

# The Ford Script



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No. 10



Club tour in front of Poole's General Store



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, November 2nd**

## **THE PRESIDENT'S CORNER**



Dear Members,

Fall is here, and it is time to reflect on all that we have accomplished as a Club so far this year.

Starting in May, John Dougherty and James Kolody began holding our Saturday Sit & Sip gatherings. We have had more than half a dozen of these casual get togethers over the course of the summer, with many Model A's in attendance.

One Sit & Sip was even out at the Philomont General Store, in Philomont, Virginia. That was a mini-tour, and attracted a number of Model A's and their drivers for a morning cup of coffee at the historic General Store.

On Model A Ford Day, Saturday, September 19th, Milford Sprecher hosted a "Two Hour Tour" along River Road in Maryland, starting at Glen Echo Park, off of MacArthur Boulevard. We had eight (8) Model A Ford's in attendance, and we had a chance to see some nice scenery, and really get out in the country, even though we were not that far out of town.

On September 23rd, we held our first virtual GWC Zoom Monthly Meeting. We had 19 GWC members who dialed in, and proved that it could be done. We had a regular meeting, and now that we know how easy it is, one wonders what took us so long to do it. We will do it again on Wednesday, October 21st, for the GWC October Zoom Monthly Meeting.

And also in October, we have been invited to a Do-It-Yourself Picnic at the Cross's Farm, in Leesburg, Virginia. Edna and Jim have invited Club members to drive out and have a picnic in their front yard on Sunday, October 18th, starting about 1:00 PM. Come in a Model A Ford if you can, but come any way you can, and join the fun.

As with all things these days, social distancing and face masks are required, so we all stay safe. This will give everyone a chance to see each other again, and get a chance to chat, face to face (at a social distance). Details to follow. (See p. 19.)

I look forward to seeing everyone in person at the Cross Farm Picnic on October 18th, and virtually, on October 21st, at our second Zoom Monthly Meeting.

Stay Safe,  
Doug.

## **FROM THE EDITOR**

At long last, my Model A is running again, thanks to the efforts of Milford Sprecher and Tom Terko. It still needs a little fine tuning to make it reliable enough to get to the Club picnic in 10 days, but I'm hopeful. Meanwhile, Blaze is in the long line to get painted and the search is on for decent upholstery.

After the Script gets published, we have to head south. A pipe sprung a leak in the house on last month's Script cover and flooded some of the downstairs. Couldn't do it while we were there for 10 weeks this summer. No, it's gotta wait until we've left.

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



The push was on to attain a Club first, a gathering of 50 Model A's in attendance at a Club event. THE event in question was the annual Pig Picking Picnic, held this one time only at the Rockville Civic Center. So what do you think, was our goal met? Mull that over for now in suspense, you'll need to read on for the answer. The event was catered and everyone dug in for the feast of BBQ and fixin's. Members' families brought along some great desserts. Robert Lilly and Dee Dee and hubby Marvin Myers brought cakes decorated with Model A silhouettes. Alvina Beardmore, Bill B's mother, tickled the ivories to provide lively enjoyable music. Some nice and very unusual A's were in attendance, including Roger Nieman's newly acquired Canadian right-hand drive A. Pres. Jim Cartmill thanked Luke Chaplin for setting up the event and Don Temple for arranging for the caterer. He said he also wanted to thank all the cooks who provided the wonderful desserts and that they were all prize winners.

What member was the oldest, old in terms of longevity—in the Club that is? This was the subject of a discussion by the late Ed Wiencek, aka Mr. Ed, our then-resident Club philosopher, and Pres. Jim. Ed thought Jim Leatherwood was. Pres. Jim dragged out Chuck Zierdt's Club History and sure enough, Jim Leatherwood was indeed a very early member who had been President of our parent club, the Potomac Chapter, MAFCA, back in 1956! Added was "On the other end of the spectrum is George Smolenyak. George is one of our youngest members. If you get a chance at the next meeting, say hello to George. He and the young folks in the club represent the future of our hobby." Well said. George is still with us 25 years later.

The November program was about "The Best Little Old Book You Should Read", aka Form No. 1940, presented by Howard Minners. The book weighs only about 3 ounces and has 50 pages. Curious? It's the Model A Ford Instruction Book, "which contains information necessary to the proper handling and care of your Ford car. Read it carefully..." Howard said it seems that few of us have made enough use of a Model A owner's manual, yet after a quick glance you will be impressed with the incredible amount of practical information about operating and maintaining your Model A. For example, there are well-written sections on the electrical system, brakes, carburetor, lubrication, cooling, the engine, lights, ignition timing, gear shifting and the transmission, etc. "The owner's manual goes well beyond the basics such as that the oil pan capacity is 5 quarts, the fuel tank holds 11 gallons, or that the cooling system contains just 3 gallons." The program covered the various editions of the owner's manual. Howard said that you might as well get the right one for your particular car, and that you will also learn about important adjustments along with other gems of information. Jim Cartmill and Bill Worsham assisted in guiding through some of the more important and valuable highlights from this real gem of useful information. Truly, you will never again want to leave home without it!

Now, about assembling the magic 50 Model A's at the Pig Picking Picnic, did we make it? Naw, poor luck, it was a bad, rainy day. 14 hardy souls did bring out theirs in the rain, though.

What did a '30 Roadster, a '30 Tudor, two '31 Coupes, a '31 Town Sedan, and a rare '31 Fordor have in common? All were looking for a new caretaker in this fall of '95.. The Classified Ads

also offered a '39 Chevy pickup and a '57 T-Bird for sale. Who remembers who bought any of these?

Dave Henderson

## **REPORT FROM VIRUS-FREE LIVINGROOMS**

Since the general meeting (on Zoom) covered everything a subsequent board meeting would have covered, no board meeting was held in September.

## **MEMBERSHIP REPORT**

It's that time of year again where dues are due! The amount is the same so it's still only \$20 for a full year membership. This includes access to the monthly newsletter as well as exclusive activities like tours, our high-profile parades like Memorial Day and July 4th as well as our Holiday and Summer parties.



Before the Holiday season really gets going, please get your dues in. Since we most likely won't have any in-person meetings the remainder of the year, getting your dues in either electronic or via the mail are the only options.



You can send in a check. Please make the check out for \$20 to GWC (\$30 for those still grandfathered in that get the paper copy of the Script) and mail it to:

Greg Shepherd  
3715 Brices Ford Ct  
Fairfax, VA 22033

Or I will be accepting payment via PayPal and Venmo again. So, no excuses for not getting your payment in. For PayPal use my email: [Shepman@gmail.com](mailto:Shepman@gmail.com) (and pick the friends and family option) and for Venmo use id: [@Greg-Shepherd-92](https://venmo.com/Greg-Shepherd-92) to send the money.

## **VIRGINIA BILL TO PROTECT ENTHUSIASTS FROM UNFAIR CITATIONS PASSES COMMITTEE**

- S.B. 5029 would change certain traffic infractions from primary offenses to secondary offenses, including suspected exhaust noise and excess window tint violations. If enacted, police may only issue these citations if they have stopped a motorist for another offense.
- S.B. 5029 endorses the fact that the current system unfairly targets car enthusiasts for minor infractions.

• S.B. 5029 recognizes the need for an improved enforcement standard for suspected exhaust noise violations, including an objective measure of a vehicle's muffler sound.  
Overview: SAN-supported legislation (S.B. 5029) has been introduced in Virginia which includes provisions that would change certain traffic infractions from primary offenses to secondary offenses. Current law includes the following traffic infractions as primary offenses: operating a motor vehicle without an exhaust system that prevents excessive or unusual levels of noise, without a light illuminating a license plate, with certain sun-shading materials and tinting films, and with certain objects suspended in the vehicle. A secondary offense is one for which a citation can only be issued if the driver is stopped for another, separate offense. The bill was approved by the Senate Committee on Transportation and has been sent to the Senate Committee on Judiciary for consideration.

Grant Simon  
(Reprinted from AACA Newsletter October 2020)

## MAFFI NEWSLETTER MINUTE

As all of you know by now, 2020 has been a very unusual year and it has forced a reevaluation of all of our normal activities. Most of the Model A events for the year have been cancelled and it has left a void in our lives. Model A Day at the Gilmore was also cancelled to protect the health of all Model A hobbyists. Our theme for this year's event was First Responders, which is very appropriate with what is happening right now and this theme will carry over to next year's event.

Each year Model A Day generated roughly one-third of the Model A Ford Foundation, Inc. (MAFFI) operating budget, which includes operating the Model A Museum at Gilmore. With the cancellation of Model A Day, we have a shortcoming of operating income for 2020. We have come up with a goal of \$30,000 to satisfy this shortfall.

We thought it would be best if we could come up with a way for all of the National Club (MARC and MAFCA) Chapters to participate and in doing so would make each club's outlay reasonable. There are over 250 MAFCA Chapters and over 175 MARC Chapters along with some International Chapters. If the goal was set to have each club put forth \$100, we would easily achieve the goal. We would then come up with a way of recognizing those clubs that helped get us through this tough time before next year's event.

There will be multiple ways for clubs to participate and *any* and *all* donations are welcome. We will have it set up on our Web Page along with sending out email blasts to all known club contacts. Additionally, we will try to promote on both MAFCA and MARC's Facebook pages and in their National Magazines with a goal of having contributions sent in by the end of the year. Individuals are welcome to participate in this as well if they wish.

You can mail your donations to P.O. Box 28, Peotone, IL 60468-0028

Any questions should be directed to Jerry Morrissey ([jertrudy@sbcglobal.net](mailto:jertrudy@sbcglobal.net))

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## **THE BOARD NEEDS A SECRETARY**

It is that time of year again, Time to step up and help to run the Club as a member of the Board.

The Nomination Committee has been very active. The Committee members, Greg Shepherd, John Dougherty, Milford Sprecher and myself, have been actively recruiting candidates for the open positions on the Board.

We have been very successful to date, and a Thank You to those members who agreed to help out.

We do have one position that is still open, and that is as Club Secretary. This is a perfect role for a member who would be new to the Board.

If you are willing to serve this year, please contact Greg, John or Milford, and let them know.

We will announce the complete slate at the October Zoom Monthly Meeting on Wednesday, October 21st.

Thanks, Doug.

## **REPORT ON THE MODEL A BUS PROJECT**

Chicago Parts and Sound has finished the two sides and the rear panel of the body. These were the biggest part of the body shell restoration. They look great and the workmanship is outstanding. We still need them to do the front cowl, the two front doors and the windshield.

I just got back from a road trip to Connecticut to pick up a cowl for the bus. We then went down to North Carolina to pick up the chassis and bring it home to Illinois! It looks great thanks to the Carolina Coastal A's.

I am currently working on the running boards and the splash aprons. Ron and Larry Rust are working on the rear door and the hinges for it and the wood inside. Russ Moss, son in law of Jerry Braasch in Wisconsin, is working on the floor. All the wood is dried and machined ready for assembly. Next week I hope to make a trip up to Wisconsin and help him a little.

Larry Wallace and Steve Burton are working on the roof wood and making some great progress. Steve just spent \$1500 (donation) on tooling to cut the finger joints. Once the floor is done, we can start mounting the body sides and rear panel and then the cowl. This should happen sometime soon.

We just got a \$5000 donation from the Palm Beach A's and that is good...I am trying to get more clubs to donate. I could not be happier with the progress but the amount of money is a little scary for me. If you have any questions please let me know,

Ken Ehrenhofer

## HONEYBUN GOES FOR AN OUTING

KK & Chuck decided I needed an airing out. They departed from our home in NE Tallahassee and drove to Thomasville, Ga. Our first stop was the farmers market where KK loaded up with fruits & veggies. Then on to Flowers Bakery, where both of them loaded up with sweets, including one of Chuck's favorites, moon pies. Lastly chicken at Church's Chicken (sorry Mr. Chick). Then back home where they ate the entire contents of the chicken box.



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## THE GARAGE SQUAD PAINTS A ROADSTER



We now have a tangible example of the concept of a Garage Squad of GW members who would team up and go to a member's house and resolve a problem. Recently a squad of three people descended on my garage to paint my project car, a 1930 Model A Ford roadster. John Dougherty, James Kolody and Paul Bjarnason were the members who showed up at my

house at an early hour, with sandpaper, high volume air compressor and other tools, supplies and equipment in hand.

I bought the roadster in 1998 as a partially restored, but incomplete, car. Old "Norfolk 468" sat and waited its turn as I restored a 1931 Victoria and also led the effort to build a Model A Museum in Michigan. Both of those projects

were completed successfully, and then I began to think about the roadster. While in high school in the 1950s, my father and I had worked together to build a 1929 Model A Roadster pickup. The pickup had no engine and was missing many other parts. So, we installed an available Ford flathead V8 and transmission. But before it was finished, I entered the Army and soon was stationed in Germany. My father and I reluctantly decided to sell the pickup on which we had spent so many hours together.



When the time finally came (60 years later) to dig out the 1930 roadster, I looked back on those wonderful days working with my father and decided to use the roadster to symbolically finish the father-son project from the past. I made slow but steady progress on the chassis, and assembled the body with new and refurbished panels. But when it came time to paint the body, I found it hard to find a commercial business willing to take on the painting, which

involved the time-consuming complete coverage, inside and out, and meet my eager schedule for a project that had been sitting for nearly 30 years.

That's when the GWC Garage Squad stepped in. James Kolody visited my project and offered the opinion that the roadster could be painted right in the garage where it had been assembled. James advised that we could simply cover the walls and shelves with plastic drop cloths and keep the doors open, wear special filtered masks, and it would be possible.

John Dougherty and Paul Bjarnason had already seen the car and the garage. They volunteered to help.

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## THE GARAGE SQUAD PAINTS A ROADSTER (Cont.)

And what a large effort it was. Five separate work days were needed. First, we had to double check and smooth all the surfaces. Next James used his compressor and gun to apply the first catalytic primer with a dark primer coat, then the team sanded that smooth. That was followed in a separate



James & John  
in action



The Paint Booth

session by an application of a light gray second primer with fast-building characteristics combined with a hardener. Again, that was sanded smooth. On the third day, the color coat, a "single stage" paint with hardener, was applied. Suddenly the

car was all one color, but the work was not finished. Unlike the days in High School when I painted a car with my mother's Lewyt canister vacuum cleaner, you are not done when the paint dries. Today's paint can be "color sanded" and buffed with abrasives. But it takes dedicated people who are willing to "keep sanding until it is smooth and keep buffing until it shines". Paul and I were the sanders, John was head sander/buffer and quality control, and James was the painter, with undaunted energy and optimism.



Stan & Paul  
in action



The end result is better than I could have imagined, although a picture of the completed car is not yet available. The amount of work was huge, but the cheerful camaraderie was wonderful. I look forward to helping in the next Garage Squad campaign.

Stan Johnson

## THE FOUR-HOUR TWO-HOUR TOUR

For International Model A Day, I organized a short tour out River Road in Montgomery County. The day couldn't have been better. We had 8 Model As and 2 modern cars. Model A-ers included Stan and Roz Johnson, James Kolody, John Dougherty, Brad and Kirsten Minners, Jim and Connie Baker, Howard Minners in a modern car, Harriet and Bill Beardmore, Bill and Susan Bass and Jason Cunningham. Unfortunately, I discovered a front-end issue with my Town Sedan, so I ended up leading the tour in my Mazda Miata, with Tom Terko riding with me. President Doug Tomb rode with James Kolody and Treasurer Paul Bjarnason rode with John Dougherty.

The tour started at Glen Echo Park in the parking lot off of Oxford Road. We headed out MacArthur Blvd and picked up Brad and Howard Minners near the entrance to Great Falls Park. The road down to the park was nice, but because it was such a nice day, we ended up in a traffic jam heading into the park. It probably took a half an hour to get down there and back, where we picked up Falls Road toward Potomac Village, where we turned left on River Road.

We headed out River Road and turned onto Old River Road at Seneca Creek. We stopped at Old Seneca Store for a photo op. The store was open, but only sold farm and animal supplies, so no chance to get a drink or snack. They had a porta-john, so it was a well-timed rest stop.



Stan Johnson's car had trouble starting and it took a few heads, led by Bill Beardmore, to get him going again. The starter jammed and there were some carb and timing issues.

Leaving old Seneca Store, we headed out and made a circuit on Montevideo Road, turned onto Sugarland Road and then onto Partnership Road back to River Road. There was a small section of Sugarland Road where the county has preserved some of the original concrete pavement from 1923, to give a sense of what motoring was like back in the Model T and Model A days.

Montgomery County has a rustic roads program where the county works to keep the roads in rustic and scenic areas much as they have been to help preserve the rural character of the area. I served as a member of the Rustic Roads Advisory Committee about twenty years ago to help preserve roads like this. A usual program, but it helps preserve roads that are good for tours like ours.

As it was Saturday, we found a lot of cyclists out on our tour route. Good for old cars and bicycles, it seems.

We made a short stop at Seneca Schoolhouse, a sandstone school built circa 1868 and preserved as an example of what a one-room schoolhouse was like.

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## THE FOUR-HOUR TWO-HOUR TOUR (Cont.)

Our next stop was at Riley's Lock on the C&O Canal, a short drive off of River Road. There is the old lock master's house and the remains of an aqueduct across Seneca Creek. There were nice views of the Potomac River from this point.

We headed back to Potomac Village and stopped in the shopping center to pick up some lunch with a picnic planned at our point of origin at Glen Echo Park. When we got to the park, only James Kolody was with us. He got a call that Stan was having some trouble getting his car started. Everyone headed back to Potomac Village because you can't have enough opinions about what is wrong with someone's car. After an extended period and many theories and approaches applied, Stan's car headed back to his house on a roll-off.



I had planned for the tour to take about two hours. With the traffic jam at Great Falls Park and the extended stay at Old Seneca Store and Riley's lock, the two-hour tour turned into a four-hour plus tour. There weren't any complaints that I heard and everyone seemed to enjoy themselves.

By the time we all left Potomac Village after trying to fix Stan's car, it was an all-day adventure, but the weather was so great and the tour was interesting enough that everyone was happy. It was a long-overdue escape from the current Covid-impacted lives that we are all living. We had a great turnout, so I think we need to plan another excursion before the end of the year.

Milford Sprecher



## VICTORIA'S IGNOMINIOUS END TO A WONDERFUL TOUR

Bright and early on September 19, *International Model A Day*, three Model A's met at the Hayfield Shopping Center in Southern Fairfax County. Roz and I in our Victoria, John Dougherty in his fordor with Paul Bjarnason, and James Kolody in his coupe drove northward effortlessly by Mount Vernon, Reagan Airport, Chain Bridge, and across the I-495 Cabin John bridge to the "start point" of the trip at the old Glen Echo Amusement Park in Maryland. Milford Sprecher had laid out a magnificent course for the tour, passing Great Falls, C&O canal, Seneca Creek Aqueduct, historic structures and other points that provided a great taste of Montgomery County. It was a beautiful early fall day, with enjoyment increased by the sights and the Model As.



When we stopped at Poole's General Store, and lined up for a photo op, my '31 Victoria made a huge backfire (twice) and refused to start. Bill Beardmore dove under the hood and got the car running again. We made it as far as a shopping center on River Road where it refused to re-start. We changed the coil and it started again, but then stopped for good. It refused to respond to all attempts to get it running – checking circuitry, changing out the coil, condenser, and the entire distributor. The end result was a ride home on the back of a "roll back" tow truck. The Victoria now sits in my garage, ready for the resolution of the mysterious gremlin that I think is somewhere hidden in the electrical system.

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## VICTORIA'S IGNOMINIOUS END (Cont.)

In the 1950s *Popular Science Magazine* had a series of articles about auto malfunction mysteries called Gus's Garage. Each month a story would describe an automotive ill that Gus had to solve. The reader was drawn into guessing the solution before Gus finally solved the problem. Perhaps my Victoria provides such a challenge. I will set forth in the following paragraphs the symptoms that I can recall that may provide a clue. The real answer will await a future edition of *The Ford Script* for the actual problem (when I discover it).

In July I drove the Victoria to the first "Sit & Sip", probably 10 miles. It ran fine. Two weeks later I drove it just a mile or two to the second Sit and Sip. As I was leaving the gathering, the engine faltered and then caught for an uneventful ride home. But I shut it off in the driveway, and a short time later I went out to drive it into the garage and it would not start. Much later when I again tried to start it, it did start, and I drove it into the garage.

Then it was time to paint the roadster project car, so the Victoria was moved outside to sit in the weather under a light car cover. Much rain fell during this period of 2 1/2 weeks. When I tried to move it back into the garage, it would not start, so I used the starter with the car in gear and the key off, to move it into the garage.

Last week John Dougherty came over to help get the car running for the upcoming International Model A Day tour being organized by Milford Sprecher. He brought along a rebuilt (and tested) carburetor. We drained the gas tank and put in new gas, and installed carburetor on the Victoria, and it started and ran just fine.

On the tour the car started easily in the morning and ran smoothly for about 50 miles. Then the photo op and the back-firing incident. The starter began to run by itself until the master battery switch (an accessory) was switched off. Bill Beardmore took apart the starter activation assembly and found the internal contacts had welded themselves together. He solved that problem, and reconnected the cables to the starter switch, plus two pigtailed drawing power directly from the starter's battery terminal. The car still would not start. So, Bill reset the timing and it started up and seemed to run fine.

At some point after that in the tour I noticed the ammeter was registering all the way to the right. I decided to turn on the headlights so as to keep the battery from over-charging, and the car began to stumble and run roughly. When I turned off the headlights that symptom stopped and we drove on to the shopping center on River Road.

When we got ready to leave, I decided to drive to an adjacent BP gas station to fill up for the trip home. The car started but stopped after going about 300 feet. John Dougherty replaced the coil, and it started and made it to the gas station. After filling the tank at the pump, the car again would not start. We pushed the car away from the gas pumps and about 6 Model A'ers began to diagnose and replace various parts. (Dougherty, Kolody, Terko, Tomb, Bjarnason, Leonard – by phone) A brand new coil was installed, two condensers were switched out, a rebuilt distributor and ignition switch bypass were installed, circuits tested with test light, multimeter, all with the same result -- Not a single putt from the engine.

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## VICTORIA'S IGNOMINIOUS END (Cont.)

Paul Bjarnason announced that he knew a reasonable roll-back tow truck operator, so we finally concluded that it was time to use that mode. The truck arrived in a short amount of time, and sped around the beltway, getting the Victoria home not much later than it would have arrived had there been no problems. He tilted the bed and the Victoria rolled down the ramp and into its spot in the garage. It, and its two passengers, slept well that night. It was a great tour, but a long tiring day for all the people who tried to bring the Victoria back to life. Many thanks to them all.

Stan Johnson



So, what do you think is the problem? Jot it down now and see how it compares to the answer in next month's issue.

## ANALYSIS OF THE OIL IN MY MODEL A

The topic of what oil to use in a Model A and the oil change cycle are oft-debated topics - especially the type of oil to use. A couple of years ago Frank Miller, from Massachusetts, someone some of you may know, had the oil on his flathead V8 analyzed by Blackstone labs. That sounded like a pretty good idea to me, so I had intended to have my Model A oil analyzed. I have had the oil in all my modern cars analyzed and it wasn't until just recently that I had the oil on one of my Model A's analyzed.

When I bought my 1930 Town Sedan, the prior owner had been using 10W 30 Mobil 1. Ford called for 40W in the summer and 20W in the winter. These were straight, non-detergent oils and considerably less sophisticated than modern oils. I should probably use 10w-40, in my car, but I typically get my oil at Costco and that is the closest they have. The factory requirement at the time was for an oil change at 500 miles.

I typically change my oil at around 500 miles, but I let it go significantly longer this time, for no particular reason other than I drove my car a lot last year and didn't keep on top of it. I changed it at 1,388 miles.

I took my oil sample and sent it off to Blackstone Labs for analysis. I received my report last week and was surprised to hear that they thought that it looked good and that I should be able to go 2,000 miles between changes. I doubt I will let it go that long, especially since I don't expect to drive as much this year. My oil was very black and the car has been running rich, so I expected a less favorable report. A copy of my oil analysis follows.

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# REPORT

CODE: 63/68

PAYMENT: CC: Visa

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FUEL TYPE: Gasoline (Unleaded)

ADDITIONAL INFO:

OIL TYPE & GRADE: Mobil 1 10W/30

OIL USE INTERVAL: 1,388 Miles

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TAKOMA PARK, MD 20912

PHONE: (301) 563-3021 FAX:

ALT PHONE:

EMAIL: milford.sprecher@gmail.com

MILFORD: Plenty to like about the first sample from your Ford. Metals line up nicely with what we find in similar engines, both in terms of the levels and how metals are balanced against each other. With that, we don't suspect poor wear and a slightly longer oil run should be doable. Try about 2,000 miles before taking the next sample. If metals are stable on a per-mile basis we'll keep extending the oil change interval from there. Contamination is not an issue in this report and the viscosity read in the expected range for used 10W/30. Excellent start to this engine's file.

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	1,388	UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	MI/HR on Unit	11,245						
	Sample Date	8/22/2020						
	Make Up Oil Added	0 qts						
ALUMINUM	3	3					3	
CHROMIUM	0	0					1	
IRON	34	34					27	
COPPER	21	21					23	
LEAD	9	9					18	
TIN	5	5					5	
MOLYBDENUM	79	79					20	
NICKEL	0	0					0	
MANGANESE	1	1					1	
SILVER	0	0					0	
TITANIUM	0	0					0	
POTASSIUM	0	0					4	
BORON	87	87					64	
SILICON	7	7					7	
SODIUM	6	6					16	
CALCIUM	1052	1052					1416	
MAGNESIUM	732	732					100	
PHOSPHORUS	707	707					618	
ZINC	761	761					722	
BARIIUM	0	0					1	

Values Should Be\*

PROPERTIES	SUS Viscosity @ 210°F	58.8	58-68				
	cSt Viscosity @ 100°C	9.87	9.7-12.7				
	Flashpoint in °F	445	>375				
	Fuel %	<0.5	<2.0				
	Antifreeze %	0.0	0.0				
	Water %	0.0	0.0				
	Insolubles %	0.3	<0.6				
	TBN						
	TAN						
	ISO Code						

## **MID-ATLANTIC PRE-WAR SWAP MEET**

You never know where you will run into a GWC member; they are an active group.

On Tuesday, October 6th, I took a drive out to Luray, Virginia to attend the first day of the Luray three-day Swap meet.

I arrived there early, and more than two dozen vendors were already set up and ready to go. It was a nice mix of Model T Ford and Model A Ford parts, with a few other makes of parts thrown in. A couple of parts vendors were there too: Langs, and R.V. Anderson, among others.

It was a beautiful, clear sky day, nice and cool at 45 degrees, but it warmed up into the low 70's by mid-afternoon. Very pleasant.

It wasn't long before I bumped into Tom Quigley, who was there to sell some of his Model T parts. He was there with Stan Johnson. Next to them were Brad and Kirsten Minners, selling Model T and A Ford literature.

Bruce Metcalf showed up, after driving his Model A coupe down from Berryville. Other than Model A's and Model T cars for sale, Bruce's Model A was the only "driver" that I saw in the parking lot. Thank you, Bruce, for getting your Model A out and about!

Later on, I bumped into Jim Cross and Jerry Olexson, as well as Tony Hawker.

I stayed thru mid-afternoon and then drove three miles to the Luray Caverns, and toured their Antique Car Museum. The admission was free. The museum is very impressive.

I'm sure others were there that I missed. But, with masks and social distancing, it is hard to recognize people, so sorry if I missed you.

All in all, it was a nice Swap Meet. A good substitute for the lack of a Hershey Meet this year.

Thanks, Doug

## **A TECH TIP FROM BRUCE METCALF**

Recently, I had to drill and tap my Model A block to repair some stripped head stud holes. I used the head to align the drill, but did a lot of 90 deg turns with the tap and checking and nudging to do them straight, It worked fine, but this tool would have taken the finger-crossing out of it:

<https://www.travers.com/tap-reamer-aligner/p/99-065-001/>

Might be useful to others to save pulling the engine.

## GWC TO HOLD A CLUB PICNIC

### **We have been invited to an October afternoon Picnic!**

Jim & Edna Cross have invited the GWC, and our Model A Fords, to a picnic at their farm.

#### **Here are the details:**

**When:** Sunday, October 18th. Guests should arrive starting at 1:00 PM.

**Where:** The Cross Farm, 39246 Lime Kiln Road, Leesburg, VA 20175.

**Why?** We want to see everyone, and have a chance to catch up.

**What to Bring:** Your own picnic lunch, beverages, and a chair to sit in.

**What should I wear?** A Face Mask is REQUIRED of all participants! Social distancing rules will be in effect too!

**Anything Special?** Due to Covid precautions, your temperature will be taken upon arrival. If you feel sick, or have a fever, please be considerate and do not attend.

**What should I drive?** Drive your Model A Ford if you can, drive modern if you must.

**Where should I RSVP?** Club members please RSVP to Greg by October 15th, so we know how many guests to expect: [shepman@gmail.com](mailto:shepman@gmail.com)

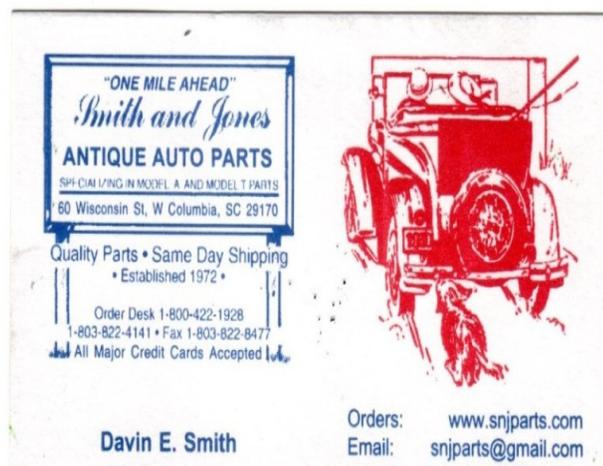
**Questions:** Call Doug at 703-967-5229. If you need directions, email me at: [douglas.tomb@verizon.net](mailto:douglas.tomb@verizon.net)

A Thank You to Edna and Jim for your generous invitation to the Club.

Doug Tomb



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## COMING EVENTS

**October 18 (Sunday)** An afternoon Model A drive in the country near Leesburg, with a bring your own picnic lunch. See p. 19.

**October 21 (Wednesday)** General membership meeting conducted via Zoom.

November 6 & 7 (Friday & Saturday) The fall Hershey car show has been moved to Gettysburg, PA. See the link for more information. It looks like it is a show only event, no fleas. AACA Fall Nationals,

<https://myemail.constantcontact.com/Official-2020-Hershey-Announcement---New-AACA-Special-Fall-Nationals.html?soid=1102261497032&aid=zEITHtqD9KY>

## WANT ADS

### For Sale

Clem was at Carlisle (Chevy Club recruitment booth) and one of the neighbors is from Northern VA, He's interested in a 1930 2-door Model A. His name is Scott Greeny and his email address is: [scottgreeny@verizon.net](mailto:scottgreeny@verizon.net).





September's General Membership Meeting attendees

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*Automotive Restoration*

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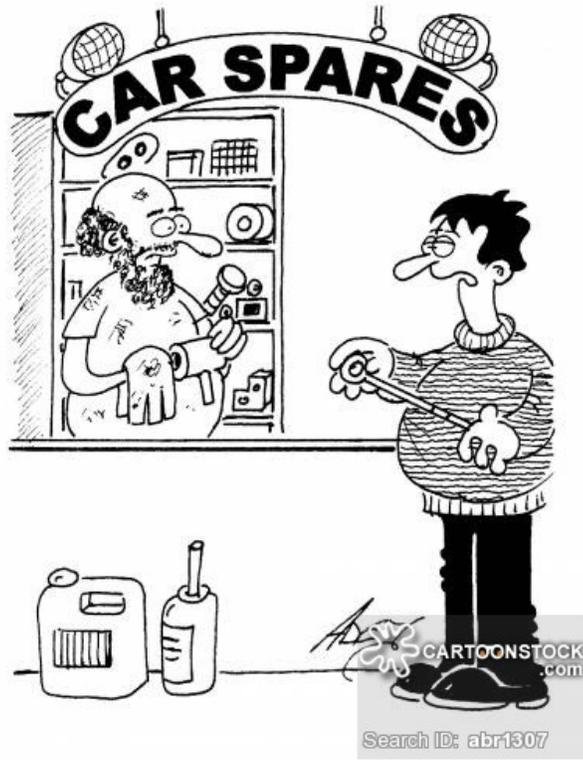
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