car portrait” commissions. She'd been encouraged to come to the flea market by James, so I recommend him as the best path to contact her.

Gene arrived in his newly done coupe with fantastic wooden trunk. It's both roomier and lighter than a regular trunk and is done in aromatic cedar. He offered a swap for an old motor oil heater I had for use under a cold car in Alaska for winter starting. The swap was for a 1930 license-surround to replace the one that fell off Smokey on July 4. The motor heater now hangs on Gene's fireplace mantle ready for the next cold spell. Phil Kania wanted a generator of mine if, as promised, it worked. Rusty brought jumper cables to motorize a generator which did not work: thus, catching me in the first lie of the day. I brought it home and cleaned it up, but it still don't work, so I raised the price.



Ms. Sandy, after bringing me a welcome egg sandwich and watching me pick up a piece of sausage that fell from the sandwich in the parking lot, left to go

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GWC SUMMER FLEA MARKET (Cont.)

shopping. I was informed that the 3-second rule does not apply in a parking lot. But I'm still feeling OK, so it must apply. Several members helped me replace stuff in Uncle Raeman for the trip home. Actually, we all had a wonderful chatting and playing in the best flea market we have experienced in several years.

AND, like flea markets of old, sometimes the sellin' and swappin' comes after the show.

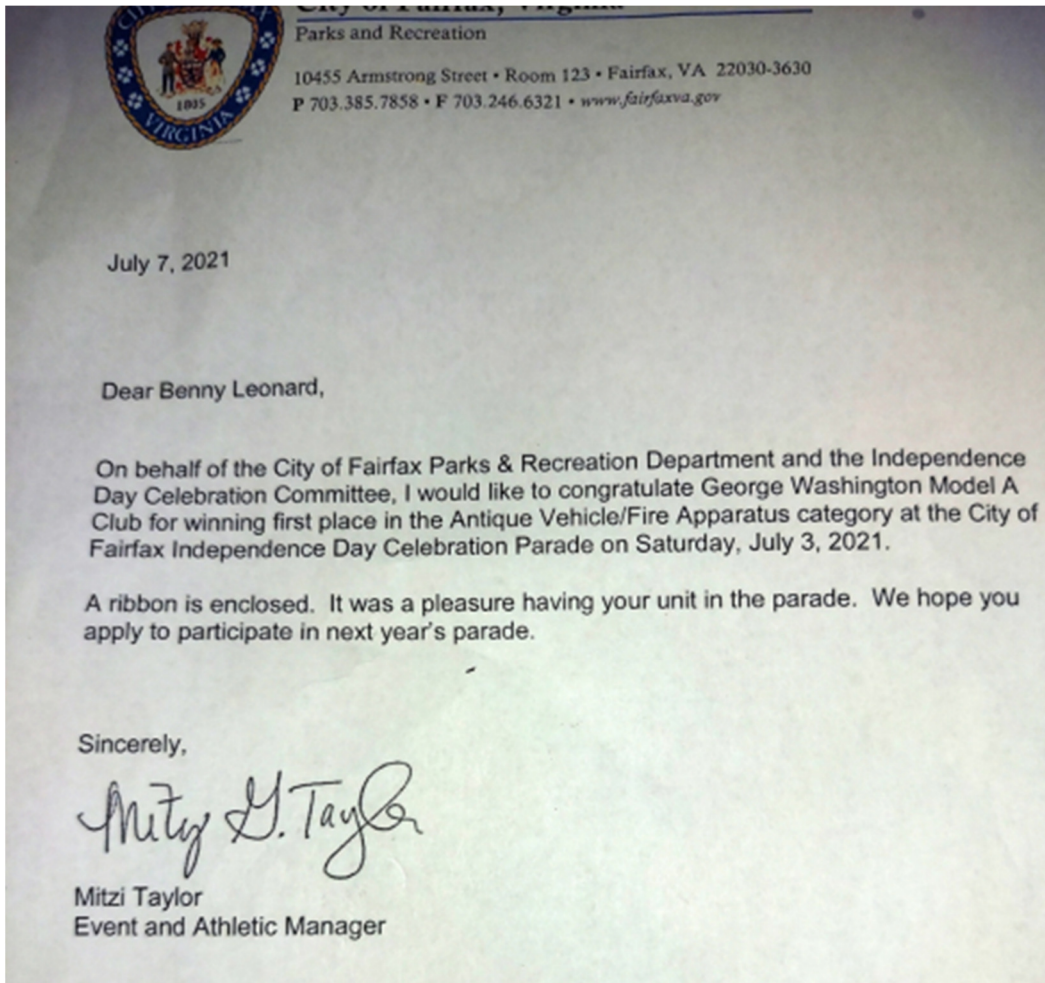
Luke had hauled a 60HP EV-8 flathead motor to the market – but it didn't sell. I told him that Dan Danielson and I sold Eric Sumner (of the NVRG Club) a midget race car which included a sick 60 HP flathead motor. Contacts were made; Eric has another motor, Luke has none.

Jim had hauled one of my five red wheels to the show which didn't sell. But Benny and his grandson Zack decided they needed them. They came to my house Friday, July 30, and relieved me of those five, count 'em 5 matching red (with fako whitewalls and 6 spare NOS yellowed white walls) 16 inch spoked wheels for chump change. Benny and Zack bought train-guy Phil Graves' '30 Model A coupe and are getting it in running order.

Clem Clement

As told to Jim Gray with pictures by Jim Gray and Greg Shepherd

MORE FAIRFAX JULY 4TH PARADE



The George Washington chapter won 1st place in the Fairfax 4th of July parade. I'd like to thank Rande Young, James Kolody, Clem Clement, and Keith Randolph for participating along with me. Great job everyone.

Benny Leonard

FROM YOUR ACTIVITY CHAIRMAN

Caffeine Double Clutch (CDC) Breakfast – The July CDC was yet another fun filled event. There were 11 individuals present, four from the Model A Club and seven from the eV-8 Club. Sandy & Clem Clement, Benny Leonard, and James Kolody were from the Model A club. The eV-8ers included Helen & Ken Burns, Sandra & Cliff Green, Jane & Wayne Chadderton, and Bill Seely. Unfortunately there were no pictures taken. See every one next month.

Annual Picnic – The Board is currently planning the Annual Picnic to be held sometime during the month of October. This year the price is \$10 per person. At present we are working to obtain a venue and the suggested dates are October 3 or 17, 2021. More info will be published as we finalize things for this event.

Christmas Party Update – **MAJOR CHANGE** - The 2021 GWC Christmas Party will be held on December 4, 2021 beginning at **4:30 p.m. (As requested by the general membership)** at the Fairfax American Legion Hall. Cocktail hour begins at **4:30 pm.** and dinner will be served at **5:30 pm.** Mark your calendars accordingly and be sure to include the new time change in your planning. We will be sending out the XMAS Flyer soon. (See page 14.)

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INSTALLING A SHORTENED PITMAN ARM

Some months ago I noticed that the drag link on my 28 roadster was rubbing on the tie rod, a bad situation that needed rectifying. I am not sure of the cause of the rubbing, but it could be a weak spring or a bent frame. Looking for a quicker fix than replacing a weak spring or fixing a bent frame, I decided to install one of the shortened Pitman arms available from the Model A vendors.



While thinking about this article, I wondered where the name Pitman arm came from? I assume that it was named after the inventor, like the MacPherson strut. No, indeed. It is named after the person who is on the other end of a long saw in a sawing pit. The unconventional crank converts the turning motion of a sawmill water wheel to the saw's up and down motion. The shortened pitman arm is an inch and a half shorter than the original, so it should provide the clearance needed between the drag link and tie rod. It is also supposed to make the car easier to steer.

With a project like this, it's difficult to estimate the time required. If all goes well, it should be a 30 minute job. Of course that never happens, so it took about an hour not including the time it took to paint the part before I installed it

The replacement is pretty easy. Remove the cotter pin from the bolt that holds the pitman arm to the steering box and then loosen the screw on the drag link that holds the ball end in the drag link and remove the pitman arm. There is a grease fitting for that end of the drag link, but it's on the opposite end of the part that the pitman arm ball fits into and it could be

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INSTALLING A SHORTENED PITMAN ARM (Cont.)

tough for the grease to reach the ball socket, something I never would have thought about before I removed the pitman arm.

When I removed the old pitman arm, I could see that the discs that hold the ball in the drag link had worn grooves into the ball end of the pitman arm, so even better that I was replacing this part. The photo shows the grooves in the ball end of the pitman arm. I made sure to grease the ball well before I put it back together.

I bought the pitman arm from Bratton's. Teflon replacement ball seats for the drag link are available, but I didn't get any. Maybe a future upgrade? The steering is smoother and easier, so it was a successful replacement project. I will check out the arm on my Town Sedan to check on excess wear on that one.

Milford Sprecher

TO TWO-PART PULLEY OR NOT – THAT IS THE QUESTION!

By Paul Bjarnason

My freshly rebuilt motor came with a two-part crankshaft pulley made of cast iron. After hearing of some cast iron crankshaft pulley failures, including one on GWC member Jim Baker's European trip, I decided to change my engine's pulley out in favor of a billet steel pulley. The reputed advantage of the two-part pulley is that, in the event of failure, it may be replaced with another new two-part pulley without removal of the radiator. If true, this would be a big advantage on the road. But, I decided it would be even better to install a pulley which would never fail, so that I would not have to exercise that advantage. Billet steel is almost impossible to crack.

In the seemingly simple task of changing out the crankshaft pulley, my first step was to remove the cast iron two-part pulley. To remove the first part, I removed the crankshaft pulley bolt and the first part of the pulley came right off. So far so good. Then, I tried to pull off the second part, using vice grips and channel locks, but it wouldn't budge. I tried heating it, but it still wouldn't budge. At this point, I was glad I was not out on a road trip, but in my own garage.

I then made a special tool out of a 1.5" water heater heating element removal wrench, which I bought at Ace Hardware. I cut a few slots in it to spread it to get over the pulley shaft – it was still a tight fit, but it fit. GWC member and fellow Squad Member James Kolody welded on a big washer for me, so that I could use my slide hammer. Without removing the timing cover, I attached the new tool to the pulley shaft using a water hose strap clamp. But, it didn't hold on well enough.

It appeared that I needed access to more of the shaft, but it was inside the front timing cover of the motor. So, I removed the cover. Also, I removed all of the oil pan bolts and dropped it about 2 inches, at which point I was able to get a 1.5 inch muffler clamp on my new special tool, for a real tight and strong fit. One pull on the slide hammer and off came the second part of the two-part pulley. (Just think about how difficult that job would have been had I been on a road trip!!) Now, I was ready to install the billet steel pulley. By the way, once I had the second part of the two-part pulley off, I noticed that they did not fit together tightly. I think this would have eventually led to the failure of the pulley.

Because of the front cross member there was no room to get the billet steel pulley onto the end of the crankshaft. So, I had to remove the front suspension spring clamp and raise the engine a few inches. To raise the engine, I had to loosen the rear motor mounts so the engine hoist could pull the motor up a few inches. The rear mounts were Floatamotor mounts, so this was easy. Now there was enough clearance to put the pulley on the crankshaft.

So that it would turn easily inside the rope front seal, I greased the billet steel pulley – and then I put it onto the crank shaft, ensuring that the slot in the pulley went over the key on the crankshaft. Tightening to 100 ft lbs would have to wait until later, because the car's wheels were off of the ground. I pulled up the oil pan and installed the bolts – then, I put on the timing cover, using a little (very little) black silicone sealer, which is specified for automotive use. Finally, I installed the Nu Rex timing scale. I then noticed the timing scale on the Nu Rex didn't match up with the timing marks on my new pulley. This was because although I had set the motor to top dead center, the TDC timing mark on my pulley was 15 degrees off from the TDC mark on the Nu Rex scale. Bummer.

TO TWO-PART PULLEY OR NOT – THAT IS THE QUESTION! (Cont.)

But, after thinking it through, I realized that Nu Rex and the manufacturer of my billet steel pulley (Scalded Dog Model A

Parts) no doubt had not coordinated the placement of their respective timing marks. So, since I had set the engine at top dead center for the No. 1 piston (using the pin), I just filed a new top dead center mark into the billet steel pulley and put a dab of white paint on the new spot. Problem solved. Success. I will now be able to use a timing light to set the timing. (I have a modern distributor with centrifugal advance.) Also, I will feel more secure while on a road trip, knowing that my motor's pulley is made of billet steel. If anyone wants an unused two-part pulley, let me know – it's yours for free.



Annual Model A Day

Swap Meet Fashion, Seminars, Food and Fun!

September 17th & 18th 2021 9-5pm



The Gilmore Car Museum
6865 W. Hickory Road
Hickory Corners, MI 49060



SAVE THE DATE

For more Info 269-615-3719 Jerry Morrissey

For Seminar Information Ken Ehrenhofer 630-697-3906

For Swap Reservations Mark Maron 847-302-7900



2021 GWC MODEL A CLUB CHRISTMAS PARTY

WHEN: Saturday December 4, 2021

Doors open at 4:30 p.m., and the cash wine & beer bar will be open. Dinner will be served at 5:30 p.m.

WHERE: American Legion Post #177

3939 Oak Street, Fairfax, Virginia 22030

COST: \$20 per person

MENU: Choose one from the following:

1. London Broil (with red Bliss potatoes & green beans almandine)
2. Stuffed Pork Chops (with white rice pilaf & green beans almandine)
3. Turkey Breast with Stuffing (with red Bliss Potatoes & green beans almandine)
4. Dessert choices are: chocolate cake, cheesecake or pumpkin pie.
5. All entrees will be accompanied by water, coffee or hot tea.

Beer and wine are served (Cash Bar) at the cocktail hour and at dinner. BYOB is allowed, but the Bar Tender has to pour the drinks for you, out of your bottle. There is also liquor allowed, but again, the Bar Tender has to pour it for you.

Please bring an unwrapped new toy to put under our tree for the *USMC Toys For Tots* drive.

Reservations will be accepted at the November Monthly Club meeting or you can send a check along with a note indicating your entrée & dessert choices to:

Jason Cunningham
9812 Dellcastle Road
Montgomery Village, MD 20886
jkcunningham@gmail.com

Please make checks payable to: GWC Model A Club

**RSVP by: WEDNESDAY, NOVEMBER 24.
NO RESERVATIONS CAN BE ACCEPTED AFTER THIS DATE!
NO WALK-INS CAN BE ADMITTED**

CYLINDER HEAD REMOVAL

From Fordbarn: "hoist engine with eye bolts, drive thin putty knife in corners of head, works for me every time"

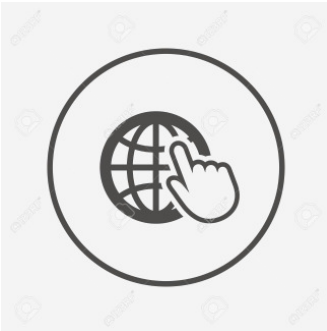
(Editor's note: I think you'd want to release the front motor mount and remove a bolt from each rear motor mount to keep from breaking anything.)

MEMBERSHIP REPORT

We have a new/old member to welcome. Tom was a member a few years ago and came back into the fold. Please add his info to your rosters. The squad worked on his A to get it road worthy again.

Tom Dickinson
5303 10th St N,
Arlington, VA 22205.
571-969-8287
tomwd3@gmail.com

WEBSITE REPORT



If you get a chance, our photo gallery has been updated with recent events. Mostly reflecting what gets posted on our social media channels (Instagram and Facebook).

<http://www.gwcmodela.com/photomenu.asp>

SUNSHINE REPORT

PAST PRESIDENT CHUCK MANNS PASSES AT 94

Charles Frederick Manns Jr, 94, formerly of Vienna, Virginia, passed away peacefully on August 1, 2021, at Spring Arbor in Leesburg, Virginia. He was born on June 15, 1927, in Buffalo, New York, the son of Mary Speck Manns and Charles Manns Sr.



Chuck is survived by his two sons, Charles F. Manns III (Elizabeth), and Mark Manns; his granddaughters, Sarah Mullikin (Forrest), Mary-Beth Fulkerson (Jeremy), and Lauren Clegg (Brendan); and his great-grandchildren, Jack, F.T., Claire, Maxwell, Samuel, Sienna, and Parker; and his niece, Laurie Gruka.

In addition to his parents, he is predeceased by Dolores, his wife of 70 years (see page 8 of the September 2020 Script), and sisters, Laurie Goinski and Kathy Shanahan.

Chuck and Dolores met in high school and were married in Buffalo, New York, on August 19, 1950. They lived in Clarence, New York, Fairport, New York, and Fairfield, Connecticut before moving to Vienna, Virginia where they lived for 47 years.

Chuck was a veteran – having served in the Navy during World War II aboard the USS Lexington. He was honorably discharged as a Lieutenant after serving in the Navy Reserves after the war. He received a degree in finance from the University of Buffalo.

PAST PRESIDENT CHUCK MANNS PASSES AT 94 (Cont.)



He had a long career with Xerox Corporation in Rochester, New York and Stamford, Connecticut and retired from his final post at the Xerox Training Center in Leesburg, Virginia.

Chuck is remembered as a kind and generous person by all who knew him. He is a past president - and member from at least 1995 until 2018 - of the George Washington Model A Ford Car Club. His other hobby was building projects like sheds, decks, furniture, and basement remodeling-he was always working on a project. He was loved and cherished by his family and will be missed. Funeral services for Chuck and Dolores will take place at Arlington National Cemetery at a later date.

Thanks to Chuck Manns' son Chuck for sharing his father's obituary and photograph.

Jim Gray
Sunshine

BARBARA WHITE PASSES

I got a very sad call from Bill Beardmore on Tuesday, August 3. He told me that our mutual good friend Barbara White had passed away on Saturday, August 1, 2021.

Barbara was the wife of long-time – since at least 1995 - GWC member Harry White. She had suffered a debilitating stroke 12 years ago, the effects of which affected her until she passed. Throughout it all, Harry was there – as therapist, companion and nurse.

A Memorial Service for Barbara was held on Thursday, August 4, 2021, at the Oxon Hill Church of Christ in Temple Hills, MD.

Please keep Harry and his family in your thoughts and prayers.

Harry and Barbara were part of our caravan to Michigan in 2003 for the 100th anniversary of Ford, and the 75th anniversary of the Model A. What a great dry wit and beautiful laugh she had.

As a retired physical education teacher, Harry really could help in her therapy... and he did, for years.

Jim Gray
Sunshine Chairman

NATIONAL LIAISON REPORT

Model A Ford Foundation:

Model A Day is Sept. 18-19, 2021 at the Gilmore Museum in Michigan. The host hotel is sold out, but there are other hotels in the area. Model A Day will feature technical seminars, a swap meet, car show and Wayne Carini of Chasing Classic Cars. Theme is first responder vehicles. <https://www.maffi.org/WSCContent/MAD.html>

MAFCA:

Worldwide Model A Day, September 11
National Awards Banquet December 2-5 in Fort Worth, TX

NATIONAL LIAISON REPORT (Cont.)

MARC:

2022 National Meet June 5 - 11 Morgantown, PA
2022 Membership Meet, April 1-3 Plymouth, IN

Other Events:

Greenfield Village Old Car Festival Sept. 10-12 (tentative)
Hershey - Oct. 6-9
Rockville, MD Antique Car Show Oct 16 (tentative)

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INTERNATIONAL MODEL "A" FORD DAY, 2021

PO BOX 45 NORTHPORT, NY 11768

April 28, 2021

Dear Model "A" Ford Club Representatives:

INTERNATIONAL MODEL "A" FORD DAY, 2021, will take place Saturday, September 11th, with a local rain date of 9/12. Put on an event, keeping Social Distances, like a tour & picnic.

This day is simply a formal opportunity for Model "A" Ford owners and Clubs around the world to all go out for a drive or event on that same day and submit photos to me for submission to the National Magazines. Hopefully, the photos will show UNIQUE backgrounds to your locale. Email JPEG photos to sailbruce@aol.com

EMBROIDERED 3.5" IRON-ON PATCHES, as above logo, to commemorate the day are available for \$3.00 apiece, minimum order twenty, from Bruce Adams, Founder, International Model "A" Ford Day. **All profits will be donated to The National Club's MODEL A YOUTH Scholarship and Restoration programs.**

Checks to **Bruce Adams, PO Box 45, Northport, NY 11768** includes shipping and handling.

Hoping to see you and your club participate and enjoy this great day and to submit photos to share with the entire Model "A" Ford community.

Sincerely yours,

Bruce Adams

Bruce Adams

Coordinator-Founder-International Model "A" Ford Day

PRE-WAR POKER RUN

A group of Pre-War car enthusiasts and Ayrshire Farm invite you to a 70-mile drive through the Virginia piedmont on Saturday, October 2nd. We will visit a working water-powered grist mill on the Shenandoah River where we will have a box lunch, stop by the Burwell-Morgan Mill and the Old Chapel, Long Branch Mansion, and Bluemont Vineyard, with optional stops at the Bear Chase Brewing Company and Barrel Oak Winery and Taproom. Our tour ends at historic Ayrshire Farm where we will have an ice cream social and a farm tour to see the rare-breed cattle, pigs, and horses on this working organic farm.

Part of the tour will include a "Poker Run" with a prize for the high hand of the day ♣. Cost for the day is \$45, not including winery or optional entry fees. This fee includes lunch and the ice cream social. To attend or for more information, please email: joy@ayrshirefarm.com

John Leydon



**Save
the
Date**

October 2, 2021

**Pre-War
Poker Run**

**Watermill Tour
Catered Lunch
Museum of the Shenandoah
Ice Cream Social**

**Ayrshire Farm
Upperville Virginia
& Surrounding Area**

**For More Information
Joy@AyrshireFarm.com**

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https://www.mafca.com/gallery_trailers.html

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CLUB APPAREL

To go along with the new GWC logo, we have changed how we can individually purchase shirts, hats, etc. with the club logo. For starters, go to <http://www.gwcmodela.com/logos.asp> There are several custom apparel businesses listed where you can upload the logo file and get just the style and color of shirt, hat, sweatshirt, jacket, or whatever you want. This is a great time of year to update your GWC wardrobe; all the cool kids are doing it!

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ROCKVILLE CAR SHOW

<HTTPS://ROCKVILLEMD.GOV/667/ANTIQUE-CLASSIC-CAR-SHOW>

Registration fee doubles after September 11, 2021. 10/16/2021

COMING EVENTS [CLUB EVENTS ARE IN BOLD]

Calendar as of August 1, 2021

August

- Aug 8, 2021 (Sunday) - Brandy Station Volunteer Fire Department Parade – Brandy Station VA.
- Aug 11, 2021 (Wednesday) – Caffeine Double Clutch (CDC) Breakfast will be held at the Fair Oaks Silver Diner on August 11, 2021 beginning at 9 a.m. The address is 12251 Fair Lakes Parkway. It's at the corner of Fair Lakes Parkway & West Ox Road in Fairfax. GWC Point of Contact is Gene Rainville 703 489-7321 or rainvillegl@gmail.com. Consider driving your A's or your V8's.
- Aug 18, 2021 (Wednesday) – **Monthly Membership Meeting** at the American Legion Hall in McLean. Time is 7:30 p.m.
- Aug 25, 2021 (Wednesday) – **Monthly Board Meeting** at the RH&B. Eat at 6 p.m. and meet at 7 p.m. 4150 Chain Bridge Road.
- Aug – TBD - if possible, we will have 2 Sit and Sips this month. These events are ad hoc. You will be notified by email during the month of August.

September

- Sept 8 (Wednesday) - Caffeine Double Clutch (CDC) Breakfast will be held at the Fair Oaks Silver Diner, beginning at 9 a.m. The address is 12251 Fair Lakes Parkway. It's at the corner of Fair Lakes Parkway & West Ox Road in Fairfax. GWC Point of Contact is Gene Rainville 703 489-7321 or rainvillegl@gmail.com. Consider driving your A's or your V8's
- World Wide Model A Day TBD No Plans to date.
- Sept 15 (Wednesday) – **Monthly Membership Meeting** at the American Legion Hall in McLean. Time is 7:30 p.m.
- Sept. 17 & 18 (Friday) - Model A Day at the Gilmore Car Museum, Hickory Corner, Va. 9 am. To 5 pm. From Northern Va. to Hickory Corner is about 600 miles. At this time, Members are driving Modern Cars leaving on Sept 16.
- Sept 22 (Wednesday) - **Monthly Board Meeting** Mylos Grill, Doug Tomb 703 967 5229
douglas.tomb@verizon.net Eat at 6:00 p.m. and meet at 7:00 p.m. 6238 Old Dominion Dr. McLean Dr. Va
- Sept 29 (Wednesday) - Fall Carlisle Carlisle, Penn. 9/29/21 to 10/03/21 Luke Chaplin

WANT ADS

For Sale

Fellow car lovers:

Following my recent triple bypass I have decide to sell some of my heavy hardware. Price is secondary. Here are some items that will be included:

1. Antique blacksmith forge with lever-driven blower, anvil, and other tools.
2. Metal turning lathe - South Bend, 4 ft bed, bed is longer `
3. Sand blast cabinets (2) - One commercial benchtop and the other homemade big enough for resto work.
4. 2 Model A Engine blocks, one standard size boe and journals
- 5/ Two Lambretta scooters from the fifties
6. Medium size wood stove - commercial high quality - goog for shed or shop or family room

Stan Johnson

fordyhorses@aol.com

Please send me an email if you are interested. I am just out of rehab so long phone conversations are hard.

WANT ADS (Cont.)

For Sale

1930 Model "A" Coupe

The car is in excellent condition. Original colors, black and burgundy. It had a frame-up complete restoration, interior, exterior, engine in 2003-04. New tires. Driven 500 miles since then. Garaged 100%, never exposed to sun or rain. I haven't turned the engine over in a couple of years unfortunately, so it might need some Marvel Magic Penetrating Oil in the piston cylinders.

Price \$18,500 OBO

Please contact:

Tom Dickinson

703 841 4992 landline or 571-969-8287 cell

tomwd3@gmail.com



1931 Coupe 45B with added cowl lights. Very good condition. Owned for 11 years and in that time, brakes were rebuilt using Randy Gross's cast iron drums and bonded shoes; rebuilt carb, starter, generator, water pump, horn. Replaced gas tank, cut-out with a voltage regulator (Fun Projects canister), radius ball, points, plugs with 3x plugs, battery. Had repaired a growing crack in driver's-side fender. Paint is a 5-footer with one not very obvious exception (chip). Comes with a custom fitting inside garage cover. Lots of tread on tires but white SW are checked. Good city driver but if you intend to tour, I would go with white SW tubed radials. Summary of 11 years of maintenance available. Pictures available. Also 2 short videos, which I will send to you if you email me your cell phone number. \$13,500. Contact Bud Pratsch at 703-620-2518 or lpratsch@verizon.net



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WANT ADS (Cont.)

1931 Tudor Sedan Original, unrestored, exceptionally low mileage. Owned by one of the founding members of the GWC, this extremely well-preserved, and well-maintained Model A



has a rich local history. Still sporting its original Lombard blue nitro-cellulose lacquer paint, part of the original hand-applied Hessian blue pinstripe, on top of flawless rust-free sheet metal, almost perfect original brown check cloth interior, and numbers matching drivetrain, this Model A runs and drives flawlessly with zero squeaks, rattles, and barely a leak. Practically a new Model A, just as Henry built it 90 years ago. Plus rare functioning period-correct accessories

abound throughout. A rolling history lesson that can be driven ANYWHERE. Schedule a private showing with George's Automotive today! \$14,900 or best offer. Contact George Smolenyak at 703-969-1715 or gsmolenyak@aol.com

19" Wheels for sale, \$25 each. Call Benny Leonard at 703-863-5814