

# The Ford Script



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From the Fairfax July 4th Parade (photo credit: Jim Gray)



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.gwcmoela.org](http://www.gwcmoela.org)  
Web Master: Greg Shepherd

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

**Next deadline: Monday, August 1**

## **PRESIDENT'S MESSAGE**

With Luke unavailable, I saved his Luray report to include here:

Just thought I would pass along information about the Luray show. I went there on Friday (May 13) and arrived around 8AM, just in time to see the rain start. Attendance was down because of that, the people running it said that they had sold 70 flea market spaces and would estimate that maybe half of them were filled. Several club members were spotted: me, Doug, Stan, Paul, James and a few others that my aging brain is blocking at this moment. Plus familiar faces from several other local clubs. Unfortunately, the die-hard vendors who did show up were mostly the Model T crowd (this is put on by a Model T club after all), so Model A parts were not in abundance this time. I spent less than \$50 total while there. The weather forecast for Saturday (May 14) said there might be some clear spots in the morning, but then thunderstorms after noon, so I figured that having seen the die-hard vendor's wares already and not expecting a massive influx today, I decided not to do the four hours of down and back driving for \$25+ worth of gas.

Luke Chaplin

## **FROM THE ASSISTANT EDITOR**

My main "A" experiences are elsewhere in this issue, but as a preview, I was still to fix the intermittent right front wheel shimmy and make the headlights work. Thanks to all the contributors in this issue! For the boost of seeing a Model A in the news, see here: <https://tinyurl.com/HagerstownA>

A very nice follow up for Sully has been posted: <https://www.youtube.com/watch?v=3kp4jeDvJHg>

Bruce Metcalf

From the Editor (hiding in NC): Last month I erroneously reported in the GWC 25 Years Ago column I wrote for Dave Henderson that Jim Cartmill had written an article about surviving prostate cancer. A very surprised Jim Cartmill wrote to say it was news to him. That's because, in my haste to publish, I thought the article ran over to the next page and saw Jim's name under what turned out to be an entirely different article. Just me being sloppy. For that I apologize. The actual author of the piece was Duane Winnett.

## **FROM THE SMOKE-FREE ROOM**

The Board did not meet before the press deadline.

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO**

Sully was history, and what a Sully it had been. 454 cars registered and 67 in the car corral! 61 Model A's were in attendance, setting a new record. Treasurer Chuck Manns said gross receipts were \$14,000 and still climbing. Kudos went to Bill Worsham, the members of the steering committee, and the record number of club members who gave their time to work at the show. Paraphrasing President Millard Springer, he said that because Sully was so successful the coffers were once again full and it was time to give some thought to how the money could best be spent, it should be for things that benefit the largest possible number of members. It's a good time to ask, what do you want? What could we do for you that we aren't doing now or haven't tried yet? Let us hear from you. If you don't want your club to get stuck in a rut, we need your input.

Members returning from the MARC National Meet in Dayton, Ohio had lots of good things to say about it. Editor Bill, along with four other Model A's and one modern car caravanned out to it and had favorable comments and raves about it. Activities favored were the covered bridge tour, the ice cream social, and the wonderful opportunity to visit the Air Force Museum at Wright Patterson Air Force Base where four huge hangers were packed with airplanes from pre-WWI through the present. Even the awards banquet was held there. Some dined beneath the wings of a \$42 million stealth bomber. But wait, there's more to follow....

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (Cont.)**

Henry Ford had foreseen the rising need for passenger aircraft and so began producing a 3-engine "Tri-motor" plane using the same assembly-line approach he had so successfully used in mass-producing the Model T and Model A. A treat was the sight of a surviving Ford Tri-motor airplane circling overhead for three passes at 1000 feet, and the chance to go to the nearby airstrip for pictures of the plane. Some hearty members coughed up and went airborne for a half hour flight in it. Editor Bill got a front seat and earphones allowing him to hear the pilots conversing, which went something like this,

Co-pilot: What was that?

Pilot: engine backfire

Co-pilot: What could have caused that?

I don't know, we may be out of gas

Co-pilot: Is that possible?

Pilot: Sure. With this plane anything is possible.

Dave Henderson

## **SULLY ANTIQUE AUTO SHOW #47 – POST SCRIPT!**

Sully -Two strikes then a Home Run!! How best may we describe the 47<sup>th</sup> Sully Show? I believe we can start with outstanding!! It begins with great weather (remember the forecast? "81 degrees, partly cloudy, with a light breeze from the North West"). Came close at 79 degrees! A nice breeze and low humidity topped it off.

But, it was not just the weather, how about all of our volunteers and committee chairs? Outstanding job by all! You, more than the weather, made this a great show. Your many hours of preparation and your excellent leadership on the 19<sup>th</sup> clearly contributed to our huge success. It is unfortunate that we had several volunteers miss the show due to illness and covid. Know that each of you were missed especially President Luke Chaplin and we hope you are all well on the mend. Shortages required a lot of extra hustle on the part of those volunteers present. An extra thank you to all of you who filled in where needed to keep things running smoothly.

Big crowd and lots of great looking cars and trucks. Total crowd size (paid, complimentary, volunteers, and participants) estimated to be 4,800, tremendous! 342 show vehicles! 257 were pre-registered of which 170 asked to be judged. 85 registered day of the show. Elsewhere in the Script, you should find the list of trophy awards provided by Jim Gray. Congratulations to our GWC members who 'took home the gold'!

I do not think I saw a sad face the whole day. Well, except maybe the fella in the not so stock Camaro (I think) who rolled in with a smoking clutch! Folks seemed content even with the long wait for food. I spoke with a couple of the food vendors as they were packing up and asked them if they had a good day. They responded that they thought so! So I asked if we ate enough food? They said we must have because they were running out at the end! Heard no complaints about the food, which is always a good thing. So a big thank you to our Head Foodie Randy Bartlett and his entire crew! The "Smokn' Meats" Pulled Pork Sandwich was as good as ever – just say'n!

We had some great Class 30 Special Displays on hand this year. The Pie Truck and Paddy Wagon are always a hit, Robo Cop Car, 1948 Rascar (Indy Impersonator), large 'Hit and Miss' engines, the open Flat Head V8 engine, two 1950 Ford F1 Fire Trucks, and the hit of the show the 1957 Nash Metropolitan Station Wagon pulling a matching boat trailer with wooden boat. They are owned by Dale Adams and he took Class 30 1<sup>st</sup> Place and Best in Show Trophies!

## **SULLY ANTIQUE AUTO SHOW #47 – POST SCRIPT! (Cont.)**

As of this writing we have not had our post show meeting with the Sully Staff. But, the reports I have received thus far are all good as well. Sully Site Manager Carol McDonnell and her staff provided great support planning and on the day of the show as well as. Have to give a big nod to the Maintenance Crew Chief Eric Teets for his hard work setting up tents and all the logistics – this was his first Sully Show!! Eric and his assistant had a lot of early morning repairs to fencing and tents from the wind storm Saturday afternoon. The big tent for the antique engines looked like it was destroyed when I arrived at 6:30, not long after I looked toward the Flea Market and the two of them had it back up again!! Well done!

So how about the bottom line? The money part is another good score. Still one check outstanding but the GWC should gross over \$10,000. Certainly enough to cover our rent, supplement a Christmas party, a picnic and fund our charitable giving and scholarship programs next year. Thank you to our committee chairs for keeping track of and turning in receipts and proceeds to Treasurer Paul.

Special thanks and recognitions! Registration - Bill and Carol (aka Linda) Benedict; Trophies and Dash Plaques - Gil and Charlene Beckner; Flea Market Registration – Bruce Metcalf; Flea Market Set-up and Check-in – Al (aka Captain Al) Iagnemmo; Car Corral – Jim and Diana Ryan; Information Tent – Dan and Donna Lyon; Sno Cone Crew – Shep and family; Youth (aka da Youts) Program – James Kolody; Judging – Jim Gray and daughter Jaime; Trailer Parking – Bill (I don't answer phones or email but always there) Jeager and the "Man in the Woods" Jeff Vangorder. And certainly not the least The Sully Set-Up Crews! We endured heat and humidity but being manly no one whined in front of our first ever lady member of the crew Donna Stubin! Captain Al led the Flea set-up in great form even without "The Rope"! (Found it Al and will have it on site next year!). And thank you to members in other clubs, EV8, Mustang, T'Birds, Model T to name a few that volunteered throughout the day.

The Sully Committee is already looking ahead to Sully #48! We are gathering after action items to smooth out some ripples and do some VERY early planning. Several of you have signed up already, anyone else?? In the meantime, get your cars out and enjoy them! And sign up for the Post Sully Picnic with Gene Rainville!

Ahoogha!

John Dougherty

GWC Annual Meet Chairman

From Greg Shepard: I received photos from too many people to name and then I grabbed all the ones I saw from our social media sites and combined them into one album on our photo page. Enjoy.

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

## **2022 JUDGING REPORT AND SULLY TROPHY LIST**

On Father's Day, 2022, we had 342 cars on the show field, 85 of which registered on the day of the show. We had 257 pre-registered vehicles, of which 170 – just over 66% – wanted to be judged.

In addition to the following 74 trophies (of the 90 available), two special trophies were awarded: the Sully Staff Trophy and our 2022 Best of Show Trophy.

The Sully Staff Trophy went to a 1972 Corvette Stingray owned by Jon Henry.

The Sully 2022 Best of Show Trophy went to a Special Display entry, an incredible Nash Metropolitan Station Wagon pulling a miniature Chris Craft Speedboat built and owned by Dale Adams.

## 2022 JUDGING REPORT AND SULLY TROPHY LIST (Cont.)

<b>Class</b>	<b>Vehicle</b>	<b>Owner</b>	
1. Ford A '28 & '29 Open & Closed	'29 Tudor	William Armor	1 <sup>st</sup>
	'28 Roadster	Jeff Stubin	2 <sup>nd</sup>
	'29 Special Coupe	Rande Young	3 <sup>rd</sup>
2. Ford A '30 Open & Closed	'30 Coupe	Gary Donley	1 <sup>st</sup>
	'30 Cabriolet	Jim Ryan	2 <sup>nd</sup>
	'30 Tudor	Bud Pratsch	3 <sup>rd</sup>
3. Ford A '31 Open & Closed	'31 Coupe	Jeff VanGorder	1 <sup>st</sup>
	'31 Coupe	Jim Wolbert	2 <sup>nd</sup>
	'31 Coupe	Mike Biebexardino	3 <sup>rd</sup>
4. Ford A '28 –'31 Commercial	'31 Pick Up	Walt Bratton	1 <sup>st</sup>
5. Ford T '23 - '27	'27 Fordor	Ford Chinworth	1 <sup>st</sup>
	'24 Truck	Tony Hawker	2 <sup>nd</sup>
	'25 Touring	Richard Sullivan	3 <sup>rd</sup>
6. Century Class All Marques to '22	'12 T Roadster	Tim Woodward	1 <sup>st</sup>
	'11 T Torpedo	Jim & Edna Cross	2 <sup>nd</sup>
	'15 T Couplet	T.W. Scott	3 <sup>rd</sup>
7. Original to '43	'29 Pierce Arrow	Bob Coates	1 <sup>st</sup>
8. Original '44 – '97	'92 Pontiac	Rick Pozdel	1 <sup>st</sup>
	'78 Corvette	James Shockey	2 <sup>nd</sup>
	'67 Pontiac	John Zampino	3 <sup>rd</sup>
9. Other Marques – to '73	'70 Buick	Ron Roth	1 <sup>st</sup>
	'73 Javelin	Adam Cetron	2 <sup>nd</sup>
10. Other Marques - '74 – '97	'85 Buick	Paul Puff	1 <sup>st</sup>
11. Woodies – All Marques to '53	'39 Ford	Dave Westrate	1 <sup>st</sup>
	'60 Morris Minor	Happy Arrington	2 <sup>nd</sup>
12. Ford, Lincoln & Mercury – '32 – '42		No entries	
13. Ford, Lincoln & Mercury – '47 – '97	'71 Ford Torino	Dave Claveloux	1 <sup>st</sup>
	'60 Edsel	Jack Beahm	2 <sup>nd</sup>
	'55 Ford Convertible	John Liberman	3 <sup>rd</sup>

## 2022 JUDGING REPORT AND SULLY TROPHY LIST (Cont.)

14. Mustang – '64 – '97	'66 Fastback	Steve McDonald	1 <sup>st</sup>
	'67 Fastback	Mark Rodenburg	2 <sup>nd</sup>
	'70 2D	Ken Guilliams	3 <sup>rd</sup>
15. Thunderbird - '55 –'97	'55 Convertible	Gray Lonnett	1 <sup>st</sup>
	'55 Convertible	Jim Chesley	2 <sup>nd</sup>
	'61 2-D	Margret Hayes	3 <sup>rd</sup>
16. Corvette – '53 – '97	'69 Coupe	Doug Norman	1 <sup>st</sup>
	'57 Convertible	Bill Lightfoot	2 <sup>nd</sup>
	'68 Convertible	Tony Sanganetti	3 <sup>rd</sup>
17. Cadillac & LaSalle - to '97	'39 Cadillac 4-D	Charlie Rumrill	1 <sup>st</sup>
18. Chevrolet – '23 – '64	'57 Convertible	Tommy Crabtree	1 <sup>st</sup>
	'56 4-D	Michelle Breon	2 <sup>nd</sup>
	'63 Corvair	Ron Kolakowski	3 <sup>rd</sup>
19. Chevrolet – '65 – '97	'69 Coupe	Herbert Huffman	1 <sup>st</sup>
	'74 2-D	Tom Rogers	2 <sup>nd</sup>
	'76 Vega	Frederick Seobne	3 <sup>rd</sup>
20. Chrysler, Plymouth, Dodge – to '97	'70 Dodge Conv	Tom Decker	1 <sup>st</sup>
	'73 Chrysler 4-D	Michael McCoy	2 <sup>nd</sup>
	'77 Chrysler Coupe	Darlene McCoy	3 <sup>rd</sup>
21. Oldsmobile & Pontiac – to '97	'69 Pontiac 2D	Harry Dinch	1 <sup>st</sup>
	'60 Olds Sedan	Steve Jancich	2 <sup>nd</sup>
	'66 Pontiac 2D	Ron Gaines	3 <sup>rd</sup>
22. Packard	'57 Studebaker	Paul Bjarnason	1 <sup>st</sup>
	'36 Packard	Jim Tillery	2 <sup>nd</sup>
23. British (less MG) to '97	'71 Triumph	Ben Cheshire	1 <sup>st</sup>
	'80 Triumph	Paul Edelstein	2 <sup>nd</sup>
	'57 Jaguar	Janet Iagnemmo	3 <sup>rd</sup>
24. MG – to '97	'53 Roadster	James Milton	1 <sup>st</sup>
	'60 Coupe	Mike Hughes	2 <sup>nd</sup>
	'49 MGTC	Ben Swecker	3 <sup>rd</sup>
25. Mercedes Benz – to '97	'91 4-D	Suzan Worsham	1 <sup>st</sup>

## **2022 JUDGING REPORT AND SULLY TROPHY LIST (Cont.)**

26. Porsche – to '97	'62 Karmann	Pete Russell	1 <sup>st</sup>
	'64 Coupe	Dean Turner	2 <sup>nd</sup>
	'86 2-D	Peter Bloom	3 <sup>rd</sup>
27. Volkswagen – '97	'57 Beetle	Mike Janniro	1 <sup>st</sup>
	'72 Karman-Ghia	Alvin Dodson	2 <sup>nd</sup>
	'68 Karman-Ghia	Cheryl Ayres	3 <sup>rd</sup>
28. Other Imports – to '97	'79 Toyota SUV	Jon Keating	1 <sup>st</sup>
	'72 Datsun 240Z	Phillip Ray	2 <sup>nd</sup>
	'83 BMW Coupe	Marcus Gore	3 <sup>rd</sup>
29. Commercial – to '97	'47 Chevy PU	Mike Curles	1 <sup>st</sup>
	'85 Chevy PU	Sean Pollock	2 <sup>nd</sup>
	'49 Ford PU	Charles Murray	3 <sup>rd</sup>
30. Special Display – to '97	'57 Nash Metro	Dale Adams	1 <sup>st</sup>
	'24 Ford Pie Truck	Mike Copperthite	2 <sup>nd</sup>
	'39 Ford Visible V-8	Phil Murray	3 <sup>rd</sup>

Our judging team wants to thank Gil and Charlene Beckner for sourcing, arranging sponsorship, and helping award the trophies this year. We also want to thank *Black Wolf Automotive Specialties* for sponsoring this year's show and paying for all of this year's trophies.

Jim Gray, Rusty Rentsch, Gene Rainville, Jaime Gray Nelson, Kathie Gray, and the entire Sully Antique Car Show, 2022 judging team.

### **MY EXPERIENCE AT THE SULLY CAR SHOW**

The Father's Day car show had not been held for two years, due to the pandemic. The day was perfect for a car show, about 80 degrees and sunny, with a nice breeze – as predicted over a year ago by Sully Show Chairman John Dougherty. Almost 260 cars had pre-registered and there were almost 100 cars which showed up for day-of-show registration. Over 20 cars were for sale in the car corral.

To back up a moment to the day, Friday, June 17, which was the essential job of setting up for the field for the show, I should mention that I worked with John D. and the crew on the setup. I won't say who was there because I may leave someone out. But, I want to report that we had our first ever "girl" setup team member, Donna Stubin, who did a great job of helping us old guys in the heat, which was brutal. But we got the job done, staking out all the car classes and the flea areas. Gil Beckner also brought over the three large boxes of trophies, which we stowed in the basement of the Sully House.

I arrived at about 7:00 am to help with intake of day-of-show registrations. This essential exercise was masterfully handled by Bill Benedict and his crew. I was supplemental support staff and filled in where needed, especially at the table with Edna Cross and Phil Kania, who at the last Sully show was a key player in the GWC compressor Whistle Launch, by handling the whistle landing pad duties with his head. Fortunately, Phil



## **MY EXPERIENCE AT THE SULLY CAR SHOW (Cont.)**

recovered fully and this year, Phil was safe because the GWC's compressor was out of commission.

Like I usually do at Sully, I served as a judge under Jim Gray's command, but this year my daughter, Christine Schoen, and my granddaughter, Carrie Stephens, also served.

I entered my 1957 Studebaker Golden Hawk to be judged and it was placed in the same class as the Packards. As luck would have it, my Golden Hawk was awarded first place in the class, even though I had failed to have the car's trunk open for inspection, as was required. There were some other very nice cars in the class, but it seems the best ones had registered on the day of the show and, thus, were not eligible to be judged. That some of the better cars were not eligible to be judged may be why my car won first place, in spite of my error regarding the closed trunk lid. Also, an almost perfect 1972 GT Hawk, owned by Joe Plumpe of Fairfax Station, Virginia, was at the show. I was on the lookout for Joe, but did not run into him.

The hit of the show was a Metropolitan pulling a color matching boat trailer (with a small speed boat on it), which was given the Sully Staff Choice award as well as winning the "Special Displays" class. It was flawless and unique. (Ed.: Unique is the word, Nash didn't make a station wagon Metropolitan!)

The grand finale, the awards ceremony, was pulled off flawlessly by John Dougherty, Show Chairman, and, former GWC president, Doug Tomb. Don White took the pictures of all of the awards.

After a party, there is always the cleanup and this party was no different. Chairman Dougherty let his tired crew around the field to pull up the stakes and wind up the twine that had demarked the classes. I hope I am not leaving anyone out, but the crew included Gene Rainville and James Kolody, plus myself and John. It was a good day.

Two final observations: 1 – some of our old timers were unable to go full steam but there were also some new members who stepped up; and 2 – in the future we will need more people to step up to work the show. Due to last minute no-shows in both the judging area, the intake of show cars, and in show car parking, we almost failed to pull the show off in a good form. But, we did it.

Paul Bjarnason



## **BILL'S BEDEVILING SEDAN**

I have helped Bill Sims with his car a number of times. He lives very close to me and it is a good opportunity to exercise my diagnostic skills (or lack of skills). Usually I have been able to get it started. While I was away in Europe, Paul and James took a crack at it and were able to get it running using a carb that they brought with them. To get ready for Sully, Bill washed the car and it wouldn't start afterwards, so I went over to see what I could do.

After diagnosing the electrical system, it appeared that there was current to the point arm, but the points weren't sparking and there was no spark to the plugs. I assumed that there was a ground problem of some sort, but I wasn't sure what it was?

Bill was heading to North Carolina, so I contacted Tom Terko and we went over to see what we could do. After some electrical tracing, Tom came to the same conclusion that I did: spark to point arm, but no further. He took a look at the screw that holds the distributor and which also grounds the distributor to the engine block and discovered that the threads on the screw were stripped, so there wasn't a good ground to the distributor. Hooking a ground wire from the distributor to the block, we were able to get the car to start! Success! We didn't have a replacement screw, so we put the car in Bill's garage while he is away.

I ordered a new distributor screw from Bratton's. My next steps are to install the new screw and replace the fuel line, which is leaking. I had already installed Bill's original carburetor to replace the one that Paul provided. Hopefully that will solve the problem Bill has had getting the car started once and for all.

I probably would not have figured out that the distributor screw was the problem, so I learned something new, too.

Milford Sprecher



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**FROM YOUR ACTIVITY CHAIRMAN**

**GWC Model "A" Club Post-Sully #47**

**Picnic at the Sully Historic Site**

**3650 Historic Sully Way**

**Chantilly, VA**

**July 16, 2022**

**GWC Club members & family are invited for a fun filled afternoon at the Sully Historic Site**



**Lunch Prepared by - Mission Barbecue**

**Pork, Beef, Chicken**

**Beverages (Non Alcoholic), & Water & Soft drinks will be provided**

**12:00 to 5:00**

**Price per person is \$10.00**

**Make your "Reservation" - RSVP with a check payable to GWC Model "A" Club to the following by July 8, 2022**

**Eugene Rainville  
44860 Audubon Sq., Apt 502  
Ashburn Va. 20147**

**or**

**Email – [rainvillegl@gmail.com](mailto:rainvillegl@gmail.com)**

***(Followed by a mail in check)***

**Please bring a salad or desert to share**

## CITY OF FAIRFAX 4TH OF JULY PARADE

The weather reports got a little better as the 4th approached. When Clem and I met up to caravan into Fairfax, it was cool and lightly overcast. The overcast quickly burned off and the sun shone bright as our 6 GWC Model As gathered to participate in the City of Fairfax annual 4th of July parade. This was unlike the national parades – all the groups were local, and it seemed as if all those in the crowds – and yes, there were crowds – were local as well.



Granddaughter Grace, daughter Jaime, and I are ready (image: James Du).



Benny & Sharon try to stay cool (image: Clem)



Jeff VanGorder brought his daughter (image: Clem)



Rande brought neighbor Arlene (image: James Du)



On parade (image: Kathie)

**CITY OF FAIRFAX 4TH OF JULY PARADE (Cont.)**



Gene is rollin' (image: Jaime Nelson)

Clem & MORE COWBELL! (image: Dave Gunnarson)

Benny was right, this is a good and fun parade. Watch for the sign up next year. The Parks Department will want our application in before the first of April!

Jim Gray

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**2022 MARC NATIONAL MEET**

MARC held its 2022 national meet at the Classic Auto Mall in Morgantown, PA June 5 - June 11, in the heart of Amish country. The host hotel sold out fairly quickly, so there were Model A's spread out over the region. We stayed in the nearby town of Honeybrook where there were many other meet attendees.

## **2022 MARC NATIONAL MEET (Cont.)**

The Classic Auto Mall is an old shopping mall that was bought by an entrepreneur, Stephen Howden, to use as a place to store his collection of 400 "barn find" cars and to sell cars for others. The mall has around 700 cars for sale at any time. Since he has opened, he has displayed over 3,000 cars and sold over 2,000 cars.

The Auto Mall is connected to the Holiday Inn Hotel, so it was a short walk to the Mall, where Model A judging was held. Most of the other activities were held in the hotel complex. There was plenty of parking for Model A's and trailers, so an excellent meet location.

As usual, the schedule for the meet was fairly busy. The raffle prizes this year were particularly good, including a rebuilt engine, a rebuilt transmission, a Ford script battery and a wooden tool box. I continued my unbroken losing streak and did not win any of the prizes, unfortunately.

There was a handful of GWC members attending, including John Leydon, Hunter Fanny, and Bill Bass. Both Bill and Hunter were fine point judges, so the club was well represented on the judging staff.

There were around 250 Model As in attendance. Just about every body style and condition and even a few oddballs, like a Model A - based lawn roller! The flea market was in the parking lot alongside the hotel.

The meet really got started on Monday morning. Activities included various committee meetings, a Ford Motor Company history presentation, a judging seminar on Area 22, tires, valve stems and wheels. The Auto Mall was open all day to attendees.

Tuesday's schedule included a judging seminar on paint and striping by Jim Brand, a fashion seminar, and swap meet and the beginning of judging.

The judging continued on Wednesday for both fine point cars and fashion. There was a fuel system seminar and an ice cream social and viewing of fine point cars in the evening. As usual, the fine point cars were outstanding and there were a number of unrestored originals.

The grand tour was on Thursday to the Landis Valley Village and Museum. The trip was about 30 miles each way. Landis Valley Village is an old village with a few newer buildings added, focusing on the Germans who settled in that area of Pennsylvania.

Friday's activities centered on the Lady's Tour, the Hubley Derby, and the awards banquet. We decided to go back on Friday, given a rain forecast for Saturday. I trailered my 1928 roadster, so I wasn't interested in it getting too wet on an open trailer.

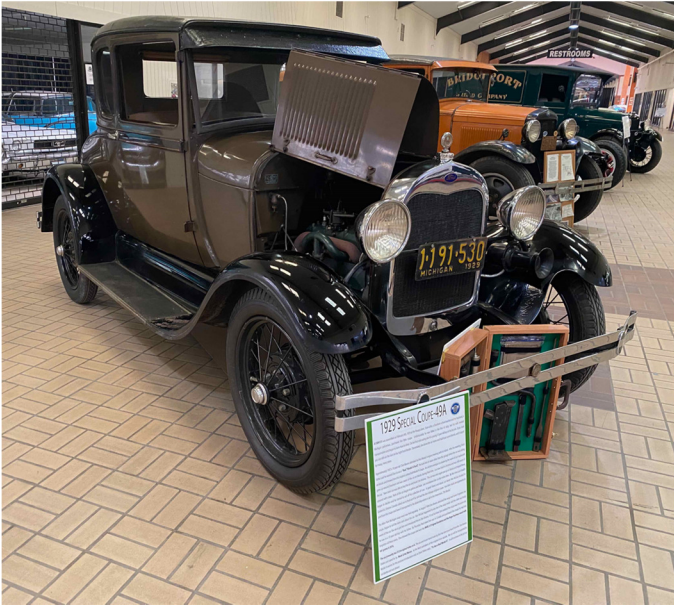
There was ample free time to explore Amish country, which is quite interesting. Buggies abounded on the local roads, with their LED lights and turn signals. We also noted the Mennonites with their iron wheeled tractors and farm wagons.

It is difficult for an outsider to determine which sect you are seeing. The Amish markets have refrigeration and cash registers, so there are some compromises with modern technology, but it is fairly easy to tell the Amish farms due to lack of electric lines and all the laundry on the clothes line.

My ancestors on my father's side immigrated to Pennsylvania and were there for a few generations before they moved to Maryland. We visited the grave of the person who I believe is my 4th great grandfather in New Holland and were able to look through some of the records and the church to document family members.

Milford Sprecher

## 2022 MARC NATIONAL MEET (Cont.)



Unrestored 1929 Model A on display



1928 Phaeton in Fine Point Judging



Model A lawn roller



Model A Lineup

## BERRYVILLE STEAM SHOW 2022

According to their website <https://svsgea.org/events/steam-show/>, the Steam Show happening on July 29 - 31. If you decide to go, give me a call at 952 288 3508 and come over to our house for snacks and beverages afterwards.

Bruce Metcalf

# 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

### MEMBERSHIP REPORT

No new members to report

### SUNSHINE REPORT

Robin Rentsch, widow of our late club member Sam Rentsch, and step mother of club member Rusty Rentsch, passed away on May 31. She had an incredibly full life and leaves a legacy of important achievements. Her obituary was in the June 19 Washington Post.




From Paul Bjarnason: I spoke with Luke today. He sounds good, but notes that they are wearing him out with therapy. Of course, this is a good thing. He told me that the doctors tell him he is doing better than the average stroke patient. He hopes to get out of rehab soon, but he said that he will need some help at home, which his sister is



## SUNSHINE REPORT (Cont.)

arranging. But, he probably will not be going directly home to his own house -- for a little while he may be living in an apartment just vacated two weeks ago, when his mom passed away at the age of 98. There, he hopes to have the same caretaker who cared for his mom, for a week or two. After that, he hopes to get back to his own home. Our conversation came to an end when he had to pet a therapy dog!

Luke will not participate in our Zoom Board meeting this Tuesday, because Zoom will not work on his phone. He asked how the Club was doing. I told him that everything was under control with Milford in charge and that the main agenda item for the Board meeting would be about the Sully show, lessons learned for next year, which will be led by John Dougherty.

	<p><b>Model A Ford Foundation, Inc.</b> P.O. Box 28 Peotone, IL 60468-0028</p>	
<p>PRESIDENT Jerry Morrissey, MI VICE PRESIDENT Gene Tallone, VA SECRETARY Mike DuBreuil, WA TREASURER Ross Milne, CAN</p>		<p>June 25, 2022</p>
<p>TRUSTEES Greg Shepherd, VA Suzan O'Neale, VA Tom Mack, SC Dave Yarde, IN Larry Wallace, MI Larry Shepard, MO John Begg, SC Ed Herrick, TN Katie Herrick, TN Joe Fox, OH</p>	<p>The George Washington Chapter, MAFCA 4712 Montgomery St. Annandale, VA 22003</p> <p>To the Members of the George Washington Chapter, MAFCA, The Trustees of the Model A Ford Foundation thank you for your donation of \$750.00 to the Model A Ford Foundation Museum Fund. Your donation helps to ensure the Museum will be available to educate future generations about the Model A Ford and the Model A era.</p> <p>We are continually adding new, unique vehicles and displays to the museum collection. We hope your members will be able to join us at the Museum on the third Friday and Saturday of September 2022 for our next annual Model A Day celebration.</p> <p>The Model A Ford Museum has become a major automotive museum and one of the best in the country. <i>All of this is made possible because of generous people like you!</i></p>	<p>Thanks for your continued support, <i>John D Marshall</i> John D Marshall Executive Director</p>
<p>PROJECT COORDINATORS Art Callan, MA Ken Ehrenhofer, IL Stan Johnson, VA Linda Morford, MI Jordan Beller, IL</p>		
<p>EXEC. DIRECTOR John D Marshall, IL EMAIL <a href="mailto:ExecutiveDirector@MAFFI.org">ExecutiveDirector@MAFFI.org</a></p>		
<p>EDITOR Happy Begg, SC WEB SITE <a href="http://www.Maffi.org">www.Maffi.org</a></p>		

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## Model A Day Friday/Saturday Sept. 16-17, 2022 Swap Vendor Registration Form

Vendor Spaces are 10' x 20' 2 days for \$42.50 or \$30.00 single day. Each additional space is \$15.00. Swap opens to the public at 9am Friday & Saturday/Vendor Setup available Thursday after 12pm or Friday at 7am. Overnight Camping available at the Gilmore Campus w/restroom facilities available. Contact Gilmore Auto Museum for more information. This is a Rain or Shine event, No Refunds

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ St. \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_ Cel/Home \_\_\_\_\_

2 DAY Swap Space 10' x 20' at \$42.50 \_\_\_\_\_

1-DAY Swap Space 10' x 20' at \$30.00 \_\_\_\_\_

Additional Spaces \_\_\_\_\_ x \$15.00 Total \_\_\_\_\_

2 space minimum when leaving trailer attached to tow vehicle, NO exceptions.



To Pre-Reserve Spaces  
Contact Mark Maron  
**847-302-7900**

All proceeds to support the Model A Museum, Vendors expected to stay until 1pm  
All checks made payable to MAFFI/Advance Payment MAIL TO: 417 Oak Grove Circle Wauconda IL 60084  
NO spaces will be held with out pre payment  
**NOTE: NOT responsible for theft or missing items left out overnight!!**

## MODEL A RESTORERS CLUB

6721 MERRIMAN RD. GARDEN CITY, MI 48135 USA FOUNDED 1952



"2022 Model A Days" at the Model A Museum at the  
Gilmore Campus in Hickory Corners, MI is NOW OPEN for  
Swap Registration spaces.

NOTE: No spaces at all will be held without payment,  
looking forward to seeing many of you again  
and new faces also!!

For more information on Model A Days visit us at

<http://maffi.org>

Download, print & Mail.

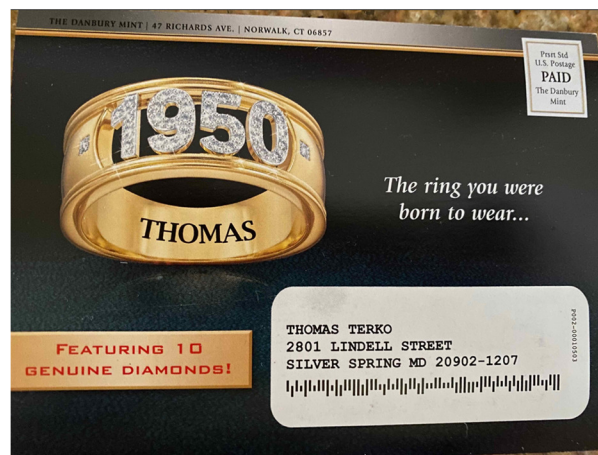
## MODEL A DAYS MODEL A DRIVING SCHOOL

**MAFFI Newsletter Minute-June 2022, Model A Days Model A Driving School.** Registration for this event has been light so far. Each student will have ample attention and anybody who does sign up should be in for a real treat. Jerry Morrissey attended the Model T Driving School at the Gilmore on June 9, looking for insight and ideas for the Model A Driving School being offered Friday September 16, 2022, at Model A Days. He came away very excited about parts of their program that had not been discussed for our program. Jerry explained, "The Model T's took a short drive to learn forward and reverse with each driver. Then they took a longer drive to experience shifting into high gear. Lastly, they finished with a mile long drive along the private road towards Gull Lake utilizing both gears, stopping and turning around. For the Model A's we can do something similar with a short, medium, and longer drive." While nothing is set in cement at this time adding a one-mile scenic drive on a private road in one of the several cars or trucks being offered for the class would be exciting, no matter what your previous driving experience is.

Enrolling in the Model A Driving School is done by registering on-line at [www.maffi.org/ Model A Days/Special Event Registration](http://www.maffi.org/Model%20A%20Days/Special%20Event%20Registration).

## WHAT ARE THE ODDS?

All of us get misdelivered mail periodically or have our mail go to a neighbor, but what are the odds of getting a piece of mail from someone who lives live 5 1/2 miles from you that not only do you know, but who is a member of the Model A club? Imagine my surprise when I was going through my mail and found a piece of junk mail addressed to Tom Terko. I can't quite wrap my mind around that one.



## SHIMMY PROJECT

My right front wheel has been shimmying to some extent for several years and I thought that I had licked it once by replacing the rubber ball in the radius rod socket with the stock setup, but the shimmy came back. I pushed and pulled at all the usual spots with no improvement, then Benny Leonard said to check the kingpins. The left one showed no play, but when I jacked up the axle, then lifted the right front wheel with a board, the spindle went up 3/32" or so.

I got the rebuild kit and set about replacing the king pin bushings, etc. Removing the locking bolt stopped me for a while. I hammered the nut with the nut 3/16" off the seat and it won't move. The next step was heat and Kroil. (Side note: The Les Andrews book says the nut has a 9/16" hex, it is really 11/16". Mark your books.)

The little devil may have been installed in Detroit and didn't want to leave its comfy home. In the process of bashing on a deep impact socket over the pin nut without results, the stud portion got bent and I straightened it

## SHIMMY PROJECT (Cont.)

a few times too many. It snapped off and drilling the pin out became necessary. I managed to pop it pretty close to the center and drilled it out with successively bigger bits and was able to tap it out with a punch after weakening the walls. On to pressing out the old bushings and in with the new ones!



I live an hour plus from Benny to borrow the GWC kingpin reamer, but I was able to borrow an adjustable reamer from a friend here in Berryville and the reaming went well. The amount of chips that are produced is really surprising!

I had to do a lot of filing to get my new pin to fit in the hole in the axle and the relief in the kingpin. A lathe would have made it easier. Try fitting the pin in the axle, no kingpin, first to make sure the diameter is good. If you had an expandable reamer, you could clean up the pin's bore, in case there was some burrs, etc. The flutes may also need some filing or dremel grindstone work.

In the course of putting things back together, I followed the Les Andrews book sequence. I also have the Flathead Ted Floaters on and that meant that the pushrod had to be inserted before the backing plate is put in position, not the reverse per Andrews. When I discovered this, I had already bolted and cotter pinned the four bolts for the backing plate and grease ring and didn't want to redo that. The lower wedge mounting can be unbolted to let the pushrod be inserted into the kingpin, so I did that. Much less work, but it would end up a problem later!

In the process of putting it back together after replacing the kingpin bushings, I had trouble with the rear shoe dragging when putting the drum back on. The rear shoe's adjusting shaft has a loose fit in the housing for the wedge and would jam in the bore. The front shoe shaft slid freely. I cleaned the bore and the shaft and re-greased it and I still have to tap the shoe with a mallet to get it to move into position against the wedge. I backed the adjuster all the way and cleaned and re-greased it. The dragging shoe made it tough to preload the wheel bearing and if the rotating drum doesn't nudge the shoe back a bit after releasing the brakes while driving, the drag won't be any good, either. I pondered bushing the bore, but that can't be easy, even for a machine shop. Maybe a backing plate in better condition was an option.

With Ted's Floaters, the brake shoe adjusting shafts slide forward and back with every application of the brakes, so the shafts slide against the housing, with outward pressure being applied from the adjusting wedge against the tapered end of the shafts. In Ford's original Model A brake design, the adjusting cone never really moves when brakes are applied, so the shafts stay fixed against it (except when you adjust the brakes). With no real movement, the shafts and the housing don't wear much. Ted's design, where the shafts slide, introduces a wear point. With Ted's floaters design, the adjusting wedge at the top slides (floats) so that the braking friction on the rear shoe pushes the shafts and wedge forward to also strongly activate the front shoe. That's how you get the really strong braking with the same pedal force. Release the brake and the shafts and wedge slide back. It's a small movement, but it's repeated thousands of times.

## SHIMMY PROJECT (Cont.)

Well, I played with the shaft positions in the housing to shift the wedge fore and aft and got it close. Then, I broke down and read the instructions that told to center the brakes by having the lower Ted's wedge mounting finger tight, put the drum on and have the axle nut finger tight. Then apply the brakes and fully tighten the lower wedge mounting nut. Then, the drum spun nicely with the adjuster just backed off. Nothing like cheating and reading the instructions!

As part of this work, I decided to replace the two front tires and the spare (it was an Allstate from 1985 or so). The Allstate came off easier than the 2016 vintage tires!

Bruce Metcalf



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# Jim's technical tip

by Jim Cannon,

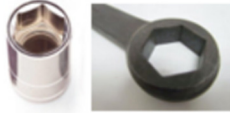


## "The Right Tool for the Job" - Part 1

I've been working with a new Model A mechanic lately, which reminded me of some basics on choosing the right tool for the job. Today we talk about choosing wrenches and sockets for use on nuts and bolts. The thing that determines your choice is how well you need to grip the hex, to allow you to apply the torque (twist) you need... and your access to the nut or bolt head.

copywrite Erisco illustrationsOf.com/89401

Best Grip  
(highest torque)



6-point socket  
and box end

Rusted and seized nuts and bolts need the torque from the wrenches at the top. And some good penetrating oil! Until next time,

Have a Model A Day! Jim



12-point socket  
and box end wrench



Flare-nut  
wrenches

Open-end  
wrench



Crescent  
wrench



Poor Grip  
(can chew up the nut  
on bolt - don't use  
them)

Slip-joint  
pliers



## MEET IN GRÆNSETRÆF, DENMARK

89 Model A Fords in attendance!





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\$124.00 (King) \$134.00 (2 Queens) + taxes

(on-site bistro for breakfast, not included)

Holiday Inn Express & Suites, Bay City (989-667-3800)

FOR MORE INFORMATION about BAY CITY MEET:

[explorethebay2023@gmail.com](mailto:explorethebay2023@gmail.com)

<http://script-a-region.org>

Meet Hosts:

Curt Hillman (989-860-1102) or Wendy Hillman (989-295-0856)

PURE MICHIGAN

GO greatlakesbay.

## 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.gwcmodeleda.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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## FROM THE ACTIVITIES CHAIRMAN

**Reminder:** Our post Sully Picnic is scheduled for July 16 at the Sully Historic Sight picnic area. We currently have 12 individuals signed up for this event. Please let me know if you plan to attend as soon as possible. I definitely need to know by July 8, 2022 so that I can provide notice to Mission BBQ as to how much food to purchase. See brochure in this Script. Thank You Gene.

### July

July 4 (Monday) – 4<sup>th</sup> of July Parade – Fairfax City

July 4 (Monday) – 4<sup>th</sup> of July Parade – Washington DC – contact Jason Cunningham at 301 648 4201

July 13 (Wednesday) - CDC Breakfast – Fair Oaks Silver Diner– 12251 Fair Lakes Parkway.

July 16 (Friday) – GWC Post Sully 47 Picnic – Sully Park – 3650 Historic Sully Way, Chantilly, Va. See See Brochure for details about the picnic

July 20 (Wednesday) – Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

July 27 (Wednesday) – Board Meeting – Mylos Grill – 6238 old Dominion Dr. McLean Va. Dinner at 6:00 p.m. and Meeting at 7:00 p.m.

### August

August 10 (Wednesday) - CDC Breakfast – Fair Oaks Silver Diner –12251 Fair Lakes Parkway.

August 17 (Wednesday) – Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

August 24 (Wednesday) – Board Meeting – Zoom – Meeting at 7:00 p.m.

### Save these Dates for Future Planning

September 10 – GWC Flea Market – American Legion – Fairfax Va. lower parking lot. See Brochure in this Script.

September 16, 17 – Hickory Corners, Mi.

December 3 - American Legion – Fairfax Va. lower parking lot.

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## WANT ADS

### **Wanted**

Windshield Frame for a 1930-31 open top Model A. I have the glass, so I am interested in a frame that is in good enough shape to install new glass. I believe it is a standard as it is 12" at the centerline.

Please contact:

Rusty Rentsch

email: james.rentsch@msn.com

text: 703-209-4359

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Asking \$16,000 but will consider any reasonable offer.

Please contact:

Jim Chesley

703-362-2129

[jchesley@aol.com](mailto:jchesley@aol.com)



## WANT ADS (Cont.)

1930 Model A Ford Sedan: The car is a standard Briggs body and was manufactured November 1929 and first delivered February 1930. It is mechanically sound and a reliable driver - 3rd owner!! Mechanics were professionally restored 1998-2000. The car needs to be repainted and needs interior work which is original - front seat and rear carpet are worn and front door panels are missing.

\$14,000.

Please contact:  
John Dougherty  
571-228-9567

