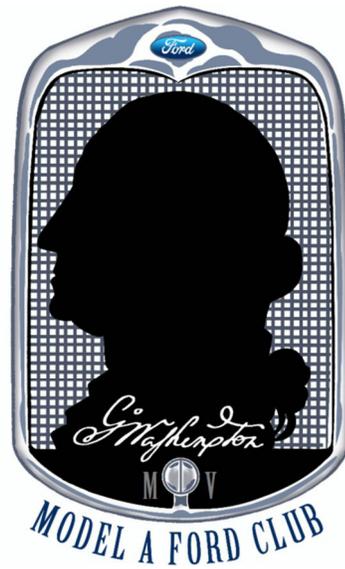


# The Ford Script



Vol. XLI

April 2020

No. 4



The latest in era fashions



Dedicated to the restoration and preservation of Model A Fords for over 55 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.gwcmodela.org](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

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

**Next deadline: Monday, May 4th**

## **THE PRESIDENT'S CORNER**



Well, here we are, at home again today. Over the weekend, the President extended his executive order asking that only non-essential travel take place through the end of April. Yesterday, the Governor of Virginia ordered everyone to stay home, and not go out, unless for essential reasons, during April, and maybe beyond. Maryland and DC have followed suit.

Your Board has been very busy getting everything lined up for another successful Sully Show. Putting on an event like The Sully Show takes a lot of steps. We even held a Board meeting last week by conference call, because we could not meet in person. Every member of the Board was present, except for our one Florida snowbird.

John Dougherty and his team have everything on track, and we are on schedule with our Sully Show preparations. Using the Club Sully Manual has been invaluable. Everything is under control, except for one thing, and that is turning out to be a Big Thing.

I am a member of several car clubs, and one by one, they have been cancelling events, tours, gatherings, etc. due to the Coronavirus Emergency. First it was for events and tours in March. Then the Horseless Carriage Club cancelled all their events through June 1st. The Antique Automobile Club of America (AACA) held out for a while, but they too have cancelled events in April and May, and hinted at more past that.

The AACA car tour Beverly and I are putting on during the second week of June was just rescheduled, to June 2021. Boy, that is getting close to Sully Time! I thought June was way off in the future, but suddenly, it is just around the corner.

What does this all boil down to? Safety. All of these clubs are concerned about the Safety of their members, and your GWC Board is too. We urge members to inspect their cars so they are safe. We urge members to drive their cars in a safe manner. This hobby is supposed to be Fun, and Safety helps to make it Fun.

If the current Coronavirus Emergency is a health threat to our members, and the public, that is a Safety concern for the GWC Board. If the Coronavirus health threat is a risk to people attending Sully, well, Safety Comes First! No Question! We would reschedule the Sully Show.

So, your Board is watching and waiting. We are not hurrying, but we are moving with due diligence. If the coronavirus is a health threat for the Sully Show, we will reschedule that too, to June 20th, 2021, Father's Day.

Stay tuned.

Doug Tomb.

## **FROM THE EDITOR**

Well, we're both still healthy in the Sims household. We've seen enough videos and tv news on this virus to practically paralyze us with fear. Then a New York doctor posted a video (<https://vimeo.com/399733860>) that got it down to basics—do NOT touch your face unless you've washed or sanitized your hands. Do that and you'll be fine. No mask or gloves, but wearing a mask will discourage you from touching your face, so use one if you want for that. Me, I'm just going to publish this newsletter and then go curl up in a ball somewhere.

**REPORT FROM THE VIRUS-FREE ROOM**

**Board Meeting  
March 25, 2020**



**Call to Order.** The monthly meeting of the GWC Board, conducted via conference call, was called to order at about 7:05 pm by President Doug Tomb, with each Board member dialed in from home, due to the Coronavirus Emergency.

**Attendance.** Board members present were: Paul Bjarnason, Luke Chaplin, John Dougherty, James Kolody, Benny Leonard, Bruce Metcalf, Greg Shepherd, Bill Sims, Milford Sprecher, and Doug Tomb. Not present was: Gerry Olexson, who is in Florida.

**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 an agenda via e-mail.

**Sully Show preparations update** – John Dougherty spoke with Carol McDonald of FCPA on Friday, and she has forwarded our question regarding Sully Show insurance clarification to her management. The Club has requested a response by April 10<sup>th</sup>, per an online vote of the Board last week.

There was discussion about the impact that the current Coronavirus Emergency will have on this year's Sully Show. It was agreed by consensus that there is a high probability we will be impacted, and the Show could be cancelled by the Park Authority, the Governor of Virginia, or by Presidential decree.

There was discussion about whether the Club should be proactive, and cancel our event in line with what other clubs and organizations are doing. It was decided to wait until April 10<sup>th</sup> to make that determination.

The Board recognizes the seriousness of the current Coronavirus health threat; we want to act responsibly in the best interests of the health and safety of Club members and the general public.

There was discussion about the financial impact on the Club of not holding the Sully Show. The Club financial condition is excellent, and we have financial reserves for just this sort of situation. If the Sully Show is cancelled, we are in excellent shape to start planning for next year's Show.

**Treasurer's Report** – Treasurer Paul Bjarnason provided a financial report to the Board since the beginning of the calendar year through March 25, 2020. Mr. Bjarnason reported there was no significant financial activity in the past month due to the Coronavirus Emergency and the cancellation of most Club activities in March.

The American Legion meeting hall, where we hold our Monthly Meetings, has let us know they will not charge us for when we do not hold our Monthly Meeting during this time of emergency.

**Activities (tours/picnics)** - Activities are on hold during the time of the Coronavirus Emergency. The Club is still looking for a volunteer to fill the Activity Chairman role.

In the absence of a volunteer for this role, the Board will be a Committee of the Whole to accomplish Club events, activities and tours.

## FROM THE VIRUS-FREE ROOM (Cont.)

**Programs** - Program Chairman Luke Chaplin reported on the planned programs for the upcoming months. For the duration of the Coronavirus Emergency, the planned programs will just be moved back each month of the delay.

Luke reported that the bulb in the Club projector has burned out, and we are using the spare bulb. The Board voted to approve Luke purchasing a new bulb, from the most cost-effective place he can find one.

**National Liaison** – Chairman Milford Sprecher reported that most other clubs are cancelling their national and local events due to the Coronavirus Emergency.

**Script** – Script Editor Bill Sims reported that the April Script deadline is Monday, March 30<sup>th</sup>, and that more stories are sought for publication.

**Membership** – Chairman Greg Shepherd reported that the bi-annual Club Roster is being prepared, and will be available soon. The printer is closed, but Greg can submit our work online.

There was discussion about the Club Historian and Club Librarian roles. Greg agreed to assume the Club Librarian role from Jay Melton, who has asked to turn it over.

Doug Tomb agreed to take on the Club Historian role from Tom Quigley, who moved to southern Virginia.

**Tools** – Benny Leonard reported that he has some tools that were donated to the Club. One is a bubble balancer, and the second is a Craftsman tune up kit. These came from the Joe Krafft collection.

**Youth** – James Kolody reported that all schools are closed, including his middle school. This makes the process of Club Scholarships very difficult, as the students will have difficulty getting recommendations from their teachers, who are all on leave.

The Board voted to suspend Club Scholarships this year due to the impact that the Coronavirus Emergency is having on the academic community. The motion was approved by unanimous vote.

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

Doug Tomb  
Acting Secretary



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## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

The Script usually starts off with the President's Corner column, and it contains pretty much the usual presidential comments, but this month 25 years ago something different appeared: a recipe for beans! They must have been pretty good, served at the previous month's Family Night. If anyone wants to mix up a batch just give me a call for the "parts breakdown."



Coming up at the next meeting was to be a vote on committee recommendations concerning our continuing support of the Model A Ford Foundation. It was suggested by President Jim Cartmill that the write-ups in the last month's Script be looked over again before coming to the meeting. Jim also said he would bring along registrations for the MARC Driving Award Program and a suggestion can into which members' ideas for programs could be deposited.

The Board meeting was held at the Springer's, and all the usual suspects gathered in awe perusing Millard's magnificent new garage.

Bill Worsham's monthly nostalgia column was entitled "Looking Back - April 1975." He spoke of the meeting then having been held in Springfield at the American Legion Hall, where plans were being laid for our second car show at Jerry's Ford. Noted too was the popularity of the monthly Club auction of parts left over from restorations, picked up at flea markets or otherwise scrounged. Auctioneer Gary Hubbard once again did a great job and humored everyone in the process. Mentioned also was a model car meet with awards in 10 classes, with Doug Handy, Dave Westenberger and John Dingle scooping up the awards in the Model A classes.

Long-time member Dick Lebkicker's loss was mourned, reported on by Wayne Parker. At a National Meet, Dick won a restored Model A engine, put it in the back of his Town Sedan, and drove it back to Virginia. He said "always carry a spare." Old timers recalled congregating at his and Carl Patrick's garages in Fairfax Farms on Saturdays to watch those maestros plying their craft.

Over a full page of activities appeared, ranging over just three months, from Spring Carlisle April 20-23 to the Southern Maryland Collector's Car Show and Flea Market at the Charles County Fairgrounds in LaPlata, Md. Members were told to make up their flea market lists and spray penetrating oil on all the stuff they were going to work on that year.

Classified ads contained almost a full page of treasures ranging from a FREE Karmann Ghia Coupe, missing a door window by Don Temple, to a "very original" 28 Fordor for \$4,500 by Dick Johns. He added, "some assembly required"....

Dave Henderson



## MEMBERSHIP NEWS AND INFORMATION

### **Website Report**

At this time of self-quarantine, it is more important now to stay in touch. I have found a few ways that my family has been doing that and I thought I would pass them on.

One way is on-line video chatting which has become much more popular. Using programs like Skype, Zoom and Facetime are easy and free. You can always just use the tried and true method of calling too.



Board games over your phone, tablets or laptops are an easy way to spend a few hours together and the applications are usually around \$5 to \$10. If you have the actual game, they are also a great enjoyable way to whittle away the time. My suggestions would include modern classics like Catan and Ticket to Ride. Easy to find online and delivered right to your door.

### **Membership Report**

I worked on the hard copy roster for 2020 this month and should be getting it to the printer in the next couple of weeks. Luckily, we have always done the transfer of files electronically so there should be no hold up once I contact the printer.

Greg Shepherd

## MAFFI NEWSLETTER MINUTE

Did you get your commemorative pin from Model A Day 2019?

Each year for Model A Day we create a pin with our feature car. This year we had 2 pins, one with the Unrestored A-400 and another one of the Twenty Millionth Model A. Both of these pins are still available but the quantity is limited on the A-400. The cost for the A-400 pin is \$7.00 and the Twenty Millionth Model A is \$6.00. This includes postage and handling. It is more economical for us to mail out larger quantities of these (4 or more), so keep this in mind when you order them. We are happy to mail out single ones as well.

These make fun giveaways at your club meetings or a special little something for the Model A person in your life and it is a great way to support our Museum.

Please send a check made out to MAFFI enclosed with a list of what you would like to:

Suzan O'Neale  
477 Beaver Pond Way  
Mineral, VA 23117

Thank you again for your support  
of MAFFI and our museum.

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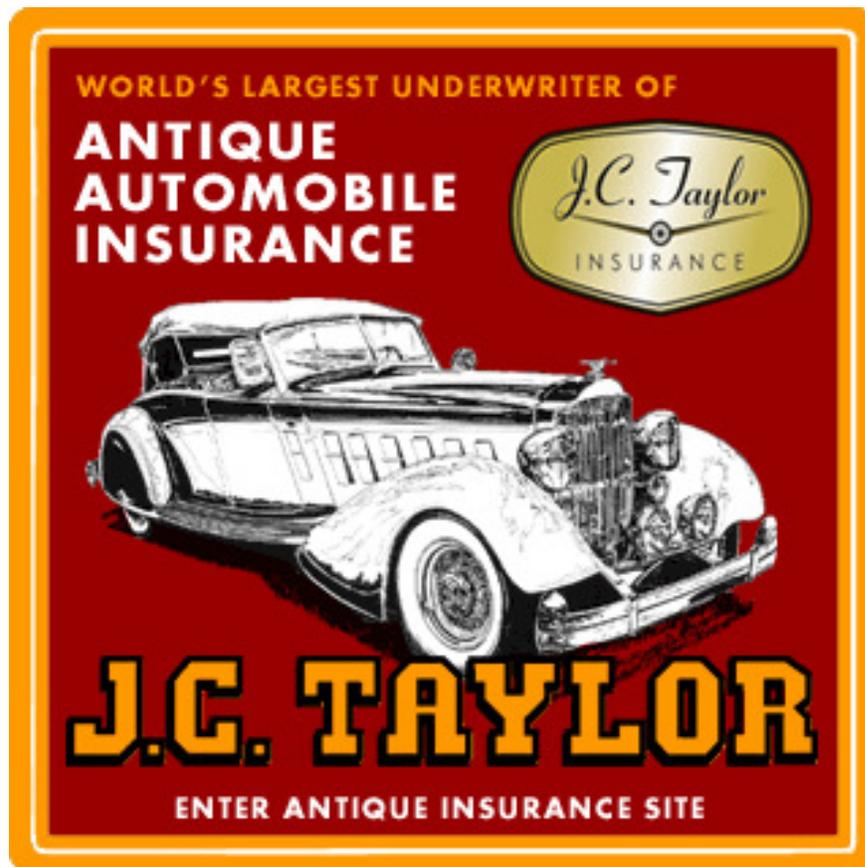
## MAFFI NEWSLETTER MINUTE (Cont.)

Buy a Brick! Since 2011, when we first started raising money for the construction of the Model A Museum, about 1550 bricks have been ordered in memory or in honor of your favorite Model A'ers, Model A clubs and regions. We have limited room left under the gas canopy at the Museum. It would be a wonderful thing if we could finish off that area by Model A Day 2020! So how about ordering a brick for a loved one for Father's Day, Mother's Day, Anniversary or just because. A personalized brick would make a great gift for that parent or grandparent who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form on our website to order your engraved brick or copy and paste this link into your browser:

<http://www.maffi.org/WSContent/Download/BuyABrickDonation.pdf>

It will be in place at the Museum by September 19, 2020.

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



## SOLO MOTOR INSTALLATION

I just got my engine back in the car on my own after replacing the cam gear and cleaning the pan. A few tips were discovered:

I found that it was very important to have the motor as level as possible on the engine hoist to get the lips on the clutch housing square on the stock motor mounts.

If a load leveler is used, make sure that the crank handle is pointed away from the firewall to make turning it easier.

Along the same lines, the chain to the block at the firewall end needs to be attached to a head stud inboard from the end to avoid the chain hitting the firewall.

Working by myself, it took a lot more going back and forth between the front of the car to looking at the clutch area than if working with an experienced Model A wrench spinner.

Once the engine was resting on the motor mounts and slid up to the trans input shaft, with the trans housing aligned vertically with the clutch housing, I screwed the ratchet nut into the hub part of my two-piece pulley, then turned it with my 1-3/8" box wrench to align the splines and that part turned out the easiest part of the task.

I removed the light bar and the front bumper to get my engine hoist in far enough. That also took some re-positioning of the front jack stands.

Several false starts with learning some of the above points! When I removed and installed the engine 10 years ago, I didn't have the load leveler and it seemed easier. I tilted the engine by having the center link offset from the chain mid-point, per the attached photo.

The Les Andrews book surely says this, but why would I read it in detail? The four motor mount bolts should go in before the trans is bolted to the motor. That makes it a lot easier to pry and hoist the engine around to get those babies lined up

Bruce Metcalf



## GRAY AND FORD - FOLLOW THE MONEY

This is the first of a three-part series examining the beginning of the Ford Motor Company and how it led to both the creation and demise of the Gray Motor Corporation.

Henry Ford liked to figure things out, to tinker and to go fast. All he needed was money, and Ford believed he needed to race to get the attention of the investors who could provide that money.

On the way to building his auto empire, Ford unintentionally helped create Cadillac; ensured the success of his strongest competitor – Chevrolet - and seeded the creation of a whole series of automobiles designed and manufactured to correct the archaic idiosyncrasies of Ford's Model T. In addition to Chevrolet, these included Dodge, Durant, King, Briscoe and Gray, among others.

One important point that must be made about Ford: "He was obsessed with his public image. Biographies written by employees or sycophants, and one faux "autobiography" written with a publicity man, were ceaselessly promoted, while any article or book that delved into the darker corners of the Ford legend was mercilessly suppressed." (*Drive!* pp 5-6).

That said, finding needles of fact in the haystacks of dotting tributes to Ford can prove to be a challenge. I note specifically that one of the most significant racing "victories" claimed by Ford – the 1909 Guggenheim Trophy race from New York to Seattle - proved to be a lie. The "winning" car, the #2 Ford car, 'had violated the rules by having an engine change for part of the run...' Although this was proven five months after the race, by then, the Ford publicity team had already sowed the lie so deeply into the minds of the public that the real winner – a Shawmut automobile – has been all but forgotten. (*Ford Life*, Vol 1, #5, pg. 25).

That suppression seems to stick ... even in an article about the race posted on the *Motorcities.org* site on June 19, 2019. Wayne Ferens, the author, dismisses the cheat: "In the end, Henry Ford had to give up the Guggenheim Trophy because of a technicality."

According to David Lewis in *Ford Life* (Vol 1, #5 pg. 25), "None of Ford's press releases, nor a film of the expedition released in 1962, made any mention of the disqualification of the original Ford "winner." Similarly, [as recently as 1971] the Henry Ford Museum, which displays Ford No. 2, ignores



Henry Ford greets the Model T No. 2 as it finishes the race in Seattle (Ferens Collection)<sup>3</sup>



The race terminus: "Geyser Basin" at the Alaskan-Yukon-Pacific Exposition in 1909 (now the Drumheller Fountain on the campus of the University of Washington)<sup>3</sup>

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## GRAY AND FORD - FOLLOW THE MONEY (Cont.)

the disqualification.” As Jonathan Swift wrote in 1710: “Falsehood flies, and the Truth comes limping after it; so that when Men come to be undeceiv’d, it is too late; the Jest is over, and the Tale has had its Effect...”<sup>4</sup>

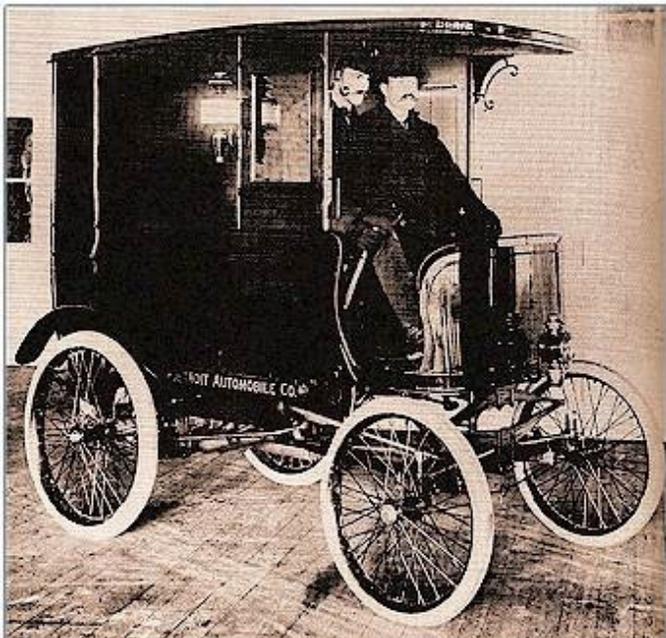
How did it all come to this? Why perpetuate the deceit? It seems to have come from Ford’s drive for publicity at any cost; a lust for the money to build a car that was good; and a need to suppress competition, since his immense ego was sure his car – his Model T Ford – was good enough for the masses. Ford was obsessed with controlling his own way. It took several years and three different companies for Ford to get it right – to establish a company that he could control absolutely.

Winning races brought publicity; publicity brought investment; overwhelming production would ensure greater success than any possible rival. That is, until his vice-president and treasurer left to start a competitor company and Louis Chevrolet hired a disgruntled former Ford employee to turn the tide on Ford’s dominance in auto sales.



**Ford on his Quadricycle, 1896**

From 1886-1888, Henry Ford chose to run a home steam-powered sawmill over farming the 80 acres his father had given him. By September 1891, he had accepted a position paying \$40 a month as the night operating engineer at a substation of the Edison Illuminating Company. with the Edison Power Plant in Detroit. By October 1892, he was promoted to be the chief of maintenance for the steam



engines in the main downtown Edison Illuminating Power Plant. A significant part of his responsibility was ensuring the plant had enough coal to keep the boilers hot. In this capacity, he met and did business with a businessman named Alexander Malcomson.

Ford was on the incremental, but slow, path to success. His pay increased to \$75.00 per month, but more importantly, this job allowed him the time to tinker with gasoline engines. By June 1896, he had assembled his “Quadricycle” in the woodshed behind the house he rented at #58 Bagley Avenue, Detroit.<sup>1,5</sup>

Ford used his spare time at the plant to design and build a second Ford vehicle in 1898. Ford realized he’d need considerable financial help if he were to

go into the business of building automobiles. Henry’s friend, Detroit Mayor William C. Maybury, introduced Henry to many of the notables in Detroit. In July of 1899, Ford had an opportunity to drive wealthy Detroit lumber merchant William H. Murphy on a 3 1/2-hour, 60-mile demonstration ride to Farmington, Pontiac and back to Detroit thus gaining his first strong financial backer.<sup>5</sup>

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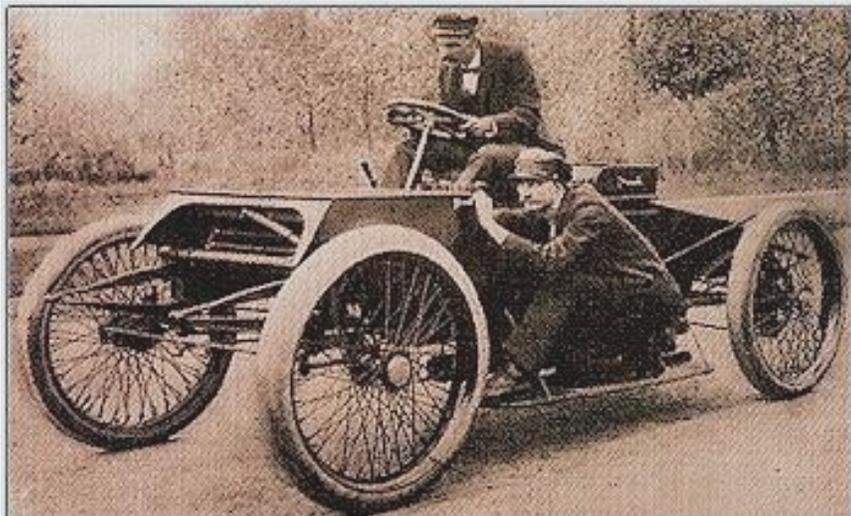
## GRAY AND FORD - FOLLOW THE MONEY (Cont.)

### 1900 Detroit Automobile Company Delivery Wagon<sup>5</sup>

#### 1. The Detroit Automobile Company – August 5, 1899 – January 1901

The Detroit Automobile Company, founded on August 5, 1899, was capitalized at \$150,000, 10 percent of that paid in, with a dozen investors, including Detroit Major Maybury and that local lumber baron, William Murphy. Ford was granted a small amount of stock and a salary of \$150 per week as “chief engineer”. He was also given a modern, well- equipped shop space on Cass Avenue to produce his marvels. ***This was the first corporation set up in Detroit specifically for the manufacture of automobiles.*** Less than two weeks after he agreed to be part of the new venture, Ford was offered the job of general manager of Detroit Illumination at a salary of \$1,900 a year. Instead, he quit. (*Drive!* Pg. 101 – emphasis added)

The Detroit Automobile Company plant was located at 1343 Cass Avenue at Amsterdam in Detroit. Their first product, a delivery wagon, was completed in January 1900. Major stockholders, however, were pushing for a variety of vehicles and were in a hurry to make profits. Meanwhile, Henry was beset by a number of engineering problems. His experience had not included making more than one car at a time. Several cars were produced but not at the quality Ford would have liked and at a price



**The "Sweepstakes " racer of October 1901, Henry Ford at the wheel, Ed Huff on running board <sup>5</sup>**

too expensive to sell. Henry received what appears to have been his final check for \$75 on October 29, 1900, and the Detroit Automobile Company was officially dissolved in January 1901. Before leaving the company, Henry received a letter from his friend Oliver Barthel, an attorney and draftsman, warning of the Selden patent, a legality with which Henry Ford would soon have to contend.<sup>5</sup>

Henry Ford still had support among the former stockholders of the Detroit Automobile Company. And they provided him with a shop in the former company's Cass Avenue plant so that he could continue his developmental

work. But rather than a production car for the masses, Ford remained focused on building a racer.

Ford had been less than impressed with the small share he owned of the Detroit Automobile Company, and he felt he had to race his way into the public view, which he believed would bring him the financial backers he needed. With part-time help from his friends, Ed (Spider) Huff, Oliver Barthel, and C. Harold Wills, he worked around the clock on a lightweight 2-cylinder racer of 26 horsepower, which they finished in mid-1901. This vehicle is said to have cost about \$5,000 to build, with much of the cost covered by Murphy. On October 10, 1901, Ford raced the national champion of the time, Alexander Winton, at the Grosse Pointe, Michigan, track. Ed Huff perched on the left-hand side running board, hanging onto makeshift slings, balancing the car in turns while Ford was cornering at speeds approaching 60 miles per hour for the 10-mile race. With Winton suffering

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## GRAY AND FORD - FOLLOW THE MONEY (Cont.)

mechanical difficulties in his 40 hp car (a cooling problem, as it turned out, not a wheel bearing problem as reported in the contemporary press) as they raced through the 8<sup>th</sup> lap, Ford was able to overtake, pass and defeat the champ. Ford received \$1,000, a cut-glass punch bowl, and some mostly local publicity for his victory. The victory only drew muted mention in “an occasional paragraph in national newspapers. The trade journals treated Ford and his racer with respect but hardly with unbridled enthusiasm. *Horseless Age* placed Ford’s racer, “which won the race for its class at the Grosse Point track ... among the gasoline machines which have lately attracted public attention in this country.” *Motor Way* did not mention the race at all. (*Drive!*, pp 107-108)



### **2. The Henry Ford Company November 30, 1901 – March 1902**

Led by Murphy, reinvigorated former investors in the Detroit Automobile Company formed the Henry Ford Company, capitalized at \$60,000 (\$30,500 paid in) on November 30, 1901. Ford was named Chief Engineer with one-sixth of the company stock. “Having his name on the company did not make Henry Ford any more committed to its investors’ goals, and once again he refused to adhere to the plan on which he and his partners had agreed.” Instead, he spent most of his time on the design of a giant 4-cylinder racer. Put bluntly, although Murphy had financed the 2-cylinder racer, he did not

want Ford working on another race car – the plan had been to “manufacture a popular runabout propelled by a two-cylinder 8-horse-power motor and selling at about \$1,000.” (*Drive!*, pg. 108)

Perhaps the most significant event that occurred on the day of the “Sweepstakes” race in Grosse Pointe the previous October had been an exhibition bicycle race put on by Barney Oldfield and the wealthy bicycle racing champion, Tom Cooper. By March 3, 1902, Cooper had contacted Ford with an irresistible proposition: Cooper wanted Ford to build him a racer; actually, he wanted him to build 2 racers, and Cooper’s reimbursement for fronting the capital to build these cars would be that he would own one and Ford would own the other.

About this time, Ford wrote to his brother-in-law, Milton Bryant, in January 1902 that he wished to challenge the French champion, Henri Fournier, to a race: “If I can bring Mr. Fournier in line there is a barrel of money in this business... I don’t see why he won’t fall in line if he don’t (sic) I will challenge him until (sic) I am black in the face... My Company will kick about me following racing, but they will get the Advertising and I expect to make \$ where I can’t make ¢ at manufacturing.” (*Ford Life* Volume one, number four, page 10)

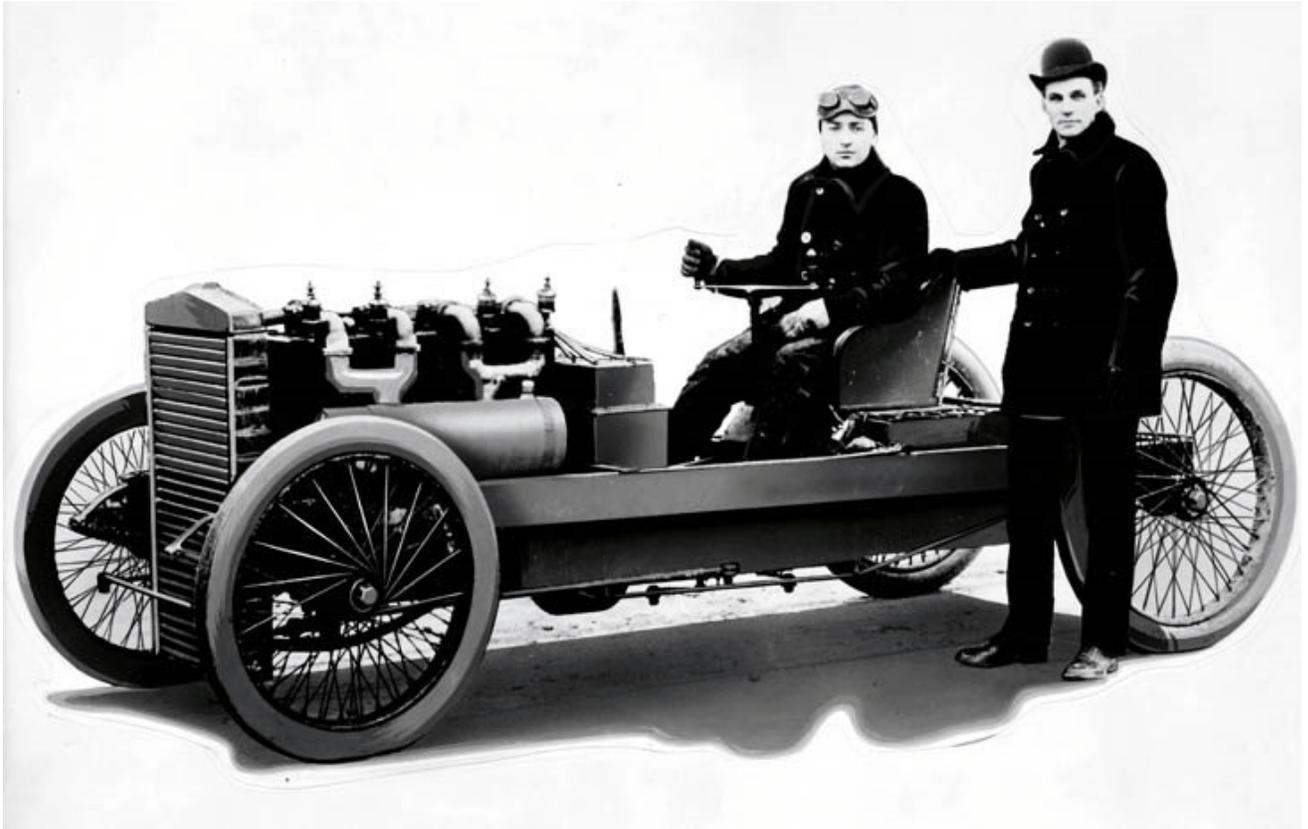
When it became apparent that Ford was not building the cars he’d agreed to, Murphy and Ford’s other investors in the Henry Ford Company finally balked at having him work on his race car during business hours – so he started working on it at night while only producing a few substandard car components during the day. The board reacted by hiring Henry M. Leland, “the finest precision toolmaker in the nation” as a consultant to set the company on the right course. Ford and Leland were supposed to work as a team – but Ford rebelled and resigned on March 10, 1902. His

## GRAY AND FORD - FOLLOW THE MONEY (Cont.)

severance included \$900, the plans he'd been developing for a big racer and the exclusive right to use his name in future endeavors. Murphy, Leland and the other investors moved quickly to change the name of the company from "The Henry Ford Company" to the "Cadillac Automobile Company", choosing the name of the explorer who had founded Detroit to be at the top of their masthead. (*Drive!*, pp 109-111)

With Cooper's financial backing, the two new partners set up shop at 81 Park Place in Detroit. By May 1902, they began work on the two racers Cooper had proposed and by summer had them ready to go. Oddly, neither Ford nor Cooper entered these two cars – Ford's "999" and Cooper's "Red Arrow" in any races. Ford's 999 had a wheelbase of 109"; a track of 56"; and had a 4-cylinder, 1155.3 cubic inch engine that developed 80 horsepower. The Red Arrow was similar, but not identical.

It wasn't until Cooper convinced Barney Oldfield to join them that they actually began racing. Their first race, with Oldfield at the wheel, was a 5-mile event on a one-third mile track held on October 25, 1902. Not only did Oldfield win, but he set a new American speed record of just under 60 mph. This time the press took notice, Ford and Oldfield got a little fame, and Oldfield had found his niche in the developing world of auto racing.



Henry Ford and driver Barney Oldfield posing with the legendary 999 race car. Oldfield drove the car to victory in the five-mile Manufacturers' Challenge Cup on Oct. 25, 1902, in Grosse Pointe, Michigan. Oldfield, a former bicycle racer, had never driven an automobile until a week before the race. Yet his daring driving and the 999's massive four cylinder, 1156 cubic-inch displacement, eighty-horsepower engine combined for an easy win over the heavily-favored Alexander Winton and three other cars. <sup>6</sup>

Finally, Ford's fortunes had reached the tipping point; his racing exploits had awakened the interest of

>>>>>>

## GRAY AND FORD - FOLLOW THE MONEY (Cont.)

his old friend the “coal baron,” Alexander Malcomson, a risk taker and “disrupter” if you will, with an interest in the new world of automobiles. Malcomson had gained a reputation as a coal baron by buying up small struggling suppliers and providing coal at extremely good prices to many of the important businesses and individuals in Detroit. When he’d find companies, he believed would be a good buy, his uncle, John S. Gray, the president of the Detroit German-American bank would bankroll him.

Great things can happen when you finally connect great ideas with real money. Gray, through Malcomson, was the real money Ford needed to take his next step, which we’ll examine in the next article.

Jim Gray

1. Gladstone, Lawrence. *Drive!: Henry Ford, George Selden and the Race to Invent the Auto Age*. New York: Ballantine Books, 2016.
2. *Ford Life*. Stockton, California: Ford Life Magazine.
3. <https://www.motorcities.org/story-of-the-week/2019/a-test-of-endurance-in-1909>
4. <https://quoteinvestigator.com/2014/07/13/truth/>  
1710 November 2 to November 9, The Examiner, Number 15, (Article by Jonathan Swift), Quote Page 2, Column 1, Printed for John Morphew, near Stationers-Hall, London. (Google Books Full View) [link](#) [↗](#)
5. <http://hfha.org/the-ford-story/the-birth-of-ford-motor-company/>
6. <https://myautoworld.com/ford/history/company-history/ford-1903race/ford-1903race.html>

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# The Bus Line

Keeping Up with the Bus!



## A NEWSLETTER DEDICATED TO THE RESTORATION OF A 1931 MODEL A FORD PASSENGER BUS

A MAFFI Publication

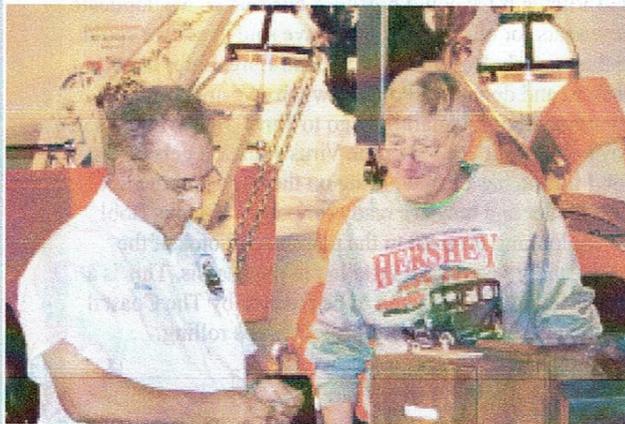
ISSUE NUMBER TWO, APRIL 2020

It has been a while since the last issue of the Bus Line went to print. A lot has been going on and has prevented an update to get done. It was my intention to send out more issues of this newsletter and I will try to get this accomplished more often in the future.

The Jay Leno Raffle has a big winner! In Nov 2019 Chris Prondzinski and his son Tyler were the big winners and they are from Spring Grove, Illinois. The drawing was held in the Model A Ford Museum building at the Gilmore Museum. With about 30 people in attendance a phone call was made to Chris and he was informed he had won the big prize! They made the decision to take the \$2500. Prize rather than the trip to visit the Jay Leno collection. The raffle effort has brought in almost \$20,000 to help restore the bus project. This amount combined with a \$21,000 previously raised we now have approximately \$41,000 in the Bus project Account. A special thanks goes out to the Model A Restorers Club for hosting this event in the State of Michigan. The MARC Board of Directors agreed to help us with the activity and the MARC office staff put in many hours to achieve this goal. A special thanks goes out to Sheila and Mindy for all the hard work they did for the Bus project. Rusty Gould the president of MARC was in attendance to pull the winning ticket! Thanks Rusty!



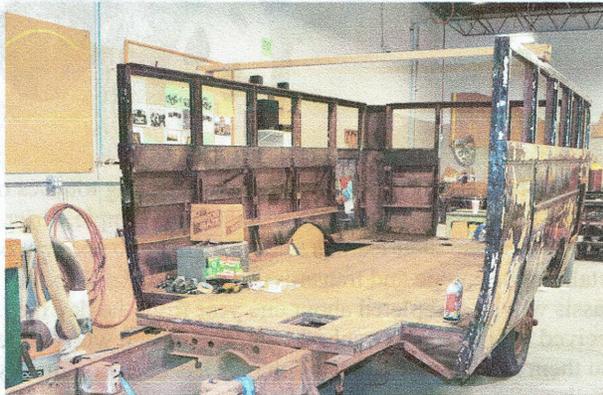
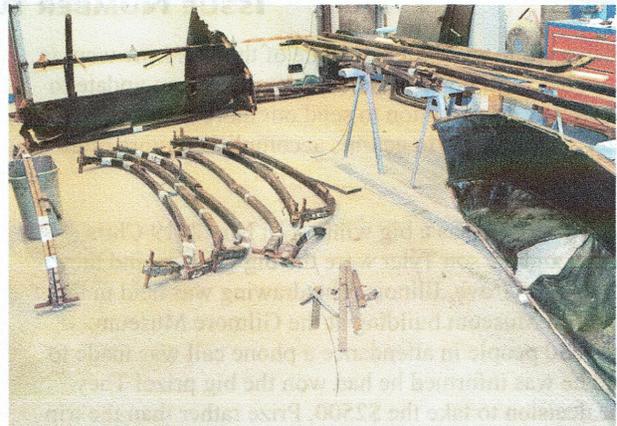
The Coastal Carolina A's are placing the finishing touches on the 157" AA chassis for the Bus project. Don Temple, Grier Fleischhauer and their team are doing a great job and will be installing the engine and transmission in early April so the chassis will be completed about one year from the day they received it from Ken Ehrenhofer and Ken Kalck who delivered it to them in May of 2019. This chassis has been completely rebuilt and ready for years of service at the Gilmore Museum. I cannot thank this group enough for all of their hard work and dedication. Without this group of Model A Enthusiasts this project would not be moving forward.



Disassembly of the body started several months ago and is moving along quite nicely. It is a challenge to work on a project of this size and difficulty. In order to give you an idea of this I must say when working on a Model A we usually use a small ladder and stands to reach the top area and small equipment to achieve the goal. In the case of the bus due to its size, we are using several 8 foot ladders and scaffolding to be able to reach the top and much heavier tools to be able to take the bus apart. We even needed a lift truck to be able to remove the side panels of the bus body. When you need a scaffold and a lift truck you know your project is larger than any other car you have ever worked on.

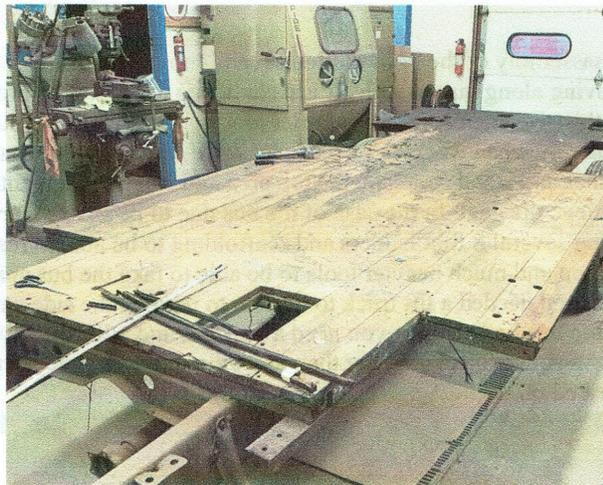


The bus body is now completely apart and is in the process of being stripped sandblasted and moved to a sheet metal shop for the sheet metal repairs to begin. This sheet metal repair is going to cost money as we are going to a restoration shop in Elk Grove Village Illinois. We will do all we can to keep this cost down but this will start to be a large expense for our program.



Many other things have happened in the last few months. Larry Wallace and Steve Burton picked up the wood from the roof and have taken it home for duplication. They had to rent a trailer just for this purpose as some the pieces are very long and due to being old a rotten are very fragile. They need to handle with care so they have good parts to duplicate. They are getting ready now to start working as soon as the Virus situation starts to end.

In the near future the floor will be worked on.



We have restored a Model A Aogah Horn and donated it to the Bus in Greenfield Village. We have asked Greenfield Village if we could borrow a bus seat so we duplicate these seats for our bus and they have said "yes" we could do this in early December 2020. Ron Ehrenhofer has restored and donated a Popout switch. We are currently gathering all of the plating to go to Terry Meeks but this may not happen until after the Virus situation gets better. Bob Martino has been working on the hood and the left front fender and they are ready for paint... Thanks Bob! We are looking forward to the news and photos of the engine and transmission installed in the chassis. This is a wonderful goal that is soon to be reached by The Coastal Carolina A's Wow! The Bus project keeps rolling....

## COMING EVENTS

### April

Everything in April is cancelled due to Covid-19

### May

Everything in May is cancelled due to Covid-19

## WANT ADS

### Wanted

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