

The Ford Script



Vol. XLII

February 2021

No. 2



Benny Leonard being given the Carl Patrick Award at January's Sit 'n Sip (See p.11)



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 will be held by computer on the third Wednesday of every month using Zoom technology until it is safe to return to physical meetings. The meeting starts at 7:30.

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
Web Master: Greg Shepherd

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

Next deadline: Monday, March 1st

THE PRESIDENT'S CORNER



Dear GWCers,

Tomorrow is Groundhog Day, as I write this, and I have to keep checking my calendar to make sure it is 2021. It's deja vu all over again.

The vaccines have arrived, but just like that needed Model A part, they are slow to arrive. The prediction from this morning's newspaper says it will be late summer before most everyone can get the vaccine.

What does that mean? That means that Governor Northam's Executive Order will still be in effect. And that means that gatherings of more than 250 people are prohibited. And that means, it is not yet safe for us to hold the Sully Show in June.

Here is Sully Chairman John Dougherty's note to the Club:

"To the members of GWC: The purpose of this note is to let you know that the GWC Board, at my request as the Annual Meet Chairman, will most likely be postponing Sully Show #47 until 2022. We are at the point on the normal planning calendar where we begin to set the many moving parts in motion to ensure a successful show.

The significant reasons for postponement are the uncertainty surrounding the Covid epidemic and the many restrictions currently in place to even make the show possible. In addition, many of our members and great volunteers are in the high-risk category for Covid due to age and or health status."

The Board's support for John's decision was unanimous. It is all about Safety.

So now what? The Board will shift gears, and come up with safe activities and Club events we can all participate in safely. Gene Rainville, our 2020 Activities Chairman, has put together a list of local events and tours we can choose from, that will be in each months Script.

The focus this year will be to get your Model A Ford out and about, and make sure it is running right, so you can participate in fun Club events with confidence. If you need help, let a member of the Board know. The Squad is ready, and we want to help.

I look forward to "seeing" everyone at our next Zoom Monthly Meeting in February.

Stay Safe,

Doug

REPORT FROM THE BOARD ZOOM TELECONFERENCE

Board Meeting
January, 2021



The meeting was called to order at 7 PM on January 27 by President Doug Tomb via Zoom remote meeting. Present were Doug Tomb, Luke Chaplin, Stan Johnson, Paul Bjarnason, Eugene Rainville, James Kalody, John Dougherty, Bill Sims, Milford Sprecher, and Greg Shepherd. Absent were Benny Leonard, Bruce Metcalf.

The agenda distributed by President Tomb was reviewed:

- 1) Sully Car Show 2021 discussion, and decision on going forward or not.
- 2) Treasurer's report and budget discussion. Have your budget numbers ready.
- 3) Program Topic for February Monthly Zoom Meeting.
- 4) 2021 Activity Chair (Gene) suggested activities discussion.
- 5) Resume Monthly Caffeine Double Clutch (CDC) Breakfast Meetings on February 10th?
- 6) Sit & Sip Schedule?
- 7) New Business.

President Tomb opened the first item by saying that quite a bit of thought, discussion and preliminary planning discussions had already taken place about the Sully Antique Car Show for this year. Sully Chairman John Dougherty provided the following motion around which discussion could take place:

Motion: **That the board approve suspending the Sully Car Show for 2021.**

John explained that there is too much uncertainty surrounding the Covid epidemic and too many governmental restrictions are in place to justify the effort and risk. In addition, most of our members are in the high-risk category due to age and/or health status. Additional concerns include:

1. Difficulty in obtaining from the Park Authority an answer to our insurance submission. It is almost one year since we began corresponding on this issue.
2. Due in part to concerns about Covid and in part due to the average age of our membership, our effective volunteer numbers are in decline. There may be several ways to overcome this reality, but in view of the other issues stated above, this would be an additional effort to supplement our numbers.
3. It is also prudent to consider the men and women who bring their cars to the show -- each must also consider the risks. Accordingly, show car registration numbers could be impacted.
4. We generate a significant sum from the Flea Market and Car Corral -- registration numbers for both could be impacted.
5. Public response to a show is yet another concern in this Covid era.
6. Therefore, the unknowns for #3, #4, and #5 likely would cause negative impacts leading to the conclusion that the end result may not be worth the time, effort and money invested during preparation for the show.

>>>>>>

REPORT FROM THE BOARD ZOOM TELECONFERENCE (Cont.)

According to our financial statement, GWC is in good standing and we can easily absorb another year without Sully.

After lengthy discussion, the motion was amended to “suspend/postpone the 2021 Sully Antique Car Show until 2022.”

The discussion included addressing the three items bearing on the problem. First, the Covid epidemic and the rules set forth by the Virginia government that prohibit events of more than 250 attendees, which is in effect until December 31, 2021. The present Federal goal of 100 million inoculations by mid-May will still leave 2/3 of the nation yet to be inoculated. It is unlikely that current restrictions would be lifted in time to execute a successful Sully show in mid-June.

The second factor is assembling the manpower to prepare for and carry out a Sully show given the availability of the number of people who have carried out some of the key aspects of the show in previous years.

The third factor is the uncertainty of whether the Sully venue will be made available even if we choose to move forward in the planning and preparation for the show. Among the factors influencing the availability of the venue is the Covid problem and the insurance problem.

A vote was called and the decision was unanimous in favor of passing the motion.

President Tomb then called on Treasurer Paul Bjarnason for the Treasurer’s report. The report included both a current status and a budget for the coming year. The current balance is \$37,624. The expenditures for 2020 were unusually low due to the constrained activities. The balance sheet shows only a \$1600 reduction in the balance sheet amount from the end of 2019 and the end of 2020, despite the loss of the Sully Antique Car Show revenue.

The Board voted to adopt a 2021 budget of \$4,000 in expenditures:

\$1,000 for routine expenditures

(Zoom subscription renewal -- \$157; Webmaster operations -- \$100; PO Box rental & Postage -- \$281; and Script printing & mailing -- \$400, all of which total to \$938, but are rounded to \$1,000.)

Donations: \$500 for the Armed Forces Retirement Home and \$500 for the Model A Ford Foundation Museum;

\$2,000 for outdoor picnics this summer. The Board will consider a budget appropriation for the annual Christmas party this September when the effects of the Covid situation may be clear, including whether an indoors Christmas party will be permitted by the state of Virginia and whether the GWC membership would be willing to attend.

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REPORT FROM THE BOARD ZOOM TELECONFERENCE (Cont.)

President Tomb commented that the budget for 2021 does not appear to include the traditional president's \$500 in discretionary spending, which has historically been included in prior budgets as a discreet line item. In response to this observation, Treasurer Paul Bjarnason stated that the \$500 is a spending authority provided the President in the by-laws but that it does not need to be a budget line item, unless there is an identified item to be spent. That is, the by-laws provide the President with the authority to spend on anything at his own discretion that he believes will be to the benefit of the Club without pre-approval of the Board or the membership. No other officer has this authority. After this explanation, President Tomb agreed that no \$500 line item would be needed in the 2021 budget, since the by-laws provide him with the \$500 spending authority as already noted.

A discussion then took place about recognizing Club members who have contributed greatly to the Club's success over the years. The Carl Patrick Award was recently presented to Benny and Sharon Leonard. In recent years, several members have been made Life Members. There may be a need to create some sort of recognition that recognizes members above and beyond these two categories. The President appointed Stan Johnson and John Dougherty as a committee of two to study and make recommendations to the board.

Luke Chaplin then discussed upcoming programs for the general membership meetings. The topics scheduled for the next three meetings are:

February – The Model A Postal Vehicles – Requirement, Design and Production – Stan Johnson

March – The Model A Transmission – Design, Functioning and Rebuild – James Kolody

April – Restoration of my Model A Coupe - Eugene Rainville

May – A Presentation on Touring in a Model A – Presenter to be determined

The remainder of the year is still in planning stages. Members are encouraged to contact Luke and volunteer to give a presentation.

Gene Rainville then presented an extensive planning spreadsheet that he has prepared for Club activities for 2021. It is still in draft stages and includes both one-day and multi-day excursions in our Model A's, and several social activities to which modern cars could be driven.

Model A tours being considered include a day trip on the C&O Canal, a multi-day trip to Orange, Virginia, July 16-19 with several day tours to sites in that area such as Presidential homes at Monticello and Montpelier. Also, the MAFCA National Tour encompassing a week of travel and touring in the White Mountains of New Hampshire in June is being considered. Also on the tentative planning spreadsheet are local social trips such as Mount Vernon, George Washington's Grist Mill/Distillery, and Graves Mountain Lodge

Local in-person events such as the Caffeine Double Clutch breakfasts and Sit and Sip sessions are not yet scheduled due to Covid restrictions, but are being considered.

Bill Sims announced the deadline for Script input is Monday, February 1st.

The meeting was adjourned at 9:00 PM.

Stan Johnson
Secretary

FROM THE EDITOR

The latest issue of The Restorer just confirmed my belief that you can't gear your newsletter toward what the national clubs want you to include so you can win an award from them. After winning a top award from MARC last year, I found the page in The Restorer where last year's MAFCA winners were listed and our Script didn't even rate a Newsletter of Merit Award. So, MARC thinks we've got a great newsletter; MAFCA, not so much. The secret to success is to please your club members and forget trying to please the national clubs.

However, two of our members scored big in the "Out and About" section of the same magazine. Chuck and Karilyn Kunstbeck got a photo published of their '31 Coupe parked under a refurbished Coca Cola wall mural advertisement in Quincy, Florida. Some you lose; some you win.

We finally got some snow after 2 years, but instead of 4 to 8 inches, we got 2 to 4. What a bust! Actually, it was just the right depth. I hate shoveling snow. But winter is now here in earnest and with it comes the Super Bowl. If any of you are in doubt about who to cheer for, I refer you to the article published in last year's February Script (pp. 18-20) on the Kansas City Chief's coach and his Model A Ford. He's one of our own!

We're still suffering the ravages of the Coronavirus as our Sully show has now been cancelled for the second year in a row. There's just too much uncertainty and not enough vaccine to make a go of it. Next year. Meanwhile, I wait in vain for a sign-up notification even as a good number of friends and family much younger than I am around the country manage to get their shots. Hibernating and afternoon dog walks in the woods now appear to be my lot in life. But I am getting antsy to drive my Model A again, so I plan to get it out the next time the temps go over 50.

Bill Sims

EDWARD L. BRANT HAS PASSED AWAY

We learned late in January that Ed Brant had died. A Ford man, Ed joined the GWC in 2005.

As a veteran, Ed will be interred at Arlington National Cemetery at a date and time to be determined.

Ed's Model A was a nice 1928 Phaeton, which brought him a first-place trophy in 2005, 2007 and 2014. He also won second-place trophies in 2006 and 2012.



Photo is from the 2005 *Script*, taken by the late Chuck Shaw

To date, no additional information has been made available. I remember talking to him about his Phaeton, a car which as late as 2012 he maintained himself. Class 1 was always a small class on the field at Sully, but it always had a classy Model A or two for us to enjoy. Ed will be missed.

Jim Gray
Sunshine

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



Were it not for Covid 19 the words of wisdom in the President's Corner of the Ford Script from the pen of Millard Springer could have been written today (as we peruse the beginning of what is predicted to be a major snow storm); "Spring is coming! I know that as look out the window at our wintery weather it seems a long way off. Check the calendar, count the weekends, and you'll see that it's a lot closer than you think. No doubt about it, spring is when our A's come out of hibernation for the next driving season." He went on to say that even though there is snow on the ground (30" in 1996!) perhaps a little planning is needed and the Club can provide some help and guidance. Then he touted Small Parts Day, which was an annual opportunity for members to congregate at Walt Bratton's for a day with friends to work out the bugs in generators, carburetors, water pumps, and anything else for a Model A that wiggles, with coffee, donuts, cider, and pizza for lunch provided by the Club, as well as the availability of any parts readily on hand from Walt's store.

Truman Burn announced the program for the upcoming meeting, which was to be an unusual one offering very handy information should you ever encounter the nasty situation of wrung-off studs in your engine block. Lee Dong and Joe Krafft were the presenters, with slides showing how Joe had recently removed studs from a Model A block. My personal experience is, as a first consideration, don't put much reliance or pressure on those hardened reverse-twist ez-outs. When one of them is wrung off in the stud, you REALLY have a problem.

Perry Dunn reported in on the Board meeting, saying that the February Script, which had been unavoidably delayed because of the snow storm, would be back on track for the current month, and that the postponed Small Parts Day had been rescheduled. Activities Chairpersons Val and Donna Zadnik gave the lowdown on how to get there. Also announced was that the Sully Committee had its first meeting, and members were admonished to mark their calendars and volunteer.

Editor Bill, (yup, that same old guy as now), said, "Hopefully this next issue will get out on time, it wouldn't snow that much again, would it"? - Hmmm, how about 2021? He gave kudos to Joe Krafft, who had to traverse 200 feet of deep snow on foot to deliver the camera-ready copy of the Script to the printer because UPS had missed the pickup. He also announced that our Script had received another Certificate of Merit Award, making it two years in a row. He modestly gave the credit to the technical and human-interest articles that members had contributed.

Lots of goodie prizes for the bingo games at the planned Family Night at the K of C in Arlington included a free 1997 membership, a Club jacket, a Model A blanket, and two Model A Service Bulletin books. There would be a story-telling contest too with an allotment of two minutes for each contestant to tell their most amusing "G"-rated tale involving their Model A.

Buzz Potter offered a pair of rare adjustable-spoke Kelsey-Hayes 19" Model A wheels for sale. But it could go either way, he also offered to buy "your pair" as an alternative!

Dave Henderson

MEMBERSHIP REPORT

Last Month! If I don't receive your dues by the end of February, I will be forced to drop you from the Club. We have about 29 members still outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that receive the printed Script by mail.



You can send your money via PayPal... just send to Shepman@gmail.com and make sure to pick Friends and Family as part of the process. Or by Venmo and use: @Greg-Shepherd-92

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

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

Please get your dues in soon...the hard deadline is:

February 28th, 2021

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

Names- First _____ Spouse _____
Last _____
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Model A's owned 1) _____
2) _____ 3) _____

Please visit us at: www.gwcmodela.org

Any questions can be directed to our membership chair Greg Shepherd at 703-476-6496

Send check payable to the GWC and completed application to:

GWC – Membership Chair
3715 Brices Ford Ct
Fairfax, VA 22033

MAFFI NEWSLETTER MINUTE

Happy New Year from the Model A Ford Foundation! We are looking forward, as many of you are also, to a better and more active year. Hopefully you have been able to get in your A's and do some driving before the weather makes it impossible. Many clubs have had some "No Contact Tours" which have been nice. We live in a beautiful world and there is no better way to see it than from a Model A

Last year the Museum had to say goodbye to a beautifully restored Woody belonging to Tim Wiggins that had been on loan to the Museum for several years. As luck would have it, a 1931 Woody has just been donated to the museum by Rob Gibby from Pennsylvania. Rob has owned this car since 1963 while he was in school. We hope to have it safely installed in the Museum by February.



Did you know that you can get a tour of the museum right from the comfort of your own home? Go to our website: www.maffi.org and click on the link "Tours". There is a tour that was filmed in September, led by MAFFI President, John Begg and others. It was focusing on the First Responders Display but also gives you an idea of what's inside. You truly have to see it in person to appreciate all that is there. You could spend an entire day if you looked at every exhibit and read everything. We hope to have other short videos coming soon so check back often.

Thank you for your continued support of the Model A Ford Foundation through your membership and your donations.

Martha Quesnel
MAFFI Trustee
clubcontact@maffi.org

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George Washington Chapter MARC and MAFCA Carl Patrick Award for 2020

Presented to Benny and Sharon Leonard

The George Washington Chapter (GWC or Club) of the Model A Ford Club of America is proud to honor Benny and Sharon Leonard with the Carl Patrick Award for their decades of support and leadership to the Club. This award is named after Carl Patrick a Club member in the 1970s and 1980s who set the standard for helping fellow Club members. The high standards established by the Club for this award are that the awardees support the restoration and preservation of the Model A Ford “as Henry built it”; share their knowledge of the Model A with fellow members; give unselfishly of their time to help others restore and preserve the Model A Ford; and help promote friendship and fellowship in the Club. This 2020 GWC Carl Patrick Award for the Leonards will include the donation of an engraved brick paver for installation and display at the Model A Ford Museum, which is part of the Gilmore Car Museum campus in Hickory Corners, Michigan. The inscription will read:

BENNY & SHARON LEONARD HOSTS & LEADERS GWC MARC & MAFCA

Benny and Sharon joined the Club many years ago and they quickly became very active, living up to the aspirations of the Carl Patrick Award. Benny is known as the go-to member who could diagnose mechanical problems and offer correct recommendations for how to resolve or repair the problem. Furthermore, he has the tools and ability to make repairs of almost any kind on a Model A Ford. His expertise includes mechanical functions as well as body work and paint. Benny and Sharon hosted members at their home for mechanical sessions with the same welcome and support given elite social guests. Even when laid up at home, Benny is always available by phone and video chat to help other members with their Model A Fords.

Benny is an expert driver and mechanic and his cars are the best-running in the Club. He and Sharon have attended almost every tour and group trip to local, regional and national events. His cars rarely, if ever, break down. Instead, Benny is the one who gets the balking cars of other members to run, many times better than they were running before the breakdown. Benny has been responsible over many years at the Annual Sully Antique Car Show for multiple functions that include the Flea Market, Show Car Parking, Special Displays, Judging and the Club’s Smith Compressor. The latter he operates and explains to fascinated adults and children.

With this award the Club hereby expresses its deep appreciation to the Leonards for all they do for so many and the Model A Ford hobby this year and for so many years in the past.

Douglas Tomb, President



Model A Ford Foundation, Inc.
P.O. Box 28
Peotone, IL 60468-0028



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January 2, 2021

The George Washington Chapter, MARC/MAFCA
 4712 Montgomery Street
 Annandale, VA 22003

To the Members of the George Washington Chapter,

The Trustees of the Model A Ford Foundation acknowledge you for your donation of \$150.00 for a Museum Walkway Brick commemorating the service to your club by long time members Benny and Sharon Leonard. Your brick will be in place for Model A Day at the Museum in September of 2021.

Thank you for your support of the Model A Ford Foundation and our museum by purchasing a Museum Walkway Brick and for the opportunity to recognize Benny & Sharon.

We hope your members will be able to join us at the Museum on the third Saturday of September 2021 for our annual Model A Day celebration.

The Gilmore campus and the Model A Ford Museum have become major automotive museums and the Model A Museum is one of the best in the country. *All of this is made possible because of generous, dedicated people like you!*

Thanks for your support,

John D Marshall

John D. Marshall
 Executive Director

MAFFI is a 501 C3 organization. All Donations are deductible to the limit of the law.

MARC MILEAGE PROGRAM AWARDS FOR 2020

The 2020 mileage report is noted below:

Jim Cartmill	31 Tudor	42,191
Clem Clement	30 Cabriolet	15,141
Joe Curatola	31 Tudor	11,268
Paul Gauthier	30 Tudor	6,013
Paul Gauthier	30 Delux Fordor	4,564
Andy Jaeger	31 Pick Up	9,661
Andy Jaeger	30 Town Sedan	10,245
Chuck Kunstbeck	31 Delux Coupe	24,859
Benny Leonard	30 Tudor	16,278
Benny Leonard	30 Coupe	1,768
Tom Quigley	30 Roadster	15,805
Tom Quigley	31 Victoria	5,552
Bill Sims	31 Town Sedan	15,673
Milford Sprecher	30 Town Sedan	6,258
Milford Sprecher	28 Roadster	1,355
Millard Springer	31 Cabriolet	20,915

Based on these mileages, we have no awards pending for 2020. Everyone has apparently been hiding from COVID-19. Maybe we will do better in 2021.

The Mileage Program is sponsored and administered by MARC and one of the requirements of the program is membership in that organization. All mileage accumulated throughout the year counts toward the program. However, mileage accumulated during years you are not a member of MARC does not count toward an award. Dick Fisher was the National MARC Mileage Program Chairperson but passed away in early December. His wife, Betty, has indicated that she will continue to administer the program for this reporting period. She uses the published MARC roster to determine membership. If a Club member drops their membership in MARC, I do not carry them in the program, though I do maintain their previous data. Should they rejoin, their mileage begins accumulating from their total the last year they were a member.

If you are planning to go to any of the MARC or MAFCA meets this year (miles are miles) or just participate in Club events, why not make your miles count by joining in the MARC Mileage Program? To join you must, as mentioned, be a member of MARC and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original type four-cylinder engine (1927-1934) and have an original body style for year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those miles this year count. Contact Jim Cartmill by phone at home (540-743-5510), by cell (540-878-8819), or by email (cartmill@embarqmail.com), to receive a registration form and information sheet. You can also find information about the program and the necessary forms on the MARC Web Site.

Jim Cartmill

THE FEBRUARY PROGRAM

Remember the days when the mail used to arrive quickly? Well, for our February Zoom presentation, Stan Johnson is going to talk to us about U.S. mail trucks. Ford made these for the US Post Office in both A and AA versions and we have had one at Sully for several years and your board of directors has been discussing helping a local post office with the one they have. Perhaps the USPS should get some more to try to get the mail moving again!

Luke Chaplin



1930s Modified Model A Cabriolet used to deliver mail in rural Montana. (Submitted by Stan Johnson)
Members can learn more about mail trucks at this month's general Zoom meeting.

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A LITTLE WINTER-PROJECT SUPPORT

Below are the contents of the Club library for those of you doing winter projects on your Model A and would like some help. Or maybe you just want some entertainment, like "Ford: The Man and the Machine" or the "TV show for Sully 1993" or a bit of reading.

CLUB LIBRARY

**No. of
Copies**

Title

Books

- 2 Henry Ford by Carol Gelderman
- 1 90 Years of Ford by George H. Dammann

Videos and/or DVDs

- 8 Brakes/Distributor/Headlights GW Chapter Presentation
- 1 1st Annual Washington Congressional Concours d'Elegance
- 1 Brake Adjustment (Millard Springer)
- 1 Carburetors & Carbohydrates
- 1 Engine Bearing Adjustment (Millard Springer)
- 1 Engine Rebuilding (Bud Schwalm)
- 1 Engine Swap (Andy Pogan)
- 1 Ford The Man & The Machine (drama)
- 1 Generator Rebuild Gennin' Along with Lloyd and Floyd
- 1 Hammer Welding Techniques
- 1 Headlight Fundamentals (Millard Springer)
- 1 How to Avoid Fahrenheit Fright (Cooling System)
- 1 How to Stop on a Dime
- 1 "Kustom" Painting Secrets
- 1 Model A Ford Locks & Keys
- 2 Model A Ford Starter Rebuild (Luke Chaplin)
- 2 Parks Plus
- 2 Patch Panel Installation
- 1 Rust Repair
- 1 Model A Distributor Part I Tech Info (Millard Springer)
- 1 Model A Distributor Part II Rebuild Info (Millard Springer)
- 1 Model A Muffler (Walt Bratton)
- 1 TV Show for Sully 1993 (Bob Daulton)
- 2 Henry Ford Biography / 1998 Sully
- 1 1993 Sully / Rockville Antique & Classic Car Show

Books and Videos may be checked out from Club Librarian Jay Melton. Owing to Covid restrictions, you'll have to contact the Jay Melton, as listed in The Script, to work out a way to secure the books, videos and/or DVDs you need.

INAUGURATION DAY A PALINDROME THAT WON'T HAPPEN AGAIN FOR 1,000 YEARS

Get ready, number lovers -- 2021 has a total of 22 reversible dates. (Perfect aid if you are dyslexic)

Inauguration Day 2021 will go in the history books for numerous reasons, including the swearing in of the first female vice president, Kamala Harris. But its date on the calendar is special as well. Jan. 20, 2021, when delivered in American numerical format (month-day-year), can be read the same forward and backward -- 1-20-21.

According to The Farmers' Almanac, this will be the first palindrome-number Inauguration Day in American history. Maybe your descendants from the far-off future living in Martian colonies will see the next one, which won't be until 1-20-3021 and Wednesday is just the start of the trend.

"1-20-21 begins the first of 10 consecutive palindrome dates (numbers that read the same forward and backward) in the five-digit format," The Farmers' Almanac tweeted. "There will be a TOTAL of 22 palindrome dates in 2021."

Wednesday kicks off 10 palindrome dates in a row. The dates of 1-20-21, 1-21-21, 1-22-21, 1-23-21, 1-24-21, 1-25-21, 1-26-21, 1-27-21, 1-28-21 and 1-29-21 all read the same forward and backward. While these dates are all five-digit palindromes, the month has already seen a four-digit palindrome -back on Jan. 2, when the date could be written as 1-2-21. You can also write Jan. 20, 2021, as a seven-digit palindrome if you write out the entire year, 1-20-2021.

Gregory Wojtkun

PS—Out of curiosity, how many of you had to look up Palindrome? I did... Now I look smart at social functions discussing numbers and using big words...

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MY MODEL A STORY

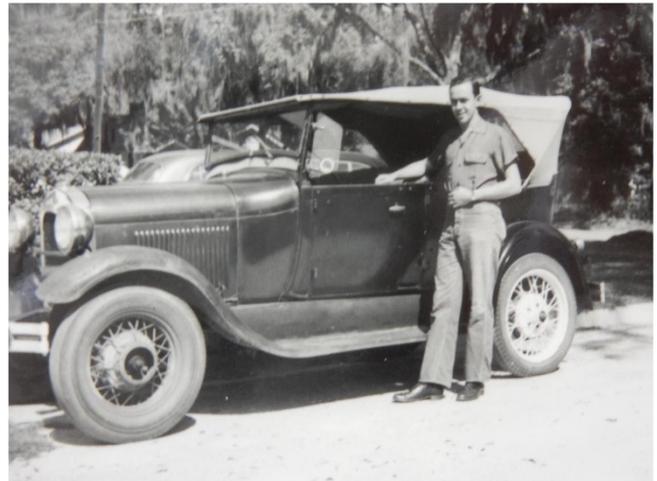
By Leroy Gross, Cocoa Beach, FL, leroygross@aol.com

(Submitted by Milford Sprecher)

My story begins in 1949 when my high school classmate took me hellraising and joyriding in his Model A Phaeton through the orange groves of Central Florida. It was fun and I decided that I wanted a Model A, too.

Well, college and the Korean War got in the way, so it wasn't until 1955 that I was able to buy a 1929 Phaeton from a college friend who was graduating. I paid him \$80 and got a junk heap with no windshield and no roof, but it did have some snow in the front seat and sealed beam headlights. Soon I bought a small toolbox for my crescent wrench, screwdriver, pliers and hammer, and then I learned how to use them on the car. I put two sticks in the back corners and mounted a sheet of plywood on them and the windshield posts for a roof. I went to a junkyard and found a windshield that fit, but it was 2 inches too short, so I inserted a 2-inch filler board to make up the difference. I had a bearskin hat, fur-lined gloves and a Navy pea coat, so I was able to make do and hit the road.

I drove it 700 miles (in 24 hours) back and forth from my college in North Carolina to my home in Florida five times, and often had interesting adventures. One time I was driving through Georgia at night and had to turn off my headlights because the generator couldn't keep the ignition working with the lights on. One time a cop pulled me over and said, "No problem, son. I just wanted to see this old car." One time the car quit (distributor capacitor overheated, but I didn't know that) and I pulled into a farmyard, threw a blanket over my stuff in the back seat and hitchhiked home. I came back a few days later in my Dad's car and towed the A 300 miles to my home. One time I was stopped at a red light in a town and the guy next to me hit a puddle and splashed me (no windows, of course). We had a few words!



When I was home during the summer, I had a friend make a frame for the roof out of electrical conduit and another friend made a canvas roof to fit the frame. When the steering column bracket cracked and started leaking gas, I had a shop weld the crack. The welder wanted to make sure there were no gas fumes in the tank before he lit his torch, so he rolled up a piece of newspaper, lit it with a match and stuck it into the tank. It didn't explode, so he welded it. What he didn't do was get all the ashes out of the tank. For the next year, I was always suffering from a clogged strainer. That same year, I also decided to add a radio next to the steering column to keep me awake on those long trips at 40 MPH.

When I was back in college, I also had some fun adventures. Once I loaded the cheerleaders into the car and paraded around the football field track before the big game while they tried to rouse up the crowd. Once I had to walk my date back to her dorm because the ash in the gas tank kept me from going up the hill to the dorm.

MY MODEL A STORY (Cont.)

Once my buddy and I drove (in mid-December) across North Carolina 250 miles each way for a blind date at a girls' college. It was 30 degrees, spitting snow and generally nasty (remember, no windows or heater).

Finally, I graduated and started a real job as rocket scientist at Cape Canaveral. Since I needed a real car that could take me to work (25 miles each way) and be reliable, I parked the A in my dad's garage and bought his 1950 Studebaker Land Cruiser. That was a real step up. It had windows, but no heater or radio. It had an automatic Borg Warner transmission and 6 cylinders. Soon I added a radio, a heater and a girlfriend. Life was good!

After we married, we realized the A was rusting just sitting in dad's garage, so I gave it to my brother and his 15-year-old son. They wanted to restore it, so we drove it 50 miles to their home and presented it as a Christmas present. They proceeded to take it apart, replace the perfectly good engine with a Sears rebuilt engine (\$100), and then lose interest in the job. Two years after I gave him the car, my brother and his family moved to Cocoa Beach where I lived and gave the car back to me -- in a basket. The moving truck pulled up to my driveway and unceremoniously dumped 1,700 pounds of parts in my yard. There it sat for a few months while I pondered what to do. Finally, I moved one of my cars out to my driveway and hauled all those parts into my garage.

For the next few years, I learned how Model As are built by joining MARC, helping to establish the Antique Car Club of Cape Canaveral, and putting my parts back together. In my spare time, I was working 40 to 50 hours a week, raising a family (a boy and 2 girls), launching rockets all over the solar system, and buying the tools I needed, such as an air compressor for painting, a hydraulic jack for lifting, a grease gun, a paint gun, a set of socket wrenches, a vice, and a hundred other gadgets. I soon had a car ready for showing (but not even close to looking like new) and I was able to drive it in the Christmas parades. Parts were cheap, reproduction parts fit, and the guy at the service station was knowledgeable of old cars. I was able to paint with lacquer and buy it at any paint store. Ah, the good old days.

By 1979 my son was about to graduate from high school. He wanted to drive the A in his homecoming parade, so I got out my paint gun and spruced up the fenders which were starting to rust again. It was a great success and he got a lot of points with his classmates. As I did that, I realized the brakes were remarkably poor. So, I decided to put hydraulic brakes on. I went to a junk yard and got all the brake parts from a 34 Ford (or something like that) and got ready to rebuild them. As I disassembled the wheels, I discovered why the brakes didn't work. The rollers didn't roll. The wedges didn't wedge. The floaters didn't float. They were all crudded up with rust and dirt. So, I disassembled and cleaned all the parts and -- WOW! -- just like new. Forget the hydraulics!

The years went by and the nice old Phaeton sat in my garage slowly deteriorating. From time to time, I would crank it up for family get-togethers and take everybody for a ride around the block. On one of those short jaunts about 5 years ago my wife pointed out that there was a lot of play in the steering and I should tighten it up a little. I hadn't even noticed 20 degrees of slop until she mentioned it, but I did agree. The next day I started the job and discovered that to remove

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MY MODEL A STORY (Cont.)

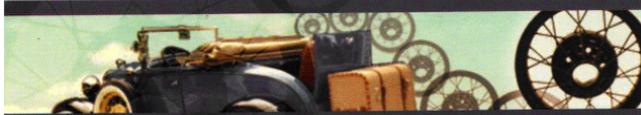
the steering column and gear I would have to: drain the radiator, remove the floorboard and battery, remove the lower radiator hose, remove the starter and generator, remove the electrical switch on the column, remove both brake and clutch pedals, disconnect the drag link, disconnect the throttle and spark rods, take off the steering wheel, and after removing the roof (which wouldn't fold down), then I could get the steering box and column out. It was a much bigger job than I had expected. But being retired I had the time, so I plugged away and after replacing a number of parts, I had a good steering column and gear. Did I mention that I had to buy a lot of books like Les Andrew's *Model A Ford Mechanics Handbook*? And find a lot of parts vendors like Bratton's or Macs? Well, the internet makes it a lot easier than when I did this for the first time in 1965.

Now I've got a nice new steering gear, but before I put it back in, I better check the Pittman arm and the linkage and the king pins and the wheel bearings and the... Well, you can see where this is going -- COMPLETE RESTORATION!

So now it is 4 years later and I have completely disassembled the car, sandblasted the frame and whatever else got in the way, had the engine rebuilt by a machine shop, rebuilt all 4 wheels, both axles, transmission, drive shaft, etc. I raised the body onto oversized sawhorses so I could roll the chassis in and out while I worked on it and finally got all the running gear in good shape. The body has presented a lot of interesting challenges. The side rails had severe rust damage and had to be rebuilt because the repo parts were made in Timbuktu by blind men and wouldn't fit a pickup truck. A friend did some welding and painting for me, but I still have a lot of fine sanding and fitting of parts to do. Maybe by Christmas I will have it rolling again. That is, if I can get the roof to fit.



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A WHITE MOUNTAIN ADVENTURE – 2021 MAFCA NATIONAL TOUR

This year the Model A Ford Club of America (MAFCA) National Tour will be in the beautiful New Hampshire White Mountains, centered in North Conway, New Hampshire.

The tour dates are June 20 – 25, 2021, with arrival on Sunday, and departure on Friday.

Highlights of the tour include;

Touring the Mount Washington Valley, including a ride on the Cog Railway to New England's highest mountain;

Touring to Lake Winnepesaukee, the largest lake in New England, and visiting museums there;

Touring another portion of the White Mountains, and to Squam Lake (of On Golden Pond fame); and

A tour to Kennebunk, Maine, and the Maine Coast.

There will also be a free day to visit the Outlet Shops in North Conway, where the Host hotel is located.

If GWC members are interested in attending this National Tour, the Club can arrange to coordinate the travel from Virginia to New Hampshire and back, as a group.

From McLean to North Conway is 625 miles, each way. In order to arrive on time for the tour, driving our Model A's, GWC members would plan to leave Northern Virginia on the morning of June 18, 2021.

At Model A Ford speeds, we would plan for two days of travel to get to North Conway, with arrival on Sunday.

The return trip would begin on June 25, 2021, and would arrive home on June 27th.

This would require hotel stays for two nights going up, and two nights returning, in addition to the five night stay at the National Tour location.

All tour participants must be members of the Model A Ford Club of America (MAFCA), as well as a member of the GWC.

Tour preparation:

First: If you are interested in attending the National Tour, please notify Gene Rainville, GWC Activity Chairman, by phone or email, provided below.

Second: Complete and send in the MAFCA Registration Form and Indemnification Release Agreement. These Forms can be found on page 9 and 10 of the January/February 2021 Volume 65 – Issue 5, of The Restorer magazine. We suggest that you complete the registration soon.

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A WHITE MOUNTAIN ADVENTURE (Cont.)

Third: Please make your Hotel reservations at the North Conway Grand Hotel for June 20 – 25, 2021. The phone numbers of the hotel are 800-655-1452 or 603-356-9300. The Code for this event is "National Model A Tour 2021".

Fourth: The GWC Tour Committee will be providing detailed information (by email) regarding our travel days to and from North Conway, New Hampshire, by late May. This will include departure times, routes of travel, overnight stay locations, and expected travel time to and from North Conway, New Hampshire.

Fifth: In order to test our Model A's roadworthiness, we are planning a local all-day tour in May, to be arranged by Milford. This should help determine if our Model A's are ready to make the New Hampshire trip and also provide time to make any repairs or adjustments as required. More information will be provided on this tour in April.

If you have any questions please contact Gene Rainville at 703 489-7321 or email rainvillegl@gmail.com.

COMING EVENTS

February

February 17 (Wednesday) Monthly General Meeting using Zoom. 7:30

February 24 (Wednesday) Monthly Board meeting using Zoom. 7:00

March

March 10 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks. 8:30. Meet at Diner/Modern or A's - We should be able to have this event because of vaccines. Social distancing still required. Tables may be separated.

March 17 (Wednesday) Monthly General Meeting using Zoom. 7:30

March 24 (Wednesday) Monthly Board meeting using Zoom. 7:00

March 26-27 (Friday-Saturday) Sugarloaf Mountain Region AACA Parts and Swap Meet, Agriculture Center, Westminster, MD. 8:00 – 4:00 Friday; 8:00 – 2:00 Saturday. \$2 entry. Vendors are selling everything automotive, such as antique auto parts, car care products; signs, toy and model cars, tools, hardware such as nuts, bolts, electrical parts, tires and rims, services such as restorations and auto detailing. For information, go to: <https://carrollcountyagcenter.com/event/sugarloaf-mountain-region-aaca-parts-and-swap-meet-2/>

WANT ADS

For Sale

1930 Model A Tudor with many spare parts and literature. This is a 2-family car. The original owners had the car restored professionally in 1975 and drove it leisurely. I bought the car in 1995, tuned it up, and drove it occasionally with antique plates until about 2003; it has sat in my dry garage since. The car is in very good, original condition with some reproduction parts, like coil, points, plugs, hoses, fan belt, etc. The battery is dead and the gasoline has gummed up the line and carb. The tires have good tread but are old, probably dating back to the 1975 restoration. See additional photo on the GWC website. The Lady needs another appreciative owner. Price is \$11,500. Contact: George Blaine, gblaine39@gmail.com.



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