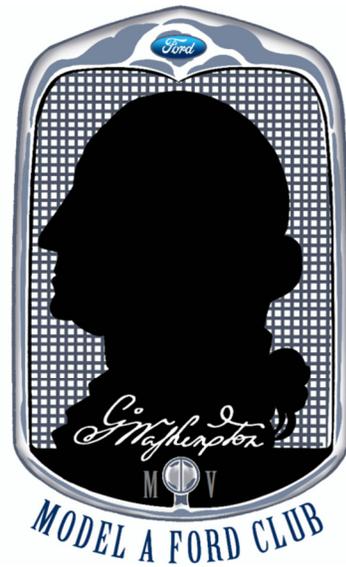


# The Ford Script



Vol. XL

February 2019

No. 2



Spotted at the Merrifield Garden Center last month. Driver is a stuffed Teddy bear.



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 and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

[www.gwcmodeleda.org](http://www.gwcmodeleda.org)

Web Master: Greg Shepherd

## Board of Directors

President	Doug Tomb	703-241-4152	<a href="mailto:douglas.tomb@verizon.net">douglas.tomb@verizon.net</a>
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Tool Chairman	Benny Leonard	703-278-2994	<a href="mailto:ben5@cox.net">ben5@cox.net</a>
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National Liaison	Jamie Lucas	<a href="tel:703-893-8957">703-893-8957</a>	<a href="mailto:jandmlucas@msn.com">jandmlucas@msn.com</a>

## Appointed Positions

Concessions Chairman	(vacant)		
Club Librarian	Jay Melton	703-237-6953	<a href="mailto:jmelton58@verizon.net">jmelton58@verizon.net</a>
Historian/Archivist	Tom Quigley	703-912-4293	<a href="mailto:tiquigley6@gmail.com">tiquigley6@gmail.com</a>
Sunshine Chairman	Jim Gray	703-250-1991	<a href="mailto:jrg240z@cox.net">jrg240z@cox.net</a>
Technical Advisor	Tom Terko	301-949-7329	<a href="mailto:tterko@verizon.net">tterko@verizon.net</a>

Copy for THE FORD SCRIPT should be e-mailed to the Editor at: [billhsims@gmail.com](mailto:billhsims@gmail.com)

**Next deadline: Monday, March 4<sup>th</sup>**

## **THE PRESIDENT'S CORNER**

We got off to a good start at the January Monthly Meeting with our indoor Swap Meet, organized by Programs Chair Luke Chaplin. We had a good turnout of Club members, both buyers sellers, and there was an interesting assortment of Model A parts, literature, tools, and various related items. Soft drinks and munchies were provided by the Club.

As I mentioned last month, our main event of the year, **The Sully Car Show**, is coming up fast on Father's Day in June. This is the principal focus of our Club, and all members are asked to put in two hours of volunteer time, supporting this important event. The success of Sully is what gives the Club the resources to have all of the picnics, tours, programs and other Club activities during the year. Sully is your event, so get involved and continue to make it a success.

This year, I would like to offer a free Sully pin to every Club member who volunteers at Sully, as a Thank You from the Club, and as a demonstration that you supported the Club in this important effort. We will have the Sully participant sign-up sheets on the web site, and at the Monthly Meetings, so you can indicate the area you prefer to help out in. Contact Jim Gray and Bill Worsham, and offer to help them where needed. Many hands make easy work.

Our next Club-sponsored Flea Market will be in July, when we will have an outdoor meet, on a Saturday, so it will be easier for members to bring their spare parts to sell. Consider this as a chance to help other Club members with a needed part so they can get their Model A out and about. Start culling through your spare parts now, so you have a good selection for the July Meet.

At Sully last June, I brought a Model A engine from one of the Flea Market vendors. I dropped it off at the Schwalm's booth at Hershey in October, so they could do a complete rebuild. In November I got an email from them saying that my Flywheel Housing was cracked, and that I would have to find a new one. I contacted Webmaster Greg Shepherd right away and asked him to put out a Parts Wanted message on the GWC Website.

That evening, I received a call from member Doug Cox, in Alabama. He had a spare Flywheel Housing that was crack free, and we made a deal on the spot. Even more helpful, Doug shipped it directly to Schwalm's, so they could use it on my engine right away. Wow, was that ever helpful. With that, plus parts from other GWC Club members, my engine was completed in late December, and is now sitting in my garage waiting to be installed in my phaeton. Without the help of Club members, and their trove of good parts, this would not have been possible.

With the warm weather this week, I can almost believe that Spring is just around the corner. This is the time to get your Model A prepped, so that it is ready to go once the real Spring weather arrives.

I wonder if I can get that new engine installed over one of the upcoming weekends . . . . . ?  
Doug Tomb.

## **FROM THE EDITOR**

Last week I took a break from winter and went down to Florida to play some baseball at the Baltimore Orioles Fantasy Camp. Eight games later, I came away injury free but old age betrayed me at the plate as I only batted .118 (2 for 17—terrible!) But at least I missed most of the polar vortex. And there were no Model A sightings. How can there be so many old people down there and so few old cars?

But now I'm back and appear to have brought the Florida weather with me. Milford called me the day after I got back offering to help get my A going again, but I was too exhausted and it was too cold for me to work up any enthusiasm. Besides, even if we got it going, we're in the dead of winter and it would be unlikely I'd be able to get it out to drive for a month anyway. How was I to know that 2 days later it would be 74? But I have complete faith we'll get 'er going in March.

As for Blaze, it's still down in North Carolina awaiting the return of Don Temple from his annual Florida hibernation.

Bill Sims

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

Board of Directors Meeting  
January 23, 2019



**Call to Order.** The monthly meeting of the Board was called to order at about 7:00 pm by President Doug Tomb, in the meeting room at the Red, Hot and Blue Restaurant in Fairfax, Virginia.

**Attendance.** Board Members present included, Doug Tomb, Paul Bjarnason, James Kolody, Greg Shepherd, Bruce Metcalf, Milford Sprecher, Jamie Lucas, Luke Chaplin, Jim Gray and Bill Sims. Jason Cunningham called in via telephone. Absent were Benny Leonard and Bill Worsham. A quorum was present.

**Minutes of Prior Meeting** – Minutes of the meeting of the January 5 Transition Meeting of the Board were published in *The Script*.

**Agenda** – Prior to the meeting President Tomb circulated via e-mail an agenda, which was followed during the meeting, as discussed below under each area of responsibility.

**Treasurer** – Treasurer Paul Bjarnason reported that the budget is still in draft form, due to some information gaps and the need for discussion of possible changes from last year's budget. The draft was passed out and discussed, with particular focus on what the Club's budgetary goal should be and how to reach it. It was agreed that we should seek to maintain the balance of the reserve fund through balancing the annual budget, i.e., no deficit. However, the draft passed out reflected a substantial deficit and it was recognized that cuts should be made if we are to maintain the reserve fund balance. No decisions were made on what to cut, but a discussion ensued about the possibility of reducing the number of scholarships awarded. A revised budget will be e-mailed to the Board soon with a view towards agreement on a final budget at the February Board meeting.

>>>>>>

## **FROM THE SMOKE-FREE ROOM (Cont.)**

**Activities** - Activities Chairman Jason Cunningham, reported the Club will participate in the Cherry Blossom, Memorial Day and the Fourth of July parades in Washington, DC. The Club will hold two or three picnics this year, but we need Picnic Coordinators to volunteer to help by coordinating each one of the picnic activities. Jason reported that he has several tours planned, including one to Cape May, a tour to the Eastern Shore, a tour to the mountains, and a Winery Tour. Jason said we need tour leaders to step up to help if we are going to be able to hold these tours. There will be a Club Summer Swap Meet with the other clubs (V8 Club, Model T Club) at the same place as last year, to be announced soon.

**Programs** - Program Chairman Luke Chaplin reported on the fruits of the considerable efforts he has put into polling the membership regarding what meeting topics they would be interested in, for 2019. Top choices as indicated by the few who responded were: 1 - How to tour in your Model A: Tips from the experienced; 2 - fluids: type of antifreeze to use, type of oil, gear oil; 3 - Engines: what is a good one, is a cracked block repairable, are the best bearings inserts or Babbitt? Also, discussed was a possible Club outing to Schwalm's, which, it is noted, would have to be on a week day when Schwalm's is open. Based upon the discussion, the following topics were selected for the first part of the year:

February - Milford Sprecher will present his Model T Ford basement find story, including how the car was retrieved.

March - Luke Chaplin will give a program on the electrical components of the Model A, with tips and techniques.

April - Milford Sprecher will give a presentation on the correct fluids for The Model A Ford, antifreeze, oil, gear lube, etc.

May - Jim Gray will lead the annual Judging Training Seminar for judges at Sully.

The rest of the year's program is still under discussion and to be determined.

Coverage for monthly meeting refreshments has been set, except that December is still unfilled.

**Membership & Webmaster** - Chairman Greg Shepherd reported that while he has had a good response for sign-ups for Club membership, payment from about fifty 2018 members for 2019 dues have not yet been collected, and Greg reported that he is contacting those members. Also, the Board agreed for Greg to renew the Website hosting for three more years at a cost of \$95 per year.

**Sully Show** – Sully Chairman Jim Gray reported on Sully status. The Sully Committee met with the Sully Historic Site staff on January 10, and plans for all aspects of the show are well under way. There is an agreed upon (with the Park Authority) 450-vehicle limit for the show. The limit is based upon an agreement with the Sully Historic Site Manager many years ago based upon the number of acres of the site available for use during the show. There will be 40 judging classes this year, which will require at least 40 judges. The plans for the 100-year-old Century Class are well under way, including a special accommodation for the Century Class vehicles to be displayed. We also plan a parade of the Century Class vehicles in the afternoon, to be led by the Model T Club Take-Apart Car. The parade will be over a special course that goes around the Sully Historic Site property. The next meeting with the Sully Staff will be scheduled for

## **FROM THE SMOKE-FREE ROOM (Cont.)**

March. The show brochure/registration form is in final review and will be available the first week of March. The Sully pins have been ordered. It was agreed that pre-registration cut off for cars to be judged will be the Wednesday before the show. No exceptions will be permitted because of the need to plan for judging. A photographer will be on site during the day to capture all of the action, and get pictures of the show cars. Jim reported that he is working on a “clean-up” committee, to ensure the area is properly policed after the show closes. There was discussion of possible sale of Sully Show T-shirt as a revenue enhancer. Jim reported that his neighbor is in the T-shirt business and that he would inquire of his neighbor about selling T-shirts at Sully. Jim also suggested we consider having GWC logo pins made. Although there was general agreement, no formal motion was made to proceed.

**Club Property Manager (Tools)** – Manager Benny Leonard reported via e-mail prior to the meeting that he suggested \$400 for the 2019 budget for the tool shed and the compressor. Also, Benny reported that if we’re going to be doing sandblasting next year it would take about a bag of sand to do one wheel. I note that anyone participating in the sand blasting would pay for the sand they use, however, so no budget for that is necessary.

**Youth Chairman (Scholarship)** - Chairman James Kolody reported that it is time to begin thinking about next year’s scholarship program, including the budget allocation and the number of scholarships. It is noted that not all of the recipients of last year’s scholarships were present for the scholarship awards ceremony at Sully. This was disappointing and there was some discussion of reconsidering qualifications to receive an award, including being present at Sully for the awards ceremony, as well as some revised criteria to assure that the award of a scholarship has been earned by the recipient. This discussion is to be continued given our present expected budget deficit.

**Editor** – Editor Bill Sims announced that the deadline for the next “Script” newsletter is Monday, February 4. Bill notes that articles and pictures would be much appreciated.

**National Club Liaison** - National Liaison Chairman Jamie Lucas reported that there would be non-GWC events, including West Virginia MARC tour in May, Luray Swap Meet on May 16 thru 18, and the Hershey Meet on October 9 thru 12. Stay tuned; there will be more to follow as the events and activities are identified.

## **Adjournment**

A motion was made and seconded and the meeting was adjourned at about 9:00 pm

Respectfully submitted  
Paul Bjarnason  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

It was the dead of winter, and President Jim Cartmill wrote about Model A's during it. Unfortunately, his was hung up on the retraining wall of his driveway for a week until a thaw, due to its steepness and the coating of ice on it. It brought to mind his school days in North Dakota where his old maid teacher never missed a day despite the severe winters. Why? She drove a Model A, unusual even then when not too many were being driven. This was a President's lead-in to "Do you ever take your A out in winter? Why not try it on Feb. 20th or 27th and ramble out to Clem and Sandy Clement's for one of their train days?"



Our new 1994 Script editor Bill Sims (ever heard of him?) brushed aside the need for a designated Assistant Editor. There had been an effort to sign someone up for the position, without success. Bill said he thought he could handle the position alone as long as someone could take over when he is on vacation and in an emergency, and that he had potential volunteers. He said that the hard work with the newsletter was not putting it together; it's finding enough material to fill the pages. He appealed to potential contributors to produce at least one article a month and Bill Worsham rose to the occasion, editing a new monthly piece entitled "Looking Back". It was to be an enchanting trip down memory lane, describing club affairs 10 and 20 years in the past. For instance, the February 1974 meeting was at Jerry's Ford in Annandale and the new officers were named: Joe Thoma, President, VP Bill Worsham, Sec. Bill Condon Sr., Treasurer Andy Jaeger. Then in 1984 the meeting was cancelled because of snow. By then we were meeting at the Fairfax Legion hall.

Plans were being laid for "Family Night", translated "potluck dinner", in March. A large turnout was anticipated, so it was to be held at the K of C hall in N. Arlington. Drinks, utensils and plates to be provided by the Club. Attendees were asked to each bring a dish for 8-10 (yes eight to ten!) people. Did we travel on our stomachs then or what?

Robert Mechner submitted a three-and-one-half-page comprehensive illustrated step by step article on how to repair a door latch on a Tudor.

The highlight of the month was that the Washington Post selected our Sully car show as one of the ten best things happening in the D.C. area in 1994!

Dave Henderson

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## MEMBERSHIP NEWS AND INFORMATION

### Website Report

Have you checked out the technical info page recently on our website? It's been updated with the recent towing question sent out to the membership via email:

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



### Membership Report

Last Month! If I don't receive your dues by the end of February, I will be forced to drop you from the Club. We have about 45 members still outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that receive the Script on paper.



New this year is that you can send your money via PayPal... just send to [Shepman@gmail.com](mailto:Shepman@gmail.com) and make sure to pick Friends and Family as part of the process.

For the more traditional route, the membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc.) when you mail the check in. Please make the check out to 'GWC Inc.' and send to:

Greg Shepherd (GWC Membership Chair)  
3715 Brices Ford Ct  
Fairfax, VA 22033

Please get your dues in soon for 2019 so I don't have to call you.  
The hard deadline is:

**February 28<sup>th</sup>, 2019**

### George Washington Chapter Inc. Model 'A' Ford Club Application

Names- First \_\_\_\_\_ Spouse \_\_\_\_\_  
Last \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_  
Phone (H) \_\_\_\_\_ (C) \_\_\_\_\_ (B) \_\_\_\_\_  
E-mail \_\_\_\_\_

Model A's owned 1) \_\_\_\_\_  
2) \_\_\_\_\_ 3) \_\_\_\_\_

Please visit us at: [www.gwcmodeleda.org](http://www.gwcmodeleda.org)

Any questions can be directed to our membership chair Greg Shepherd

Send check payable to the GWC and completed application to:  
GWC – Membership Chair  
3715 Brices Ford Ct  
Fairfax, VA 22033



## **SULLY 2019**

Have you heard? Sully is just around the corner, and we've got BIG plans this year, which include a special "Century Class" for 100-



year-old cars, which we will parade around the show field beginning around 2:00 p.m. so that our show attendees can see and hear them run!



AND, if you'd like to help in pre-show advertising, Sully would like a vintage vehicle or two on the field at their annual SpringFest, to be held on April 27, from 10:00 a.m. – 4:00 p.m. <http://www.springfestfairfax.org/> SpringFest brings nearly 5,000 people to Sully and is a GREAT way for us to advertise our show... that is, IF we have a couple of vehicles there to do that advertising.

Carol McDonnell, the Sully Historic Site Manager, suggests having vehicles that can be touched as well as seen at this show. Please let me (Jim) know if you can offer a vehicle up for this year's SpringFest.

BUT, what we REALLY need for OUR show at Sully is ***VOLUNTEERS!***

We've been working with the Sully Staff since January 10 to get our brochure put together – we expect to have printed copies by March 4, and we'll begin distributing them on March 9. We'll have the brochure up on the web site as soon as we finalize the copy. We'll bring brochures to our March, April, and May meetings so members can get them out to local organizations.

We plan to have our compressor with its whistles running again this year; more "hit-and-miss" engines running; our misting tent for cooling off; activities for the grandkids; and lots of beautiful cars to look at. So don't forget to bring one or more of your cars to show!

New this year is the addition of a juried "Best of Show" trophy, the winner of which will be chosen by our Chief Judge, Jaime Gray Nelson.

We're still finalizing a few of our committee assignments, but as of February 5, what we have is listed on the next page. Note we still have a few openings – we really need to get these spots filled. Our Century Class cars will arrive by trailer – we need an individual or two to help get those cars parked and their trailers parked. We also need folks to come early and help Bill & Carol Benedict get the show cars to their parking spots. We need an individual or two to handle pin sales so that this job does not fall on our Information Booth team of Dan and Donna Lyon. The new position for "Club Food" is for a person or two to be in charge of acquiring and managing the distribution of the food we buy for our club volunteers. Laurel Gauthier could also use assistance in her role of "Help Where Needed" on the day of the show.

>>>>>>

**SULLY 2019 (Cont.)**

**George Washington Model A Ford Club Sully Committee 2019**

Annual Meet Chairman	Jim Gray	(410) 353-0381	<a href="mailto:jrg240z@cox.net">jrg240z@cox.net</a>
Annual Meet Chairman, Emeritus	Bill Worsham	(703) 250-5474	<a href="mailto:billworsham@aol.com">billworsham@aol.com</a>
Registration	Carol & Bill Benedict	(703) 430-2441	<a href="mailto:carolabenedict@aol.com">carolabenedict@aol.com</a>
Chief Judge	Jaime Gray Nelson	(703) 568-8545	<a href="mailto:jaime.gray.nelson@gmail.com">jaime.gray.nelson@gmail.com</a>
Deputy	Brian Barrows	(703) 963-5255	<a href="mailto:bcbarrows@yahoo.com">bcbarrows@yahoo.com</a>
Trophies	Gil Beckner (703)	791-3795	<a href="mailto:gbeckner@verizon.net">gbeckner@verizon.net</a>
Flea Market	Al Iagnemmo	(703) 698-7398	<a href="mailto:captainari@gmail.com">captainari@gmail.com</a>
Flea Market Set Up	Benny Leonard	(703) 278-2994	<a href="mailto:ben5@cox.net">ben5@cox.net</a>
	Paul Gauthier	(703) 323-0009	<a href="mailto:gokie1@verizon.net">gokie1@verizon.net</a>
Flea Market Vendor Liaisons	John Dougherty & Bruce Metcalf	(952) 288-3508	<a href="mailto:kesedeme@aol.com">kesedeme@aol.com</a>
Car Corral	John Dougherty	(703) 971-8033	<a href="mailto:doughert@cox.net">doughert@cox.net</a>
Special Displays	Benny Leonard	(703) 278-2994	<a href="mailto:ben5@cox.net">ben5@cox.net</a>
Field Layout	Tom Terko	(301) 949-7329	<a href="mailto:tterko@verizon.net">tterko@verizon.net</a>
Signage	Benny Leonard & Jim Gray		
Snow Cones	Greg Shepherd	(703) 476-6496	<a href="mailto:shepman@gmail.com">shepman@gmail.com</a>
Trailer Parking	Bill Jaeger	(703) 929-7599	<a href="mailto:billy8n@aol.com">billy8n@aol.com</a>
Century Class Trailer Parking		<b>NEW – OPEN</b>	
Information Tent	Dan/Donna Lyon	(301) 330-5564	<a href="mailto:maneline@comcast.net">maneline@comcast.net</a>
Pin Sales		<b>OPEN</b>	
Show Field (old car) Parking	Tom Terko	(301) 949-7329	<a href="mailto:tterko@verizon.net">tterko@verizon.net</a>
Publicity	Milford Sprecher	(301) 830-2198	<a href="mailto:milford.sprecher@gmail.com">milford.sprecher@gmail.com</a>
Club Food		<b>OPEN</b>	
Help Where Needed	Laurel Gauthier	(703) 323-0009	<a href="mailto:gokie1@verizon.net">gokie1@verizon.net</a>

Milford has volunteered to be in charge of the club's publicity efforts, and we will have had our second phone conference to work these publicity issues by the time you read this.

Please contact the team leads or Jim Gray if you have questions or want to volunteer. We've included our Sully Volunteer Statement in this month's Script; please volunteer soon.

Jim, Bill, and the Sully Committee

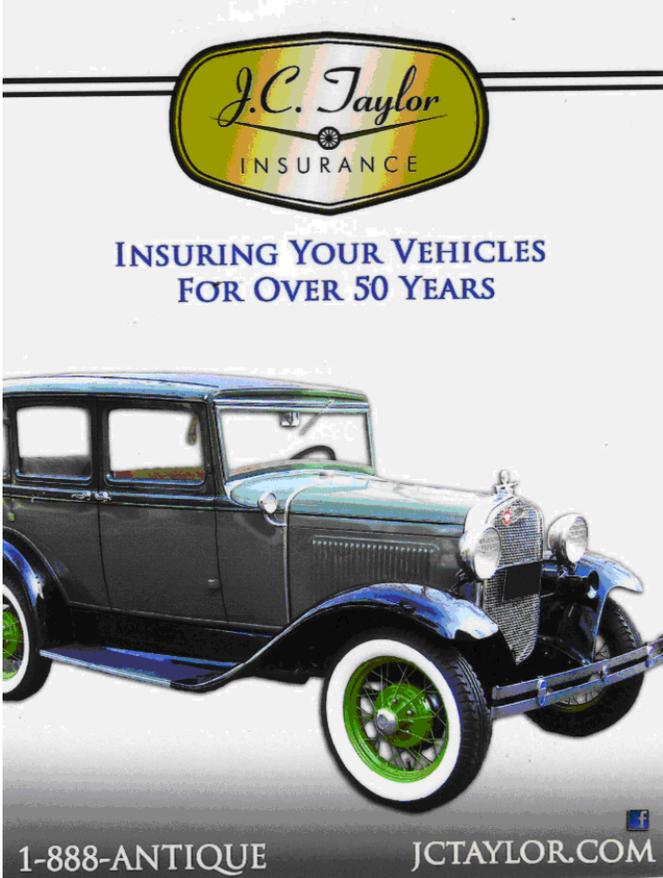
## **MAFFI NEWSLETTER MINUTE**

Please remember that MAFFI has 42 videos, including a complete set of the Diablo A's Technical Seminars, available for loan to MAFFI members and Model A Clubs that support the Museum with a financial gift. Any one of these videos would make a nice program for your club through the winter months while the weather keeps us inside. You can look over the titles at [maffi.org](http://maffi.org) (programs) or on the back of the MAFFI newsletter, the A Preserver. If interested, please email Janice Barker [jlb72443@aol.com](mailto:jlb72443@aol.com) and she will take care of your request.

Please mark your calendar now for September 21, 2019, for Model A Day! If you can't make it in September, please plan a trip to see the Model A Museum and the entire Gilmore Complex when you are in the area. Remember, that as a member of MAFFI, your admission is FREE! Just show your membership card at the museum entrance.

As always, 'thank you' for supporting MAFFI and the Model A Ford Museum.

Marsha Quesnel  
MAFFI Trustee  
[clubcontact@maffi.org](mailto:clubcontact@maffi.org)



The advertisement features a vintage dark blue Model A Ford sedan with white-walled tires and a chrome grille. Above the car is a yellow and green oval logo with the text "J.C. Taylor INSURANCE". Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is written in blue. At the bottom, the phone number "1-888-ANTIQUE" and the website "JCTAYLOR.COM" are displayed, along with a small Facebook icon.

## "WHEEL PICK'N DAY" AT THE LEYDON MAN CAVE

Sunday (1/27) was "wheel pick'n day" at Leydon's *Man Cave*. Doug Tomb had had a slight mishap with his 1930 Phaeton and "crumpled" the right front wheel due to passenger overload. As luck would have it, John Leydon had a stash of perfectly good wheels (some powder coated; some not) in his garage in Aldie.

So Doug and Beverly made an excursion of it ... inviting Benny & Sharon Leonard along to John's farmhouse for lunch by the fire, followed by an afternoon session choosing two good wheels for Doug's buggy. (We just mounted them on the spindle of John's Woody and gave them a spin). Some of the photos are of Benny explaining to the rest of us the proper way to handle a "dial-measuring gauge".



In the end, Doug decided to take all four, two for the right side the car, one for the rear as a spare and keeping one in reserve. The "final two" were nice solid powder-coated BLACK wheels within +/- 20mm of true. So why is BLACK in caps? Because the left (undamaged) side of Doug's Phaeton has RED wheels. Doug's explanation for why matching BLACK would be just fine on the right side is: "Who looks at both sides of the car at the same time?" Duh. Makes sense to me. Fun day.

John Leydon



Beverly and Doug Tomb enjoying the moment.



Doug, John Leydon, Sharon and Benny

## **HENRY FORD'S BETTER IDEA**

Reprinted from History Magazine Sept./Oct. 2012

Modern Americans know Henry Ford as the man behind Ford Motor Company, and most would probably credit him with the invention of the modern assembly line. Ford's contribution to (and effect upon) American manufacturing in general is much more grand and goes beyond the mechanics of assembly. His vision, and the manner in which he approached achieving it, is truly his legacy.

Like most new technologies, automobiles were initially built and sold as dalliances or even appliances for the wealthy. Today, we recognize how so-called early adopters pay more to be the first to have the latest high-tech gadgetry. Things weren't so different 100 years ago when "horseless carriages" first appeared. However, Ford's entire approach, from the company's method of manufacture to the eventual reductions in the price of his products, was part of an overall effort to sell to the masses.

Ford recognized that the ability to sell great quantities would multiply the profits they were capable of generating. His constant quest for manufacturing efficiency would also contribute directly to the bottom line, and this driven desire would rival his engineering acumen. One of the better-known examples of this does not even relate to the assembly-line process as we know it, but rather to Ford's interest in the materials of which his vehicles were made.

Naturally, Ford relied upon subcontractors to supply some of the components used in his new cars. As part of their contractual agreement, Ford specified the dimensions and even the type of wood to be used in the crates in which these parts were to be shipped. Once the crates arrived at the assembly plant, Ford forbade the use of crowbars to open them. Rather, he insisted they be carefully disassembled.

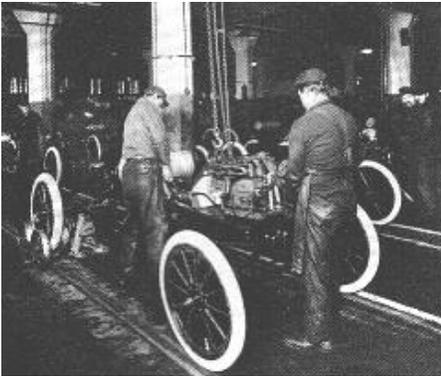
In those early days of the automobile, wood was a common material used throughout the body, doors, and especially for the running boards. This was particularly evident in the legendary "Woody" station wagons produced from the 1920s through the early 1950s. The wood reclaimed from the shipping crates was reused for this purpose, and in many cases was already sized properly (per Ford's contracted specifications). Not wanting to waste any wood, what few scrap pieces were left over were then further compressed into usable charcoal "briquettes." There was a large enough quantity of charcoal being produced that Ford decided to create a business to market it, and thus the Ford Charcoal was born. Today, we know this enterprise as Kingsford Charcoal, named after a Ford relative of who brokered the site selection for Ford's new charcoal manufacturing plant.

That kind of progressive development in the name of efficiency wasn't limited to what went out the door at the massive Ford Motor Company factories. The way in which raw materials were supplied to the plant also grew into more efficient and streamlined process over the years. Rather than relying upon outside suppliers for steel to build his vehicles, Ford built his own foundries at which raw ore could be smelted and forged into various components. Furthermore, Ford eventually purchased the iron ore mines and the ships used to transport the raw materials to the factory. In this way, Ford could absolutely minimize prices and maximize quality, resulting in an unprecedented level of manufacturing excellence on a scale never before seen, worldwide.

## HENRY FORD'S BETTER IDEA (Cont.)

Interestingly, and importantly, Ford chose not to simply line his own pockets with the ever-growing profits of his visionary leadership. Rather, he invested heavily in the growth of his own company and his own workforce, while simultaneously lowering the prices on many of the vehicles being produced. In 1909, a new Model T Touring car (the most popular model) could be had for \$850. This was reduced to \$490 in 1914, and by 1925 the price had been slashed to \$290. Making the cars more affordable had a positive impact on sales, resulting in a significant jump in the quantity of vehicles sold.

With regard to the workforce, we must understand the challenges Ford was facing to fully comprehend the impact of his investment in this vital area. In the early part of the 20<sup>th</sup> century, a great percentage of the workforce consisted of unskilled immigrants. The typical solution was to break down assembly-line tasks into simple steps, and offer very low pay to several employees to accomplish each of them. The predictable result was that the workers would quickly grow bored of the mindless, repetitive tasks. Many workers would quit, and in 1913 it took the hiring of 963 employees for every 100 positions Ford needed to keep the assembly line working. Considering there were 13,600 employees in the plant at the time, the scope of the issue



becomes apparent.

Ford's solution was multifaceted. A broad array of benefits was created, including incentive bonuses, a medical clinic, and athletic fields and playgrounds for the workers' families. Still, the challenge of retention persisted, and Ford's next step was a huge one.

On Jan. 5, 1914, Ford announced all employees would receive a minimum of \$5 pay for eight hours of work. This was more than double the previous \$2.38 offered for a nine-hour shift, and was such a dramatic increase that it attracted workers from all over the nation. The tremendous response not only solved the retention issue, but profits increased as well. Between 1914 and 1916, the company's profits doubled from \$30 million to \$60 million. The higher pay rate crossed another threshold, as workers could now afford the new Ford vehicles they manufactured, and many did.

Henry Ford's contributions to American manufacturing were great, but beyond the obvious mechanics of the mass production assembly line, his visionary approach to maximum efficiency in all areas was just as important. Through a constantly evolving process of improvement, Ford set new standards for manufacturing that still reverberates today.

Scott Parkhurst,  
*(a freelance writer  
from Belle Plaine, MN,  
who specializes in  
automotive issues)*

## GRAY WITH AN A HAS JUST FOUND A GRAY



My quest for a working Gray automobile, made by the Gray Motor Corporation in Detroit, has taken more than a decade. I've not even found very many pieces – a few radiator badges, a radiator shell and a single dinged up hub cap.



That all changed this past New Year's Day.

I ran a want ad that was to begin in the January 2019 Hemmings Motor News; at 12:45 a.m. January 1, I got a call from a guy in Texas who told me he knew of 2 Grays for sale in the Dallas area--a 1923 Touring and a 1924 Touring. He gave me a name – Les Gray – and a phone number.

Turns out that Les had decided to sell only one of his Grays – the 1923. AND he said it was complete and had been driven into his warehouse under its own power only a few years earlier. Stunned? I was more than stunned... I was, as Clem would say “stunified!”

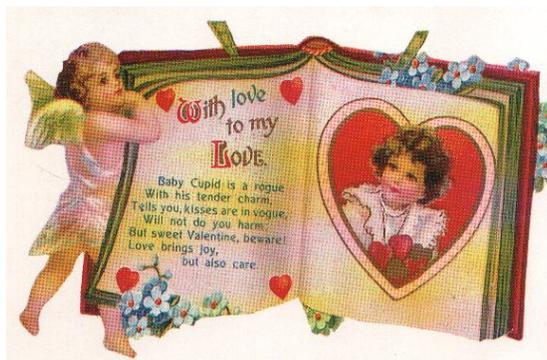
He said it's dusty, but not rusty – it doesn't leak grease or oil, it's got a radiator full of good green antifreeze, and it has a rust-free gas tank empty of gas. He told me the last gas it had in it was alcohol-free, which is apparently still easily found in Texas.

We've agreed on a price and I'm shopping shippers. If all goes as planned, I'll be Gray with a Gray soon, and hopefully my Gray will join me at Sully this year.

It does mean that I will have to part with my 90-year-old Special Coupe “Glinda” But I'll be swapping that great little green Model A for a green Gray car. And it looks like the Glinda will remain in the Club! That makes this deal one I'm glad to make.



Jim Gray



## **STOP THAT OIL LEAK**

Taken from How to Restore Your Model A  
2nd edition complete from The Restorer

Does your Model A leave oil on the driveway? One of the biggest problems with the Model A Ford was, and still is, the persistent main bearing oil leak. But there is a solution to the problem. You can stop that oil leak by following all the steps outlined here; but do not skip any or you will be wasting your time. A little background on the engine will prove informative and show why the problem with the rear main exists.

Tire flywheel in the Model A weighs several times that of flywheels in modern cars. Thus dips, hard bumps, sudden stops and quick starts throw a tremendous amount of weight on the rear main. Sudden starts and stops tend to slam the flywheel backward and forward against the bearing thrusts. As they get looser, the harder the pounding. This can continue until the vibration and pounding breaks up the babbits and then the bearing is gone. When this happens there is only one recourse and that is to have them repoured and align-bored. A close inspection will determine the condition of the main bearing.

At this point it will be necessary to have the crankshaft "miked" (measured with micrometer) to determine if it is flat - that is, out-of-round.

The center main will be worn more than the other two, normally. This is also the first bearing to go under hard driving conditions. The reason for this is the heat is greatest at the center of the engine and the babbitt tends to soften there first, plus the fact the center main has to help hold the pressure each time the engine fires for all cylinders. Assuming that the babbitt bearings are sound and the crankshaft is within acceptable tolerance, we can turn our attention to the tightening of the main bearings.

**A.** Make sure the aluminum seal in the block is tight and a seal between it and the block is made. Permatex gasket cement will do the job fine. The reason for this is, oil can "blow by" this seal if it is loose in the block.

**B.** Place the crankshaft back in the block. End play of the shaft should be between .002 and .004 of an inch. The Ford Service Bulletin for February 1928 states .004 to .007 of an inch. However, this is more than actually required. If more than this is encountered, a good re-babbiter can build up the old bearing thrusts at reasonable cost. Remember also that too much end play in a crankshaft lets the shaft act as an oil pump as it moves back and forth. Back pressure in the crankcase helps move the oil out but not in.

**C.** Start with the rear main first. Because this is our area of trouble we will be extra careful here as to its proper fit. Place the two rear main bolts in the block. Next place the shims (equal amount on each side) over the bolts. Inspect carefully to see that the front and rear section of the shims touch the crankshaft simultaneously. If shim rocks, this will create a hole at the rear of the main. and you must file or cut out around the outer side of the bolt hole to allow shim to move in and touch the shaft.

You will notice that at the front and back of the shim there is a bulb type end. This will match

>>>>>>>

## **STOP THAT OIL LEAK (Cont.)**

the "closed" section of the back and front part of the rear main. This is designed to hold oil in the main and lubricate the shaft. Under no condition will shims be used that have been modified to allow tightening of the rear main without removal of the cap. This allows oil to seep out by the bolt into the flywheel housing.

**D.** Inspect the rear bearing cap to make sure it has the large oil return tube without ball check. Make sure all dirt and carbon is removed from the tube as well as the trough at bottom of bearing. Do not alter tube or bearing cap in any way. Tighten rear bearing to .001 clearance. Plasti-gage is available at most auto parts stores to indicate when bearing is tight. Crankshaft can be turned by hand at this setting by gripping the throws and turning.

Remember also, you can have a tight crank and still not have a good seal unless the bearing fits to .001 all the way around the shaft. A simple home test is to use machinist's blue dye.

Also keep in mind that if the engine is in poor condition and you are experiencing a lot of blow-by, the trough and open return tube tend to let pressure blow oil out the back main. The only cure for this is complete rebuilding of the engine. Incidentally, on a new rebuilt engine, you will get some blow-by until the rings have seated.

Some restorers have had good success with the molded seal now being manufactured and available from most parts houses. No modification is required of the engine. The only thing to watch here is to be extremely careful to see that none of this seal mashes out between block and bearing cap.

Do not starve the rear main by closing off the oil line leading to the main. This definitely is not recommended as oil to the mains are gravity fed and this is the reason the center main goes first, because a big enough volume of oil cannot move through it. The oil not only lubricates but cools the bearing. There is only one hole for the oil to reach the rear mains. There are no others leaving them.

**E.** Now loosen rear main nuts one full turn and tighten center main using same procedure. Of course on the front two mains you do not have to worry about placement of shims against the crankshaft.

**F.** Loosen center main nuts one full turn and tighten front main. After fitting up front main, go back and re-tighten other two key nuts and the job is complete.

**G.** Now with all connecting rods installed, our next critical oil leak area is at the rear of the pan. Normally the thick cork gasket across the back of the rear main is too long. Simply cut it off where both ends touch the block until there is no bulge in middle. Install pan using sealers.

**H.** Another area of oil leak is at the front crank pulley. If the pulley is loose on the shaft, two things can happen. Oil will flow out between shaft and inner wall of pulley. The loose pulley will also bore out a new seal fast. The original pulley was very snug on the crankshaft. If you still have the original pulley and a groove is worn in it at the seal area, it would be better to have it built up with brass and then machined than to buy a reproduction.

## **STOP THAT OIL LEAK (Cont.)**

Now you can take that Model A out on the road and enjoy it more. And after your trip you will be returning to the cleanest driveway in town.

### Check List

- 1-Tight upper seal in block,
- 2-Good bearing surface on mains.
- 3-No end play in crankshaft over .007.
- 4-Shims moved Over light against crankshaft.
- 5-Clean trough and return tube.
- 6-Clean breather pipe.
- 7-Tight fitting front pulley.

By Verle Smith

## **COMING EVENTS**

### **February**

February 13 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

### **February 20 – (Wednesday) Monthly General Meeting**

### **March**

March 9 (Saturday) Chesapeake Region Antique Automobile Club Of America, 8 am - 3 pm, rain or shine, West Friendship, MD. Antique Car, Truck, & cycle flea market. Antique vehicle car corral Indoors & Outdoors ... Rain or Shine Admission & parking free. Call Tom Young - 443-744-6338 - 6 - 9 pm or email him at [tbirdtoms60@verizon.net](mailto:tbirdtoms60@verizon.net)

March 13 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

### **March 20 – (Wednesday) Monthly General Meeting**

March 22 and 23 (Friday and Saturday) Registration is open for the 2018 Sugarloaf Mountain Region AACA , 2018 Parts Meet. Maryland's largest and most outstanding antique auto parts swap meet will be held over two days inside the Carroll County Agriculture Center. The information and registration, go to [info@carrollcountyyagcenter.com](mailto:info@carrollcountyyagcenter.com) or phone 301-674-5431. Early bird registration (not later than February 20) nets a savings in booth space.

## **WANT ADS**

### **For Sale**

1929 Special Coupe, 90 years young older amateur restoration. Firewall stamped April 8, 1929. Body rail stamped E1213. New high capacity radiator and thermal quail. Comes with stone guard (not installed), 6-volt Nu Rex alternator, restored correct pop-out ignition switch and key, 6-volt Optima battery w/powder-coated hold down and 30- amp fuse. New style clutch adjusting yoke. Rebuilt shift tower and emergency brake. Vintage year-of-manufacture VA license plates. DOT-approved LED single tail light. In line metal micro filter installed in gas line. Comes with spare rear end and a home-made tow bar. Asking \$7,500. Contact: Jim Gray [jrg240z@cox.net](mailto:jrg240z@cox.net) or text 410-353-0381; home phone: 703-250-1991



### **Wanted**

Top price paid for the items below. Please call George at 703-969-1715:

- 1) a good set of new or original windshield stanchions for a 1930-1931 Standard Roadster. I could make due with one good driver's side, WITH mirror hole drilled.
- 2.) a good Zenith-1 carburetor bottom half, for a 1931 Deluxe Roadster, non-indented firewall.

### **For Rent**

I have an indoor storage spot opening as of February 1st. Building is secure, heated, clean and appropriately lit. Customer access can be provided practically 24/7 with reasonable notice and power for a battery maintainer is available. Price is negotiable. Please contact me at: George 703-969-1715

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).



**Sully Volunteer Statement**  
**June 16, 2019**

***Please send completed form to the club membership chair or the Sully committee chair.***

**NAME:** \_\_\_\_\_  
**PHONE NUMBER** \_\_\_\_\_ **EMAIL** \_\_\_\_\_  
**ADDRESS** \_\_\_\_\_

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC primary fundraiser is our annual Fathers' Day antique car show at the historic Sully site. Club members are asked to commit and volunteer two hours to make this show a success. From the list below, please identify where you can help by placing a check next to the committee(s) where you would like to work.

\_\_\_\_ **Judging** - In this job, you'll see the best cars up close and personal. If you like old cars (and you must!), I'll bet you'll love judging. Training will be provided at a general membership meeting prior to the show.

\_\_\_\_ **Show Car Parking** - We need help to get the show cars parked where they need to be. This includes set up of the show field on Friday prior to the show and/or helping show cars on the day of the show. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go! I can help Friday \_\_\_\_, I can help Sunday \_\_\_\_, or I can help both days \_\_\_\_.

\_\_\_\_ **Century Class Trailer Parking** - Help get those cars parked and their trailers parked.

\_\_\_\_ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each car will have to get their registration packets from you to drive onto the show field.

\_\_\_\_ **Front Gate and Trailer Parking** - This is one of the most important jobs at Sully show. You will direct the flow of cars at the main gate and with all the great looking cars arriving, time moves fast at this job. The trailers bring in the real gems to the show. Get them parked and see them first!

\_\_\_\_ **Flea Market** - Getting the field laid out and marked off prior to the show is crucial to having a successful flea market. Also, help is needed on the day of the show to ensure vendors are in their designated spots. So what if you're the first to know where the best deals are? It's your job!

I can help Friday \_\_\_\_, I can help Sunday \_\_\_\_, or I can help both days \_\_\_\_.

\_\_\_\_ **Car Corral** – Help participants by showing them where to park those wonderful "for sale" machines and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!

\_\_\_\_ **Snow Cone Booth** - This is, undoubtedly, the BEST job on a hot Sully day. Work under shade surrounded by lots of ice, flavorings and water ... now that's cool!

\_\_\_\_ **Information Booth** - This is our outreach to the public and focal point about the details of the show. You'll get to talk to a lot of good folks and if you are on the first shift, watch all the Model As drive by on their way to their judging field.

\_\_\_\_ **Sully Pin Sales** - You will sell current and past year's collectible Sully pins at the show. These pins are unique because they honor a club member.

\_\_\_\_ **Help Where Needed** - If you're not sure where you want to help, mark this choice. Our "Help Where Needed" chairman will work with committee chairs to put you to work where you are most needed. You will be contacted with regard to your assignment prior to the show.

***Questions? Call our Annual Meet Chairman, Jim Gray at (410) 353-0381 or Chairman Emeritus Bill Worsham at 703-250-5474. Send completed form with your dues (if re-upping) to Greg Shepherd, 3715 Brices Ford Ct., Fairfax VA 22033 or send form only to Bill Worsham, 3903 Old Lee Highway, Fairfax, VA 22030.***