

The Ford Script



Vol. XLI

July 2020

No. 7

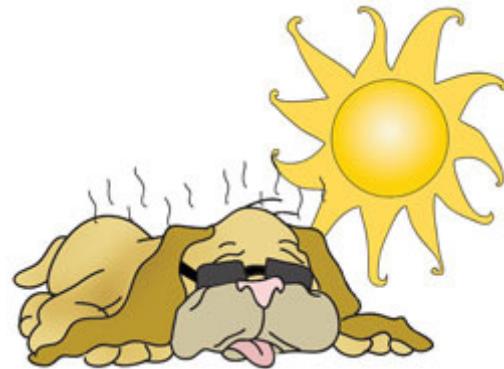


Due to the Covid-19 pandemic, we unfortunately haven't been able to get out and about in our A's for a timely cover photo, so this from the 2018 Cherry Blossom Parade is featured.



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.gwcmolda.org
Web Master: Greg Shepherd

Board of Directors

President	Doug Tomb	703-241-4152	douglas.tomb@verizon.net
VP & Program Chairman	Luke Chaplin	301-865-5753	lukechaplin@comcast.net
Activities Chairman	(vacant)		
Editor	Bill Sims	301-891-3616	billhsims@gmail.com
Asst. Editor	Bruce Metcalf	540-955-8312	kesedeme@aol.com
Secretary	Gerry Olexson	703-538*4054	ggijoo@cox.net
Membership Chairman	Greg Shepherd	703-476-6496	shepman@gmail.com
Treasurer	Paul Bjarnason	703-627-1324	paul.bjarnason@gmail.com
Assistant Treasurer	Milford Sprecher	301-563-3021	milford.sprecher@gmail.com
Annual Meet Chairman Emeritus	Bill Worsham	703-250-5474	billworsham@aol.com
Annual Meet Chairman	John Dougherty	703-971-8033	doughert@cox.net
Tool Chairman	Benny Leonard	703-278-2994	ben5@cox.net
Youth Development	James Kolody	703-795-9301	grubsworms1@gma il.com
National Liaison	Milford Sprecher	301-563-3021	milford.sprecher@gmail.com

Appointed Positions	
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Technical Advisor	Tom Terko

jmelton58@verizon.net
tjquigley6@gmail.com
jrg240z@cox.net
tterko@verizon.net

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

Next deadline: Saturday, August 1

PRESIDENT'S MESSAGE

Dear Members,

Well, as Oliver Hardy would say to Stan Laurel, "This is a fine mess!" I hope you all are safe and staying close to home until conditions start to improve. I urge everyone to follow the latest health directives to stay healthy and safe.

Even though the Club has not held any regular Monthly Meetings since February, your Board has been hard at work, using conference call meetings to conduct Club business. John Dougherty and James Kolody have taken the lead with their informal Sit & Sip Saturday morning gatherings.

The Sit and Sip is an early Saturday morning get together at shopping plazas in the area every two weeks, where there is an open coffee or pastry shop. The idea is for Club members to drive their Model A's there, park in the open lot, get a cup of coffee, sit at a socially responsible distance, and have time to catch up on what is going on. These offer a chance for all members to get out, and exercise their car, chat with other members, and still stay safe.

So far, these have been a big success! This past Saturday, our third gathering, we had four Model A Fords, a 1938 Ford four door sedan, and over a dozen members and guests in attendance. Our cars have drawn attention too. We get many positive compliments and thumbs up, as people drive past us in the parking lot. The GWC Model A Ford Club is alive and well!

As conditions improve, and things are starting to open up again, the Board would like to hold a Monthly Meeting. At the Board Meeting last week, it was decided to ask YOU what you are comfortable with. Greg sent out a three questions survey, and here are the results:

- We had 62 member responses to Greg's survey. In the survey, 59% responded that they would attend an Outdoor Club Flea Market on Wednesday, July 15th, at our regular meeting hall.
- To the second question, 74% responded that they would attend an Outdoor Club Flea Market held on a Saturday in July, during the day.
- To the third question, 66% responded that they would NOT attend an indoor Monthly Meeting in August.

So, Indoor Meetings are OUT! Outdoor events are in. And the Board will get to work on arranging an Outdoor Monthly Meeting for July. It will either be on Wednesday, July 15th, at the Balls Hill American Legion Hall, or it will be on a Saturday at a yet to be determined date and location. Stay tuned.

As for the August Monthly Meeting, it will NOT be indoors, but we need time to come up with what it will be. Stay tuned as well.

In the meantime, John and James will be having their Sit & Sip Saturday morning gatherings every two weeks. Bring your Model A or just drive modern, but show up and say hello to everyone. Bring a chair and your mask and let everyone know what you have been up to.

A Happy Fourth of July to everyone. Let's all have a Safe Celebration of our Nation's Birthday!

Thanks, Doug.

FROM THE ASSISTANT EDITOR

I have really been enjoying driving my '31 Coupe with 6:1 head and Mitchell overdrive. It has been a pleasure with more power to maintain speed better on various hills and the grade to cross the Blue Ridge. Starting at

FROM THE ASSISTANT EDITOR (Cont.)

the last Sit n' Sip was hard, but at home I found my points gap was a bit wide; I'll have to watch that. The HC head does require more spark lever manipulation than the stock head. A stock dizzy is best, but I wonder if there are aftermarket centrifugal and vacuum advance distributors, like the stock item in my Triumph? As far as the OD, second gear in overdrive for 25 mph zones seems better than top gear and the synchronized downshift to low range is good for after you turn a corner. Second gear in overdrive is also good for accelerating into traffic or uphill because it provides another step between screaming the engine in low range and then having such low revs in top gear.

Regarding the Bratton's Flea Market at the end of the month, mentioned in the Board meeting minutes, bringing a chair is probably a good idea, even if there's not enough room in Milford's spot. Also on Fordbarb, Bratton's posted, "It's official, Model A pinstriper Jim Brand will be here and will be pinstriping cars while you wait. Slots are limited and you must sign up before the event for a spot. Send your request to Debbie @ dkichline@brattons.com to reserve your spot." I have asked for a timeslot.

Bruce Metcalf

FROM THE SMOKE-FREE ROOM

George Washington Chapter Model A Ford Club of America Board Meeting June 24, and July 1, 2020

In the interest of exploring the opening of GWC meetings and activities, the Board of Directors conducted two meetings examining the options to conduct membership meetings and what steps and protocols would be best, the safest, and in the best interest to the membership. Safety to our members became and remains the overriding objective during this time of the CCP flu. The Board was ever mindful of the official pronouncements of State Health Officials and regulations on public gatherings. The Board meetings were conducted safely via teleconferencing of the available Board members. A quorum was available for both meetings. Additionally, a survey of the members was conducted, which greatly assisted the Board on the consensus of the memberships concerns, program and activity desires, and safety issues. The Board greatly appreciated the enthusiastic response from the members and the suggestions, the support and sincere concerns to reignite the GWC meetings and activities.

Your Board of Directors thanks the membership for your participation in a difficult process during this unique time. What does stand out most proudly is you, the membership have met the challenge of moving the club forward. And, as you will read the Board minutes from the two meetings, our future meetings and activities will be more innovative and creative; Safety being our biggest concern.

June 24, 2020 Board Meeting Minutes

Call to Order. The Board meeting was called to order at about 7:00 pm by President Doug Tomb, via teleconference, due to prevailing CCP Flu epidemic.

Attendance; A quorum was present for the Board meeting to enable voting. The members who were present included, Milford Sprecher, Doug Tomb, John Dougherty, Benny Leonard, Paul Bjarnason, Luke Chaplin, Bruce Metcalf, Greg Shepherd, and Jerry Olexson.

FROM THE SMOKE-FREE ROOM (Cont.)

Not Present (Note, the position of Activities Chairman is vacant at this time.)

James Kolody

Bill Sims

Board Meeting Agenda – President Tomb started the Board meeting and presented the agenda.

President Doug Tomb led discussion on various approaches to re-acquaint club members and activities after the four month suspension of monthly meetings and events.

The Issue before us is: When should the first club meeting be conducted?

Alternative # 1 conduct a Flea Market meeting on July 15

Alternative #2 should our first event be at the Bratton July 25-26 Model A parts meet.

Alternative # 3 When to conduct membership meeting at the Post?

Ample discussion on our approaches involved safety concerns to our members, indoor vs outdoor meetings, flea market vs formal presentations, on line Zoom vs traditional indoor meetings and when should our indoor meetings commence.

Suggestions for activities and car involvement were discussed. The Sit and Sip gathering at an outdoor venue or shopping center appeared to be the most practical at this time. A June 27 event is planned at the Ravenwood Shopping Plaza. Further research to this approach will be looked at, including possible driving tours.

The Board requested that a survey of the membership be conducted to sense the overall concerns and wishes in its decision process. The parameters of the survey were to be; a July 15 outdoor flea market/meeting' a July 18 outdoor swap meet, and an August 19 regular meeting.

A special Board meeting has been scheduled for Wednesday July 1 at 7:00pm

Meeting concluded at 8:00 pm.

Secretary,

Respectfully submitted,

Gerard Olexson

July 1, 2020 Board Meeting Minutes

Call to Order. The Board meeting was called to order at about 7:00 pm by President Doug Tomb, via teleconference, due to prevailing CCP Flu epidemic.

Attendance; A quorum was present for the Board meeting to enable voting. The members who were present included, Milford Sprecher, Doug Tomb, John Dougherty, Benny Leonard, Paul Bjarnason, Luke Chaplin, Bruce Metcalf, Greg Shepherd, Jerry Olexson and James Kolody

Not Present (Note, the position of Activities Chairman is vacant at this time.)

Bill Sims

Board Meeting Agenda – President Tomb started the Board meeting and presented the agenda.

The results of the membership survey were presented to the Board. Greg and Doug provided a summary of survey responses, which resulted in Board decisions on future meetings and agenda.

Thank you for sharing the results. Many good comments and I share the health concern many of our members, due to the demographics of the Club.

As we agreed it looks like we will be the Sit & Sip Club for the next while, until the health situation improves.

FROM THE SMOKE-FREE ROOM (Cont.)

For July, we will have folks return to the regular Monthly Meeting place, but for an outdoor event. Based on the feedback, I feel we should require members to wear masks, at least at this first event.

For August, an outdoor meeting or activity would be good. Perhaps a local drive, down the GW Parkway and back, driving Model A's, bring your own lunch, stop in a park somewhere, just to get the cars and their owners out. This would be a non-threatening event, as everyone would stay in their cars, but have others to follow. Lunch would be in your own car or on a picnic bench.

As we get into the Fall season, we could have the Garage Tour Videos again, maybe one each month. Doesn't matter how large or small the garage is, just to see what others are up to.

We could try a Zoom Meeting. It would be interesting how many members we get to connect. We would need a subject, or maybe a just a Club Business Meeting, with an update on recent activity.

A pictures presentation of the Sit & Sip gatherings would serve to keep club members connected.

The Board approved of the following motions:

July 15 The outdoor flea market at the meeting location. Time start 6 pm. Member brings their refreshments and safety gear as required for gatherings. Social meeting will follow prescribed safety protocols.

July 25-26 Parts meet at Brattons 8 to 4 Saturday, 8 to 2 Sunday. Rain date August 1-2. GWC will have a table. Full details to be issued to members.

The Sit and Sip get together will be on July 11. Details to come. This activity will become a regular event scheduled every 2 or 3 weeks.

The next Board meeting is scheduled for July 22.

Meeting concluded at 8:00 pm.

Secretary,

Respectfully submitted,

Gerard Olexson

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

25 years ago President Jim lamented, "I'm getting this in just prior to our editor's deadline. Bill called me last night to gently remind me he hadn't received my input - - said something about labor camps and long incarceration." He was referring to his President's Corner column for the Script, which was tardy. Guess who's in the same boat 25 years hence... yours truly. Assistant Editor Bruce is doing the coaxing this time since ever-serving Editor Bill is temporarily away. This is one of those months when the third Wednesday occurs the earliest date it can, the 15th. I shouda have known....

Jim went on to tell about his glorious week spent at the MARC National Meet at St Charles, IL, saying that our club was fairly well represented with the Brattons, Beardmores, and Pearls attending in their A's by way of the Mile High Tour in Denver while the Springers, Sawyers and Scheidels also drove out in their A's too. Several other members attended, coming in modern iron. He said he was impressed by how willing everyone was at the maintenance tent, mentioning that Bill Beardmore used their services because of a blown head gasket and steering linkage problems. Helpers flocked around him.

At the Board meeting Bill Worsham was called on to give an unofficial report on the success of Sully. The bottom line was that the car registrations were good but the gate and vendor sales were significantly down. That was because our show date was the same as the Fairfax County Fair's, which drew away some who would otherwise been our attendees. As a result, Bill offered a motion to the Board to move the date of Sully '96 to a week later in June to avoid competing with the fair. The motion was passed and was subsequently approved by the general membership.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO(Cont.)

We didn't have the internet in '95, all Scripts went out by US Mail. Problems were occurring, Scripts were getting torn, some arrived in pieces stuffed in a plastic bag. Flipping the address page so the stapled spine would drop down into the machine instead of the open pages was tried. Then a staple was added to hold the pages shut, but complaints continued. The apparent solution was using gummed circles to hold the pages shut.

An interesting article appeared about Henry Ford's depression era strategy to enhance new car sales, which were down in 1930. His approach was to have antiquated motor cars systematically taken apart on a progressive disassembly line and the parts sorted. Gas and oil were drained and salvaged, grease was scraped out and saved, lenses and bulbs were recovered, spark plugs and batteries were taken out, all glass was saved for glazing in the Ford plant buildings, and even the old floorboards were sent to the box factory to be used for the tops of crates. Only then, finally, was the steel melted down for use in new Fords... At one time there was a staff of 120 men working to separate the pieces of 18,000 cars. How many that might have survived are gone forever?

Dave Henderson

WILLIAM HARLEY CONDON, JR.

The club has lost another long-time member this past month. Bill Condon, Jr. died at home of natural causes on May 14, 2020. He was 73 years old.

Bill Condon was a car guy, more specifically, he was a GWC Model A Ford kind of car guy. If you check his company's webpage, you'll get an idea why - you'll see his dad, Bill Condon, Sr., standing next to his Model A pickup alongside a wall of Condon-Reed, Inc. Heating and Air Conditioning, the company he co-founded in 1938, and the company of which Bill Condon Jr. was president until his death.

Bill Sr. was the first GWC Secretary and creator of our newsletter on January 17, 1973 before handing that job over to John and Jenny Dingle. Bill Jr. was also active in the early days of the GWC. According to the GWC history quoted in the August 2013 Script:

"Andy Jaeger and Bill Condon, Jr. organized our first annual car show, which was held at Jerry's Ford on May 9, 1974, and featured 75 cars. At the same location the next year, Andy and his team drew 150 cars to display. Unfortunately... or should I say very fortunately... the dealership felt they could only handle 100 cars, so we were forced to find a new location.



Bill Worsham chaired our next show on June 13, 1976 at Sully Plantation; where 38 annual shows organized by Bill have since been held. This show, now held annually on Father's Day, routinely features between 300-400 cars; is the financial heart of our club, and is a significant source of revenue for the Sully Historic Site which is part of the Fairfax County Park system. This car show is also recognized as one of the most beautifully sited and well-run shows in the area. This year's show, on June 16, 2013, was our 40th Antique Car Show." [I note that Andy Jaeger told me Bill Worsham was also involved in that first show.]

WILLIAM HARLEY CONDON, JR. (Cont.)



We in the Sully committee knew we could always count on Bill to bring that beautiful pickup, to help layout the field and help keep the show running.

When doing things Model A, you could usually find Bill with his best friend, Wayne Parker; they came as a team to Sully. And what a team they were, as evidenced this "Triple 29", a basket case 1929 Tudor that Wayne bought when he was 29, and worked on for 29 years with Bill before it was fully restored.

I owe a big debt of thanks to both Sharon and Wayne for their input to this memorial and for the link they

provided to the Colonial Funeral Home's listing of Bill's obituary, which follows in its entirety:

William's Obituary

William Harley Condon, born in Washington, D.C. on February 8, 1947 passed away peacefully on Thursday, May 14, 2020, at his home in Leesburg, Virginia from natural causes. He was 73 years old.

Bill was a remarkable friend and an avid supporter and sponsor for recovering alcoholics where he played a vital role in counseling. Bill had a passion for his company, where he was the President of Condon-Reed Inc. in Falls Church, Virginia, a successful heating and air conditioning company that has been in business since 1938. Bill was an antique car enthusiast with a passion for the Ford Model A and the art of restoring the Model A back to its original beauty. Bill was a gifted artist, where his attention to detail was undeniably impeccable. He loved Ford cars and trucks, especially the Ford Mustang and Shelby Cobra. His hobbies included scuba diving, model airplane flying, camping, riding motorcycles, antique car shows where his cars won numerous awards, yard work, and being the dearest friend to his friends. He will be remembered for his kindness and willingness to lend a hand to everyone, his unforgettable laugh, and his optimistic and joyful personality. We will all deeply cherish him in our memories forever.

Bill was preceded in death by his father, William Condon. He is survived by his loving wife, Lynn Currin Condon, his mom, Judy Condon, his previous wife, Susan Biser and their three children, Kim Ahlemann, Jennifer Berglund, and John Condon, their spouses, Greg Ahlemann, Matthew Berglund, and James Valdivia, his six grandchildren, Emori, Brandon, Elijah, Courtney, Layla, and Levi, his two sisters, Glenda Kale Sjolander, and Claudia Daniels and their spouses, his nieces and nephews, his dearest friend in the world, Wayne Parker, and his adored Chihuahuas, Chilly and Blue. In lieu of flowers, please contribute to maffi.org, the Model A Ford Foundation.

In honor of Bill's life, there will be a celebration on a date TBD.

Jim Gray

Sunshine

Bill's picture and obituary courtesy of <https://www.colonialfuneralhome.com/obituary/william-condon-jr>

Picture of Bill and Wayne Parker courtesy of Sharon Parker.

SULLY 2020

As we all know, our Big Show did not occur, but we all hope that the virus can be licked enough to allow Sully 2021 and normal activity to resume, soon!

SIT and SIP #3!

Inspired by so many closures and cancellations, James and John decided enough already! On Saturday, 27 June, we hosted the third 'Sit and Sip' in the parking lot at the Ravensworth shopping center on Braddock Road. The Sit and Sips are an opportunity to drive your cars (somewhere) and visit with fellow clubbers and friends.

We had four Model As and a '38 Ford along with 12 members and friends. They included Doug Tomb, Jim and Connie Baker, Stan Johnson, Paul Bjarnason, Bruce Metcalf (two hour drive!!), Bruce's friends Woody and Becky Hall, Keith Randal, Jim Ryan (great to see you out Jim!), James Kolody and myself.

Locations for the first three and future Sit and Sips include an eatery of some type for coffee, rolls, sandwiches and the like. Or, you can bring your own. Saturday centered on the Swiss Bakery, #1 was near the Hot Bagel in the Hayfield Shopping center on Telegraph Road, and #2 was next to the Starbucks in Orange Hunt Shopping Center off of the Parkway.

As I am sure you know, old cars gather lookers and gawkers. A side benefit of these events is the opportunity to show and talk about the cars and our hobby. Folks appreciate that!! And you never know who may stop by....on Saturday Darryl Baker, former President of the Bull Run Region ACCA stopped by. Name ring a bell? He is the owner of the old school bus that we see at Sully! We spoke a bit and I will let him know the when and where of Sit and Sip #4. He said he will get the word out on his network. The more the merrier!

So dust off the cobwebs, bring a car, a chair and a story to the next opportunity to "Sit and Sip"! We will put the date, time (usually 8:30-10ish) and location out on email.

John Dougherty.

The advertisement features a blue border and a background image of a vintage Model T car. The text is as follows:

**Everything's been canceled and Debbie is
selling all of Jeff's old car parts**

Swap Meet

Saturday and Sunday

July 25 8 am- 4pm/July 26 8 am- 2 pm

Rain date 8/1 and 8/2

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new discontinued parts

Bratton's will be closed but if you would like to preorder and prepay, you
can pick up your order. Cut off is Thursday July 23rd

BERRYVILLE STEAM SHOW 2020

According to their website <http://www.svsgea.com/steam-shows.html>, the Steam Show is still on. If you decide to go, give me a call at 952 288 3508 and come over for snacks and beverages afterwards. Bruce Metcalf

MAFFI NEWSLETTER MINUTE JULY 2020

What's New at the Museum?

A very unique Model A named, "America's Sweetheart" has been donated to the Museum by Dean Weller of Kansas City, Kansas. Jim Spawn, former editor of "The Restorer" lives in Kansas City and has known Mr. Weller for many years. Jim was instrumental in facilitating the donation and has made arrangements for a local club member to transport the car to the museum as soon as possible. If you have a copy of the March/April 1998 Restorer Magazine, you can read the full article on this amazing car.

America's Sweetheart will be on display for Model A Day, September 18-19, 2020.



MEMBERSHIP REPORT

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

SUNSHINE REPORT

One new member signed up this month! Update your rosters and please welcome them to the club.

Carol Young

P.O. Box 146

Purcellville, VA 20134

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IT SEEMED LIKE A GOOD IDEA AT THE TIME

As our esteemed editor shared in the last issue of The Script, he and I have been engaged in an odyssey with the Blaze replacement over the last few months. That odyssey has thankfully ended and his car is again road-ready.

Back in the pre-Covid days, Bill was having some trouble getting his car started, so I volunteered to help him. He lives about a five minute drive from me, so it is easy to get over there. I had helped him get it started before Sully last year, so I wasn't sure if the issue was the same, but I went over to look.

The starter was not engaging. I removed the starter and discovered that one of the bolts holding the starter Bendix in place had fallen out. I had a similar problem on my 1930 Town Sedan and I retrieved the broken bolt by putting a magnet on the flywheel and spinning it around. It came back with the bolt. I had a magnet on a wand, but I could not retrieve the bolt with that, so I decided to try my earlier technique on Bill's car.

I discovered that the magnet would not fit on the front (engine side) of the flywheel like I did on my car. I hesitantly put it on the back of the flywheel, but not on the side with the clutch on it, but the edge behind the flywheel teeth. I was a little worried that it might hit something on the way around, but I didn't listen to that worry and we spun the engine around to try and retrieve the bolt. After a revolution, the magnet did not come back, so it had hung up on the trip around. Uh, oh.

I tried a variety of ways to retrieve the magnet, such as fishing through the clutch inspection plate on the top of the bell housing and through the inspection hole on the front of the bell housing under the car. I then bought a couple of flexible wand magnets to see if they would help? I did get the starter Bendix bolt and the key that holds the Bendix in place, but no magnet. Would that I had used that technique initially.

I was working on the gas tank for my Model T and borrowed the little tv camera from the club's tool inventory to inspect that and I used that to see if I could locate the magnet inside the bell housing with that. No luck.

At this point, it seemed that the choice was to either leave it there or pull the bell housing back to see if I could retrieve it that way. Of course that meant either pulling the engine or removing the rear axle. I decided that the latter was the better option, so we were able to pull the whole axle and spring assembly from the car. Then the Stay at Home order hit, so the project was put on the back burner for a few months.

Towards the end of May we got back at the effort again. I was able to loosen the bell housing and pull it back without removing the transmission. That allowed me to fish around inside the bell housing with my fingers. I located the magnet at the bottom of the bell housing. It had gotten hung up with the cotter pin that is in the bottom of the bell housing for oil to drip from. I pulled the magnet out and began to reassemble the car.

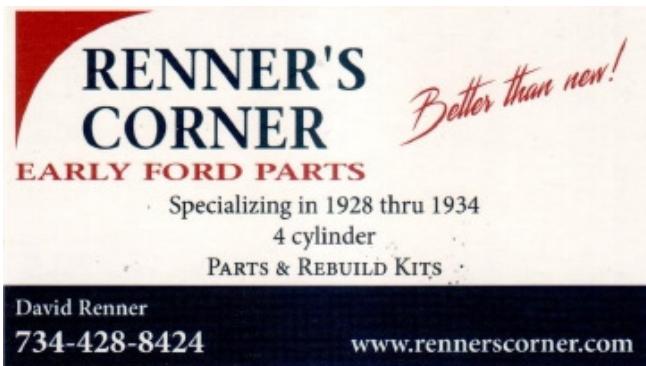
Reassembly went well. I then installed the starter and tried to start the car. The starter sounded terrible and did not spin the engine over very fast, so I pulled the starter and took it over to Tom Terko for him to take a look.

Tom said that the starter shaft did not turn very easily, so he disassembled the starter and lubricated the bushings. The paper that was supposed to go between the field coils and the starter housing was not installed properly. The brushes were not installed correctly, either. He reassembled the starter and it still did not turn freely and when connected to current, it spun over very slowly. Tom suggested replacing the starter.

Bill was going to see Luke Chaplin the following day and thought about going to Bratton's afterwards to get a new starter. The current starter came from them and was only about 1 1/2 years old and Bill hesitated to get a new one before the fall.

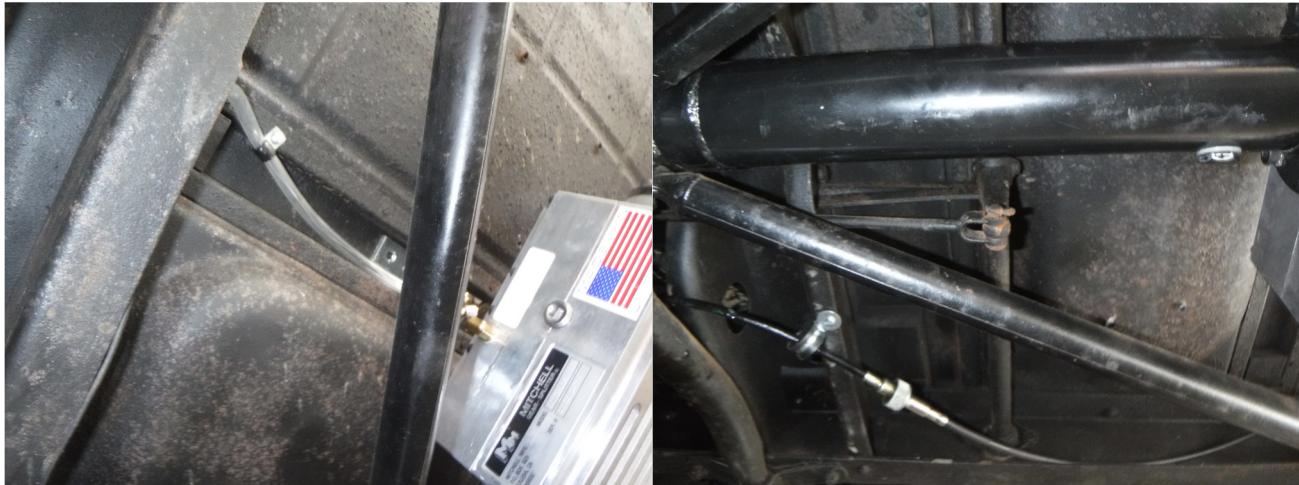
IT SEEMED LIKE A GOOD IDEA AT THE TIME (Cont.)

As he was going to Luke's I suggested asking if Luke had a spare that we could use? Luke did and so that was what we installed. Once in place, the car started right up, thankfully. In the final analysis, the starter was probably the issue from the beginning, which allowed the Bendix bolt to fall out. Trying to retrieve the errant bolt with a magnet the way I did was definitely the *wrong* approach to retrieve the bolt that ended up adding a significant amount of time to the project. Another lesson learned the hard way. I did learn how to remove the rear differential, but I could have learned it in a more productive project besides fixing a problem that I created!



MORE OVERDRIVE INSTALLATION

Two steps in the installation that were described a bit vaguely in the Mitchell instructions were the vent tube and the speedo cable extension. The vent tube needs to be held vertically after leaving the elbow fitting to allow the oil vapors to condense and run back into the housing and to allow for the small vertical motion of the OD housing. This photo shows the approach I took.



The speedo cable needed a similar approach. The flange on the cross member was very handy to use for the p clamp screw. You can see the plug in the new torque tube for access to the support bearing zerk fitting (one of three new spots to hit with the grease gun.)



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Urbana, OH

THE GREAT RACE

The 2020 Hemmings Motor News Great Race has been postponed to June 2021.

We will have an opportunity to see the contestants at an overnight in Huntington, West Virginia and at a lunch stop in Galax, Virginia when the race runs next year.

https://www.hemmings.com/stories/2020/07/02/already-delayed-the-2020-great-race-now-officially-postponed-until-2021?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-07-03

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.gwcmolda.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!



THINK BIG, HENRY FORD ADVISES YOUNG MEN

Everything Can Be Made to Yield Good Results, He Says in Analyzing Success

Henry Ford tells what he believes success to be and how one should go about obtaining it in an interview in the current issue of the magazine Industrial Management.

"Suppose a young man came to you," Fay L. Faurode, the interviewer, said, "and asked you for some good advice as to how to succeed—what would you tell him?"

"Now let's see; what is success?" Ford replied. "Success, as I see it, is measured by experience. The more of the right kind of experience a man has, the more successful he is."

"Everything that happens can be made to yield its good result if you are keen enough to see it. That is the way to succeed."

"I'd tell that boy, too, that it pays to think big: it is just as easy to plow 1000 acres as one—with a machine; and that's the way to do it nowadays. Always use a machine whenever the machine will do the job. Nothing is particularly hard if you subdivide it into small jobs. That's the way we do our work and that is the easy way to do it."

(Reprinted from the New York Times, Oct. 1, 1927)

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COMING EVENTS [CLUB EVENTS ARE IN BOLD]

Calendar as of July 1, 2020

July

11 - The GWC is also proud to announce that the recent John and James Sit and Sip (JJSS) will continue! They have been great fun and will continue to move around the greater DC area every 2 or 3 weeks. Keep tuned for info on the next one.

15 - The membership meeting is a go. Normal place and time. The plan is just to meet in the parking lot and talk about cars and such. And I heard there might be a few parts to exchange to keep our historical swap meet going. The hall will be open but nobody is allowed inside except for using the bathroom. Everyone brings their own drinks and snacks. No formal presentation. 6:00 to 6:30 as general start time. Goes till everyone leaves.

25 & 26 - our very own Milford has taken the reins and reserved a space for our club members at the upcoming Bratton's Swap Meet later this month. Details are:

Bratton's has scheduled a flea market at their site in Mt. Airy, MD for July 25 8-4 and July 26 8-2. The club has reserved a space for members to use to try and sell their parts. The club will provide tables, chairs and a canopy. We will need volunteers to staff the space. To keep it simple, there will be two shifts each day: 8 -12 and 12-4 on Saturday and 8-11 and 11-2 on Sunday. If you would like to staff the space, please pick a day and time. Two members per time slot. If you want to sell parts, you will need to deliver them to Bratton's on Saturday morning and pick up the unsold items on Sunday at 2 PM. Please write up a list of the parts you have for sale with the prices to include with your parts. Please label the parts with the price, if you can. If you agree to bargain, please let us know what your minimum price is, i.e. a dollar value for each item or a percentage of the price you are listing the part for (i.e. 50% off). You are welcome to come and sit with your parts, but we want to be careful not to have too many people in the space. Milford will be coordinating participation in the flea market. Contact him via phone - 301-830-2198 or e-mail at milford.sprecher@gmail.com

August

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