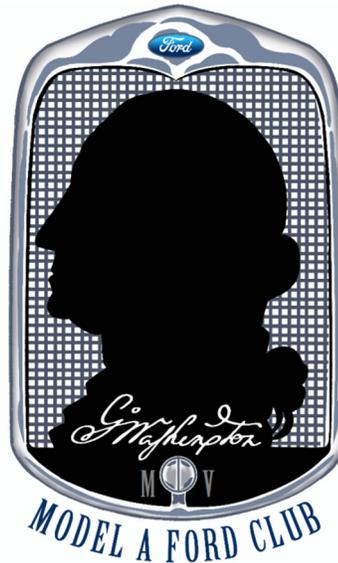


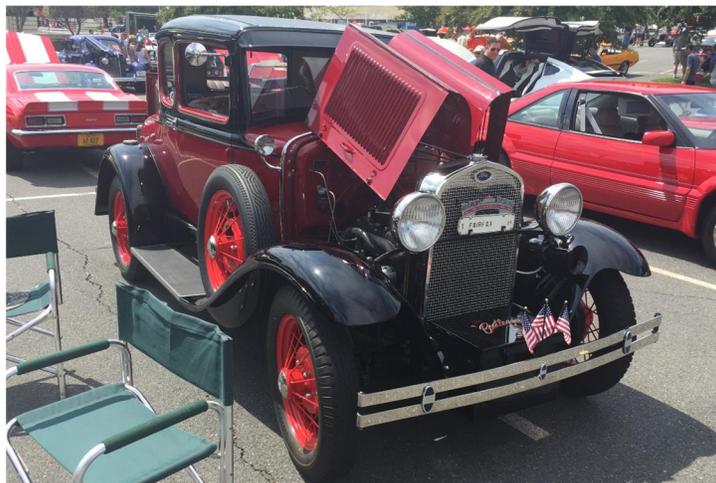
# The Ford Script



Vol. XL

September 2019

No. 9



In the recent NVRG car show in Fairfax, our Benny Leonard's car was an award winner. Benny's '30 coupe is such a stunning Model A and the only model A at the show. He rebuilt it from a moonshiner car with bullet holes.



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

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

**Next deadline: Monday, September 30**

## **PRESIDENT'S MESSAGE**

The Presidents Corner

As I write this, it is September 1st. Summer is "officially" over and Fall is just beginning. We are nearing the end of the prime Model A Ford driving season. That doesn't mean we still don't have lots of time to drive our Model A's. There are plenty of sunny days between now and the beginning of November.

The purpose of our Model A Ford Club is "the restoration and preservation of this automobile in a manner to develop respect and prestige within the community". When you drive your Model A Ford, you are promoting the main mission of the Club. When people see you drive by, that is our best demonstration of our preservation efforts.

We have a special tour opportunity coming up this next Sunday, on September 8th. Look in the *Script* or call John Leydon for details. There is also the upcoming Warhurst Picnic, on Saturday, September 14th. Plan to drive your Model A Ford and join the fun. For details contact Rande Young, this year's Warhurst Picnic Coordinator.

Have you driven your Model A Ford lately? If so, share a picture with our Script editors, Bill Sims and Bruce Metcalf. If not, why not? Is there a reason you have not driven it this summer, the best time of year? If you need help getting your car up and running, did you contact Benny Leonard, our Tools Chairman? That is what the Club is here for. If you want another opinion, we can help you out.

As Summer draws to a close, what are we focused on? Well, the number one Club priority is to plan for Sully 2020. Jim Gray was the Sully 2019 Show Chairman this year, and we had one of the most successful Sully Car Shows in memory. The Club owes a big Thank You to Jim, and his team of volunteers, for their successful Sully results.

But, with any good thing comes the responsibility to keep it going well. For Sully, that takes planning, and lots of it. That planning has already started. We are now in the early stages of the planning for Sully 2020. How can you as a Club member help in this? As you know, we need the membership to step forward to help make the Sully Show a success. We also need Club volunteers to help in the planning phase too. If you are interested in promoting our Club mission, and helping to make Sully a success, send me an email. The More, the Merrier!

See you down the road,

Doug

## **FROM THE ASSISTANT EDITOR**

I have a further update on my recurring boiling over problem. I installed the new 6:1 head and gasket, with several re-torquings. It was looking good and then on a drive on level ground, it boiled over slightly again. After a short cool down, it was fine going home. Benny says that holding it down to 45 mph should help, although that is tough with my mighty Tilly in place! I've also put the thermostat back in. A Mitchell overdrive is on order, which I am looking forward to installing. Wish me luck!

## **FROM THE ASSISTANT EDITOR(Cont.)**

Also, I want to thank Milford Sprecher again for his extensive contributions for this issue. He has spoiled me for these two issues!

Bruce Metcalf

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

GWC Board of Directors Meeting

August 28, 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.** A quorum was present -- those Board members present were: Doug Tomb, Paul Bjarnason, Jamie Lucas, James Kolody, Milford Sprecher, Benny Leonard, Luke Chaplin, Jim Gray, Greg Shepherd, and Bruce Metcalf. Not present were: Bill Worsham, Jason Cunningham and Bill Sims. As noted below, Carol Randolph who had recently donated \$5,000 to the Club, attended as a guest.

**Minutes of Prior Meeting** – Minutes of the prior meeting of the Board were published in *The Script*.

**Agenda** – Prior to the meeting President Tomb circulated via e-mail an agenda.

**Sully Show recap** – Jim Gray provided a 3-page memo summarizing what he believes went right, what went wrong and where improvements may be made for next year's show.

**Treasurer's Report** – At the prior meeting Treasurer Paul Bjarnason provided a financial report to the Board since the beginning of the calendar year through July 24, 2019. Mr. Bjarnason reported there was no significant financial activity in the past month and that he summarized the results for the general membership at last week's membership meeting.

**Peyton Randolph Squad** – Paul Bjarnason summarized a proposal for outreach to the membership to assist in getting non-operable Model A's back onto the road. This effort is financially supported by a donation from Carol Randolph in honor of her Father, Peyton Randolph, who was a Club member for many years. Board member Jim Gray raised the issue of potential legal liability which may occur in connection with working on the cars of members. Paul Bjarnason agreed to research the issue and report at the next meeting. Carol Randolph, who donated \$5,000 to the Club was at the meeting as a guest stated that she really liked the proposal for the Squad and hoped that we would use her donation for that purpose, although she also said that she did not wish to limit what the Club would use her donation for.

**Activities (tours/picnics)** - Activities Chairman Jason Cunningham was not present. September 14 is the Club picnic at the Warhurst property. Arrangements to set up for the picnic and clean up afterwards were discussed. Member Rande Young volunteered to run the picnic arrangements but could not be present for this Board meeting. Jim Gray and Benny Leonard are assisting Rande

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

Young with the arrangements. Benny Leonard requested authorization to purchase Bingo prizes. President Doug Tomb reported that the GWC would be requested to assist at the repair tent at the Charlottesville MARC Meet in 2021 and suggested that perhaps some of the Squad members could staff the effort.

**Programs** - Program Chairman Luke Chaplin reported on the planned programs for the remainder of the year, which are on the Club's website. Next month's program is about Ford powered airplanes, followed in October by a program on Ford tanks in WWI, followed in November by a program on tractors manufactured cooperatively by Ford and Ferguson.

**National Liaison** – Chairman Jamie Lucas reported on several upcoming automotive events and the MAFI Model A bus restoration. Jim Gray reported that raffle tickets to support the effort would soon be available for \$25 each.

**Script** – Assistant Script Editor Bruce Metcalf reminded everyone the deadline for the upcoming issue is August 31 and that more stories are sought for publication.

**Board Nominations for 2020** – President Doug Tomb mentioned that we need to generate nominations for the 2020 Board.

**Board Resolutions** – It is noted that no resolutions were proposed to the Board and, therefore, none were adopted by the Board.

**Adjournment** - The meeting was adjourned at about 8:55 pm.

Respectfully submitted  
Paul Bjarnason  
Secretary

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

The push was on....yup, pressure from the top, from President Jim Cartmill that is, to at last accomplish having 50 Model A's at a club function. That function was to be the precedent-setting Pig Pull Picnic, for the first and only time scheduled to occur at Sully Plantation. And what an event it was to be, with 132 already signed up and 200 expected, the club providing food, two large 30' x 50' tents, porta-potties, and a dessert tasting contest, 3 judges requested. John Kandl would have his antique fire truck there to offer rides around the grounds. Did we reach the 50 mark? I resisted peeking ahead at the October '94 Script to find out, after all that would be cheating, so we're all in suspense.

Andy Pogan was doing research into the issue of laws that affect old cars. This was an era of various threats to their owners. Not necessarily antique car owners, but poorly written legislation, it was feared, could accidentally apply to them. One county tried to pass a zoning ordinance prohibiting

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

working on cars at your home, even in your own garage! In some instances no attention had been paid to a cut-off age or other criteria that would identify antique cars. As a result two organizations were formed, both of which our club was considering joining. The AAC, a lobbying group, worked principally at the national level and would represent us as a group of 250, which would give their lobbying efforts more punch. COVA was an information-gathering group to support all facets of the hobby by collecting information and passing it along to groups like the AAC.

MARC Touring Class judging was on its way. There had been concern for several years that National Meet judging was reserved for those cars that pass the "14 points" that qualify them for a Blue Ribbon award. A committee had been formed at the '93 Membership Meeting, and it was hoped that this new area of judging would become a reality.

An article from the 1929 Ford Dealer and Service Field of May 1929 on how to test a condenser was reprinted in the Script. An involved process was described requiring fabrication of parts, routing a wire through the back side of the distributor cap, etc., and to make matters worse the illustration didn't particularly follow the text. Yes, this was the depression era, but all this when a Genuine Ford A12300 condenser cost only 35 cents?

I know he's a wolf  
Said Riding Hood  
But, Grandma dear,  
He smells so good!  
BURMA SHAVE

Dave Henderson

### **LONGEVITY**

In the recent MAFCA *Restorer*, several GWC couples were listed in the membership longevity milestones. Congratulations to all!

Wayne and Sharon Parker,	45 years
Bill and Carol Benedict,	35 years
Bill & Rickie Beardmore	30 years
Richard and Joyce McIninch	25 years

### **2019 MARC MEET**

The 2019 MARC meet in Dearborn makes the third MARC national meet I have attended. Unfortunately, I have only driven my car to one, Gettysburg, as a drive just makes the trip too long for those meets that are farther away.

I was looking forward to Dearborn because of all the Ford-related sites in the area and I was not disappointed. There was more to visit than there was time to take it all in, if you wanted to go to any of the seminars. Tours were planned for the Edsel and Eleanor Ford home, the Piquette Model T Plant in Detroit, the Yipsilanti Fire Museum, as well as a shopping tour or two. We managed to make the Ford home and the Piquette Plant. We also stopped by the Henry Ford estate, although it is closed for renovations. We were able to walk around the house and gardens.

## **2019 MARC MEET(Cont.)**

For me, the meet started with seminars, including Adjusting Brakes by Larry Shepherd, Upholstering your Seat Springs and JSC Area 6 – Instruments and Controls. There was also a session on How the Model A Saved Ford by the Ford Motor Company archivist.

The brake seminar was about more than just adjusting brakes, but an overview of the brake system and restoration of the braking system. All of us know a lot about how the Model A Saved Ford, but the speaker put it into a new perspective for me, which was how many other projects Henry Ford was working on that kept his mind away from car production. In the evening, the opening reception and dinner was held at the Henry Ford Museum, with plenty of time to walk around the museum.

Tuesday included a judging seminar on tops by Bill Sturm. My wife attended a fashion seminar and a Ladies Drive Model A's meeting, while I attended a headlight and lighting seminar by Bill Keating. The afternoon was taken up with a trip to the Edsel and Eleanor Ford house in Grosse Point.

Wednesday was a pretty open day for us. I attended an additional brake seminar in the repair tent in the morning and in the afternoon we went to the Piquette Plant on our own and then to the Detroit Institute of Art. The Piquette Plant was a great tour. Our docent had an encyclopedic knowledge of the plant and Ford history that went on for about two and a half hours! That cut short our visit to the art museum, unfortunately. The museum closes at 4, so we only had about an hour to see as much as we could. It is well worth a few hours to see the 100 different galleries!

That evening was the fashion show. In the last couple of years, my wife and I have enjoyed Model A era fashion. We are not interested in getting judged, but both of us dressed up for the fashion show. One of the features of the fashion show is musical entertainment by Howard Minners, who dresses up in period garb and plays the ukulele and sings and provides piano accompaniment during the fashion show.

Once the fashion show is over, there is the ice cream social, where you have the opportunity to drip ice cream on your vintage or nice reproduction clothes! A tour of the judged cars was on the agenda after eating the ice cream. There appeared to me to be more cars in the judging this year than I have seen in the other meets I have been to. A number of prior Henry award winning cars were also displayed during the ice cream social.

Thursday was the day of the grand tour, which featured over 200 Model As going through rush hour traffic to pass by the Michigan Central train station, currently undergoing renovation by Ford Motor Company, a trip back through the Ford Engineering campus in Dearborn and a drive along the River Rouge plant, ending up at Greenfield Village for lunch and a tour of the campus.

We took a ride in a Model T through the Greenfield Village. Turns out our driver was from Tilghman Island, Maryland and knew a few people that I knew from that area!

We cut our visit to Greenfield short as Shuyan wanted to see more of downtown Detroit. We went by the train station again and parked and took some pictures. We then drove downtown and parked to visit Renaissance Center and the waterfront. The downtown is pretty nice. It is too soon to say that Detroit has turned the corner, but it seems like the city is on the way back up.

We stopped at the Henry Ford Estate, Fairlane, and toured the gardens and grounds. The house may be a few years away from being open to the public again. Many meet attendees stopped by and

## **2019 MARC MEET(Cont.)**

took photos of their cars at Fairlane. I believe the Fine Point Judging took place at Fairlane, too. The meet activity for the evening was the Woodward Ave. Dream Cruise.

Friday saw a breakfast tour of the Ladies Drive Model As. While husbands were not invited, a couple tagged along nonetheless. I chose to stay at the headquarters hotel and catch up on some work. A session on Clara Ford rounded out the morning. The Hubley Derby races were featured that afternoon.

Dearborn might well be called Fordtown. Ford Motor Company is in evidence everywhere. The Henry Ford Museum and Greenfield Village are adjacent to other Ford Motor Company sites. We stayed at the Dearborn Inn, built by Henry Ford and now run by Marriott. We passed by the Ford proving grounds and many facilities during our travels during the week. The exit we took every time for the meet headquarters hotel was to Ford Road.

We were not the only chapter members there. I already mentioned Howard Minners, who was joined by his wife and son Brad and Brad's wife. Hunter Fanny and his wife were there, too, and he brought his Henry award-winning car, as well. There were a few members of the Baltimore club in attendance.

The spirits of Henry and Edsel Ford were everywhere in Dearborn and around the meet. I guess you could say that Dearborn is the Mecca for Ford fans. Another trip is in order, though, to spend more time at Greenfield Village and the Detroit Institute of Art. We missed the museum in Ypsilanti, a tour of the Rouge plant and some of the other sites in the Detroit/Dearborn area, so there is much for the Ford and automobile fan to see.

Milford Sprecher

## **PIG PICKIN' AT THE WARHURST ESTATE SATURDAY, SEPTEMBER 14, 11 AM – 3 PM**

Billie Warhurst has graciously invited us to hold our annual Pig Pickin' at her house ( 5709 Quietbrook Road, Fairfax, Virginia ) again this year.

We will gather there on Saturday, September 14, 2019 from 11:00 AM to 3:00 PM. Bring your **Model A Ford**, lawn chairs and expect good weather, and a relaxing time.

Come join your fellow Model A Club members for an afternoon of Model A's, good food, and lots of fun with family and friends. Bring a dish to share (with any utensils needed) and your lawn chairs. The Club will furnish the main course and drinks. By popular demand, plans include a BINGO game, with prizes (Even better than last year! ).

The cost of the picnic is \$5 per member household, \$10 for each guest who is not a member of your immediate household. Please bring a dessert to share if your last name begins with the letter A - M; please bring a side dish if your last name begins with the letters N - Z.

Please let us know you are coming, by sending an email to [ry5058@gmail.com](mailto:ry5058@gmail.com) by Friday, September 6th, so we can give a head count to the caterer. If you haven't paid yet, I will collect your \$5 at the door. If you are paying by check, please make it out to "GWC MAFCA, Inc."

## **PIG PICKIN' (Cont.)**

We need volunteers for the set up day for the picnic on Saturday, September 14th. Please let Rande know by email if you can help out with the setup.

See you at the picnic!

Rande Young  
P.O.BOX 7449  
Arlington, VA 22207

## **MY INTRODUCTION TO MODEL A FASHION**

I am not someone who dresses up for Halloween or wears anything out of the ordinary to attract attention to myself. My wife enjoys fashion and dressing up, so I had a hunch that she would be interested in Model A period fashion. In the interest of getting her more involved in activities of the upcoming meet in Gettysburg a couple of years ago, I decided that I would see if we could find something to wear for the fashion show at the meet, even though neither of us knew anything about vintage fashion.

We quickly found a nice vintage dress on Ebay for her, made of velvet with a fabric flower on the bodice. The price was reasonable, so we bought it. I then went looking for something for me. I was able to find a blue summer suit, although it was from the 1960's rather than the 1930's, it was a timelessly styled suit that I thought would work well enough for our first outing.

The MARC meet has a fashion seminar and a swap meet. We didn't attend the seminar, but went to the swap meet. I found a nice straw boater that fit and my wife found a very nice vintage violet chiffon dress. The owner was reluctant to bargain, but given the size of the dress, I think she was lucky to find some who wanted it.

I had notified the person organizing the fashion show that we would be appearing, but not for judging. When we got to the fashion show, they were not expecting us, but they did let us into the show at the last minute. During the fashion show and the descriptions of what people were wearing, I became well aware of how little we knew about what we were doing. The whole point of it is to have fun, though, and we did.

This year, we decided to go to the MARC meet in Dearborn, the mecca for Ford fans. We had done nothing on Model A fashion since the Gettysburg meet, but we registered for the fashion show. Shuyan had the dress that she purchased in Gettysburg, but I had nothing but the suit I wore the last time, so I needed to find something. That search led us back to Ebay. I was able to find a 1930's Sears wool sport coat, so I had a start. I had a business trip to Portland, OR, so while I was visiting, I looked for some vintage clothing stores, of which there are a number. Most of the stores have more old jeans and bellbottoms than 30's and 40's era items, but I found a few. I bought a 1940's era tie, just because I liked it, and a 1930's short sleeved shirt. I found myself becoming more enthused about vintage fashion!

## **MODEL A FASHION(Cont.)**



When I got back home, time was running out to get what I needed. I also had to send in the fashion show registration form and I still wasn't sure what my wardrobe was going to look like? Over the next week or so, I was about to find vintage period pants, a tie, reproduction shoes and what I thought were correct socks. I also ordered the fashion judging standards book from MARC so I might have some idea of what I needed to be period correct!

Given our experience from the first show and our research, we were a little more legitimate entrants in the fashion show this time around. Shuyan had a nice hat that while of recent make, was in an appropriate style. She didn't have any gloves, which I think are a requirement for fashion of that era. I bought a new vintage style shirt, but was not able to find a felt hat. My outfit was more of a winter outfit and I thought my straw hat would not be appropriate with that ensemble. Upon some research, I may have been wrong about that, but hey, I am still a novice at this.

The fashion show went well. I was the only guy in the show and I didn't know enough about my wardrobe to say much about it, but I felt much better about it than I did the first time. Who knows, we might even enter the judging at a future meet if we can get ourselves organized in time!

Milford Sprecher

## **MEMBERSHIP REPORT**

Lazy days of summer. Good time to take a drive and meet people that might be interested in the club.

## **SALAMANDER RESORT – MIDDLEBURG, VA**

The 7 Loaves Charity Organization is holding a recognition event for their volunteer members and contributors on Sunday, September 8<sup>th</sup> from 1:00 – 3:00 PM at the Salamander Resort Equestrian Center in Middleburg, VA. As part of this event, the organizers would like to have some antique/classic cars displayed for their guests to enjoy and have invited members of GWC and the

## SALAMANDER(Cont.)

Early Ford V8 Club to attend the event with their vintage cars. The event will also include a falconer demonstration as well as some other interesting activities. Complementary BBQ, wine, beer and soft drinks will be provided by the Salamander to club members who drive and display their Model 'A's for this event. GWC member John Leydon has invited Model 'A' and NVRG Club members to stop by his "man cave" garage in the Village of Aldie for coffee and pastries + rest stop on the way to the Salamander event. We will also visit the National Sporting Library and Museum in Middleburg briefly before driving to the Salamander Resort. After the Salamander event, the V-8 Club plans to take a scenic drive from Middleburg to The Plains on Halfway Road (Rt. 626), then on Routes 55 and 29 back to Fairfax. Any GWC members who would like to join them are welcome.

So, on Sunday, September 8<sup>th</sup>, you can either head independently to John's workshop at 10:00 or gather at Fair Oaks Mall in time to depart at 9:30 AM sharp. The meeting place is on the Rt. 50 side of the Mall across from the Marriott Hotel and next to the perimeter road. (Of course, and especially for those out in Western Loudoun County, you can just drive your 'A' directly to the Salamander at 12:30).

If you would like to participate in this event, or if you have any questions, please let John Leydon know, as soon as possible, by email at [jkleydon@gmail.com](mailto:jkleydon@gmail.com) or phone at 215-478-1936. This is a great opportunity to display our buggies at one of the premier destinations in our area, and might be an especially fun adventure with the Early Ford V8 Club. Directions to John's place in Aldie and the Salamander Resort will be sent to all respondees.

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## **NEW BLOCK UPDATES**

This project started in 2007 and stalled in 2015 because of sky-rocketing cost and the lack of quality control at foundries in California. Previous updates, pictures, and videos can be found

at: <http://www.modelaengine.com> Also,

see: <https://www.fordbarn.com/forum/showthread.php?t=265782> for additional information.

I use the term "new engine" loosely because the only new parts are the cylinder block, crankshaft, and connecting rods. All interfaces for mating parts are identical to original and have been documented from original Ford drawings. In the 2 July 2019 update, I was happy to state that the project was resurrected and I would be working with others to have the "new engine" manufactured in China at a factory that manufactures OEM parts for several customers.

The others that I will be working with include John, Bill, and Leonard. John has a company in Hong Kong and Virginia and has over 30 years' experience in having things manufactured in China and imported into the USA. One of John's products is a vintage cast iron 4-cylinder 3-main L-head cylinder block similar to a Model A cylinder block. John will be responsible for manufacturing and quality assurance. Bill will be responsible for accounting and disbursements. Leonard will be responsible for receiving orders and shipping the "new engines" to customers, and maintaining a list that ties customer names to the hidden serial number (part of quality assurance). I am the 4th member of the team and I will be responsible for everything related to engineering.

The 4 of us met at Leonard's home in Santa Ana, CA on the morning of Friday, August 16 to get to know each other and discuss our working relationships, and responsibilities. Leonard and his wife Kay were preparing for an annual meeting where the members of the Orange County Model A club, Southern California Oldsmobile Club and Antique Engine Club get together for a fun and educational meeting on Saturday, August 17.

After meeting with Leonard on Friday, John, Bill, and I retreated to the hotel where we were staying to have a 5 hour technical discussion regarding the new engine project. Many things were discussed including surface finishes, dimensional tolerances to 4 digits in certain areas, casting wall thickness, press and slip fits for dowel pins, hard exhaust valve seats, replaceable camshaft bearings, balancing, different alloys of iron (cast and ductile) that will be used for different parts, small parts that will be included like the dowel pins that locate the flywheel housing to the cylinder block, main bearing studs, and nuts, dowel pins in the crankshaft where the flywheel is attached, woodruff key for crankshaft timing gear, connecting rod wristpin bushing, connecting rod bolts, and much more. Also discussed is the need for verification of design by third parties before the factory is turned on for production.

We talked about asking for a small quantity (6 sets of parts at most) for evaluation before production. One set of parts will be used for display and shown with pan rail up so people can see the 5 main bearings, crankshaft counterweights on both sides of each connecting rod, bosses for oil passages, rear main seal design, and many other features. The other sets of parts will be built by others for testing and evaluation.

John is a hands-on, grease under the fingernails type of guy who has a passion for detail and we can talk for hours about everything from Chinese culture and their way of doing things to the smallest technical detail.

On Saturday at Leonard's, I gave about an hour-long presentation to the attendees regarding the "new engine" which included features of the new design, history of problems with working with

## NEW BLOCK UPDATES(Cont.)

foundries in California, how the project stalled in 2015 because of the lack of quality control and spiraling cost increases, and how the project was resurrected when Leonard put me in contact with John. After I spoke, there was a question and answer discussion where the audience asked technical questions and I was happy to answer them.

John will be traveling to China in early September for technical discussions with the factory. If any questions arise, I am a phone call or Email away. Even with the added tariff on auto parts from China, our goal is to provide a quality product at an affordable price that is competitive with the cost of a rebuilt engine. A deposit to cover 1/2 of the tooling cost has been made, and tooling is now being designed.

### Cylinder Block

As mentioned in the 2 July 2019 update, 2 cylinder blocks were sent to China. One was original and the other was the one good casting made by Lodi Iron Works. In addition, SolidWorks files of the internal cores and machining were sent. Although existing tooling has made cylinder blocks in 2 different foundries in California, all new tooling will be made in China. The reason for this is because the factory in China needs to assume full responsibility. The factory in China has been told that my SolidWorks files of the interior are for reference and can be modified as needed, however the SolidWorks file for machining cannot be modified. If the factory in China were to use my tooling and/or interior SolidWorks files as is and had a problem, it could be argued that we gave them direction and that I was responsible for the problem.

### Connecting Rod, Main Caps, and Crankshaft

These parts are much simpler than the cylinder block and they will be made of malleable iron. The 1932 Ford V-8 crankshaft was cast malleable iron, and most modern engines use malleable iron crankshafts. SolidWorks models have been provided and the instructions to the factory in China is to follow the SolidWorks models. Dimensional and balancing tolerances are being specified to be equal or exceed the tolerances on the Ford drawings.

### Next Update

We are hopeful that we will have the first machined samples available by late fall and will send updates including pictures as the project matures.

If anyone has a question, concern, comment, or suggestion, please let me know at [model.a.engine@hotmail.com](mailto:model.a.engine@hotmail.com) and I'll do my best to resolve the issue.

Terry Burtz, Campbell, Calif.



\*Restoration and Repair  
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**EARLY FORD PARTS**  
Specializing in 1928 thru 1934  
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## WINERY CLUB TOUR

Looking for a short one day trip to the country for a picnic? Doukenie Winery will hold their Harvest Fest from 10AM to 6PM at the winery in Hillsboro, VA on October 19<sup>th</sup>. The Harvest fest is an all day event at the winery. Focused on Family and small groups, there will be music and food available. They will also be offering hayrides through the vineyards. And last but not least, wine... at a 10% discount for those driving a Model A.

The Winery Manager will make space available on the lawn near the pavilion for parking all the Model A's that wish to make the trip. He will also be available, time to be determined, to answer any and all questions pertaining to the production and processing of the wine and if you are lucky, assist in the process if it is still going on.

So grab a chair and picnic basket and enjoy a scenic drive through the Virginia countryside to this spectacular vineyard. Drive time from Fairfax to the winery is a little over two hours to target an arrival. Prime time for the A's would be from about 11:30 to 2:30. If interested, mark your calendars and RSVP to Wojo at [foliageviewfarm@gmail.com](mailto:foliageviewfarm@gmail.com). He would like to know about two or three weeks in advance how many could be anticipated so that he makes sure no one else sets up a stand or picnic where the A's would be parked...

Link for additional details, maps, etc. about the winery... <https://www.doukeniewinery.com/>

## ANNUAL ANTIQUE AUTO MUSTER AND OCTOBER FEST

The Fest at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at [clem.clement@cox.net](mailto:clem.clement@cox.net) or Ken Burns at [helenandken@verizon.net](mailto:helenandken@verizon.net) if you plan on caravanning. Don't get left behind! This is a wonderful to show your support for some great folks who served during the Korean and Vietnam wars. Unfortunately, we're not sure whether any WWII vets are still living there.

**61st Annual  
Armed Forces Retirement Home  
Antique Auto Show  
Sunday, September 29th, 2019**

**Schedule of Events:**

8:00 AM Registration/Refreshments

9:00 AM Car Show Begins

10:00 - 11:30 AM Car Show Judging

12:15 PM Award Presentations

12:30 PM Car Show Ends





There is no entry fee for this event. Admission is also free. Enameled dash plaques will be given out to the first 100 registered participants. If you have questions, or prefer to register via email, please contact us at 202/541-0612 or at [Linda.Bailey@afrh.gov](mailto:Linda.Bailey@afrh.gov)

(circle category) ANTIQUE, MODIFIED, MILITARY, MOTORCYCLE

NAME \_\_\_\_\_ PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

MAKE/MODEL: \_\_\_\_\_

VEHICLE \_\_\_\_\_ YEAR \_\_\_\_\_

CLUB \_\_\_\_\_

PLEASE ENTER AT THE INTERSECTION OF RANDOLPH AND ROCK CREEK CHURCH ROAD NW

MAIL TO: AFRH RECREATION SERVICES  
3700 NORTH CAPITOL STREET NW #589  
WASHINGTON, DC 20011-8400

This event is considered a public event for the purpose of photography & videography

## **MARC HAS PARTNERED WITH NAPA**

*Receive a 10% discount off your purchase.*

Another Great advantage to being a MARC member!

We are excited to announce MARC has partnered with NAPA to bring you additional savings to help you get and stay on the road with a little extra in your pocket. To participate in this program, simply download the AITA (American Independent Truckers Association) app from your App Store, you will be prompted to create an account with your email and a password. Bring your phone with your AITA app to your local NAPA store, be prepared with your MARC membership number.

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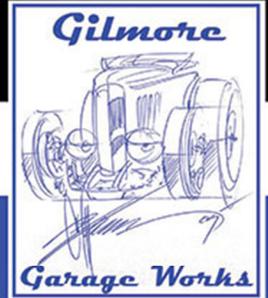
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## **CLUB APPAREL**

To go along with the new GWC logo, we are changing 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!



★ **RAFFLE TICKETS** ★

**YOU COULD WIN THIS**

*1967*  
**Bronco** 



**THIS SUMMER - THIS BRONCO  
WILL BE RAFFLED...  
AND YOU COULD BE THE WINNER!**

**1,000 Raffle Tickets  
\$50 EACH**

Proceeds from the raffle will go to the  
Gilmore Garage Works (GGW)  
High School Student Education Program.

**Come to the September 25, 2019 Cruise-In  
to find out if YOU are the LUCKY WINNER!**

Winner is responsible for income & sales taxes to be paid within 30 days.  
Failure to pay for taxes will forfeit the vehicle back to Gilmore Garage Works to sell outright  
to recoup costs to support the Gilmore Garage Works High School Student Education Program.

**To purchase your tickets or for more information please contact  
hdaniel@gilmorecarmuseum.org or call (269) 671-5089**



Mark Your Calendar!  
**December 2nd - 5th**  
Claremont, California

Registration Now Open!  
**www.2019NAB.com**  
Early Bird Discount



**DOUBLETREE**  
BY HILTON

Claremont, California  
**(909) 445-1831**

("NAB" Group Discount Code)

Register Online at

**www.2019NAB.com/hotel**

**\$129 ++ per night**

The Pomona Valley Model A Ford Club invites you to...  
**GET YOUR KICKS ON ROUTE 66!**

- Come stay in Southern California, known for its fun in the sun.
- Enjoy our festive welcome reception with music performed by local Model A Owners & Musicians.
- Visit the historic National Hot Rod Association Car Museum.
- Experience the amazing Sam Maloof Home & Gardens Tour.
- See Technical & Information Seminars presented by some of the best-known names in the Model A community, *all in one place!*
- More than eleven events scheduled with something for everyone.
- Event Information and Registration Forms are now available on the National Awards Banquet website at **www.2019NAB.com**

## MODEL A MUSEUM BUS

This is a raffle to win a trip for 2 to the FABULOUS Jay Leno Car Collection. The Alternate prize is a cash award of \$2,500. The drawing is November 16, 2019 at 11:00 a.m. at the Gilmore Car Museum, Hickory Corners, MI. Winner does not have to be present. They add: "Trip does not guarantee appearance by Jay Leno. Trip must be completed by March 1st 2020." Jim Gray has a limited amount of raffle tickets, he says, "Make the check out to: The Model A Restorers Club. I'll collect the checks and send them in with the stubs. I'll trade you a stub for a check.

This raffle is in aid of the restoration of a AA bus for MAFFI. Some details at

<https://coastalcarolinaas.blogspot.com/>

From well known Model A fan, Ken Ehrenhofer: "First of all, Thank you so much for supporting our project to restore a bus for use at the Model A Museum and the Gilmore. In our efforts to raise money to help cover some of our expenses we are offering a raffle. The prize is a trip for two to Burbank California to visit the Big Dog Garage owned by Jay Leno. I have attached a flyer asking for a donation giving all the information as to where to send any money being donated to our wonderful project. I have also attached a flyer asking for people to sell tickets to win this prize. We are hoping all Trustees and all regions will call us and let us know how many tickets they would like us to send them so they can offer them to club members, friends and family. So please call me or the MARC office to request raffle tickets for you to sell. In a few years we will be going for a ride in our bus at the Museum and it will be our efforts now that will make that possible. Thanks so much for your ongoing support, Ken

## DON'S SHOWBOARDS

Thanks to a suggestion from Bill Simons, I got in touch with Don's ShowBoards LLC of New Hope, PA, makers of custom-made car show boards. With just a week's notice before Sully, his company built a fine show board to be mounted near my '40 Mercury I displayed at Sully this year. I sent them the write-up and they did the rest. The board had four strong magnets glued to its backside. A steel strip bent 110 degrees up lets the board mount to the bracket. Its base is a 24" long sheet steel and allows for the car tire to be driven over the plate, thereby securing it in place. I received several high praise compliments about the set-up. Don's phone is: 215-794-7397 and website is:

<https://donsshowboards.com/>.



Clem Clement

## **B-25 RIDES**

Please invite the troops to this terrific car and airplane show. The event takes place at the Hagerstown regional airport this Saturday, 9/7. <https://youtu.be/lv6Mm40R0a4>

Delaware Aviation Museum Foundation will be offering flight experience rides (maximum of four flights only) in our North American B-25 medium bomber like the ones used by the Doolittle Raiders. Experience flight from several different positions on the aircraft: behind the pilots, the bombardier's position in the nose, below the top gun turret, waist and tail gunners' positions. This is a rare opportunity to fly on one of the few remaining B-25s and get a real sense of what it was like for the brave men who flew these aircraft in WWII combat.

The price is \$425 per person at this special event. Make your reservations early by calling 443-458-8926. We will be offering rides in our WWII B-25, featured in the video, starting at 9:30. It's a great Time!

Bill Rozek  
Delaware Aviation Museum  
443-458-8926

## **COMING EVENTS [CLUB EVENTS ARE IN BOLD]**

### **Calendar as of September 1, 2019**

#### **September**

2 – Labor Day Show in Fairfax (not in Clifton anymore) <https://www.labordaycarshow.org/>

8 - Salamander Tour

14 – **GWC Pig Pickin' Picnic.**

11 – CDC at the Silver Diner

18 – **GWC Monthly Meeting** Program: Ford powered airplanes

29 - ANTIQUE AUTO MUSTER AND OCTOBER FEST

#### **October**

9 – CDC at the Silver Diner

**16 - GWC Monthly Meeting** Program: Ford tanks in WWI

19 - Doukenie Winery Tour

## **WANT ADS**

### **For Sale:**

**1931 slant window town sedan**, Ford maroon, original survivor mohair interior, extremely solid body, rebuilt motor by Don Temple, 200 miles on rebuild. Titled in Virginia. Asking \$16,500., call Don Temple 252-943-4373.

**1930 Standard Roadster**, Ford maroon, LeBaron Bonney upholstery and top, car restored to judging standards, vermilion red wheels, black walls, 500 miles on restoration, car restored very nicely, runs and drives well. \$17,950. Call Don Temple, 252-943-4373

**FOR SALE: (Cont.)**

**1930 Ford Model A Town Sedan**

Offered for sale by George, of George's Automotive Restoration, is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs bodied stunner was restored to an extremely high standard by none other than Tom Kortisses, during his tenure as tech guru, at Bratton's Antique Auto Parts. Painted a gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside, and as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drive train, and modern mechanical upgrades including a Nu-Rex extra high output alternator, and 8-volt battery, as well as safety upgrades including turn signals, and fuse mount.

Asking \$26,900 OBO  
Please contact George  
703-969-1715



**FOR SALE: (Cont.)**

**1931 Model A Victoria 190-A**

I plan on liquidating my Victoria and all associated parts and accessories. The project is in good restorable condition. In addition to the parts that make it a complete car there are many parts that could be used in the restoration or sold. (Two engine blocks, transmission parts, gasket kits, extra wheels, water pumps, brake parts, electrical parts, and many more). I am in the process of getting everything organized and together for inspection. Please call/text or send email you are interested or have questions. Asking \$7000

Please contact Gary Fairgrieve

703-477-3816

GFairg@gmail.com



## **FOR SALE: (Cont.)**

### **1926 Model T Truck Roadster**

It is very clean and runs great. I bought it in Colorado while on a ski trip about eight years ago. I am not certain when it was rebuilt, but the engine works great. It does not burn or leak oil. The top is new and the steering is fairly tight for a T. I purchased it for 15,000 and put about 100 miles on it. The tires are fairly new, upholstery is in new condition, the radiator is in good shape. The ignition system has been changed to a distributor type with a mechanical advance in the traditional place. I keep it in a hanger in Friendly, MD, (Potomac Airfield). I am not using it like it should be used and as hard as it is to part with it, I would prefer to see it in a more active home.

Asking \$15,000

Please contact Mike Pangia

202-360-0380

mikelaw83@msn.com

Expires Oct 8th, 2019

