

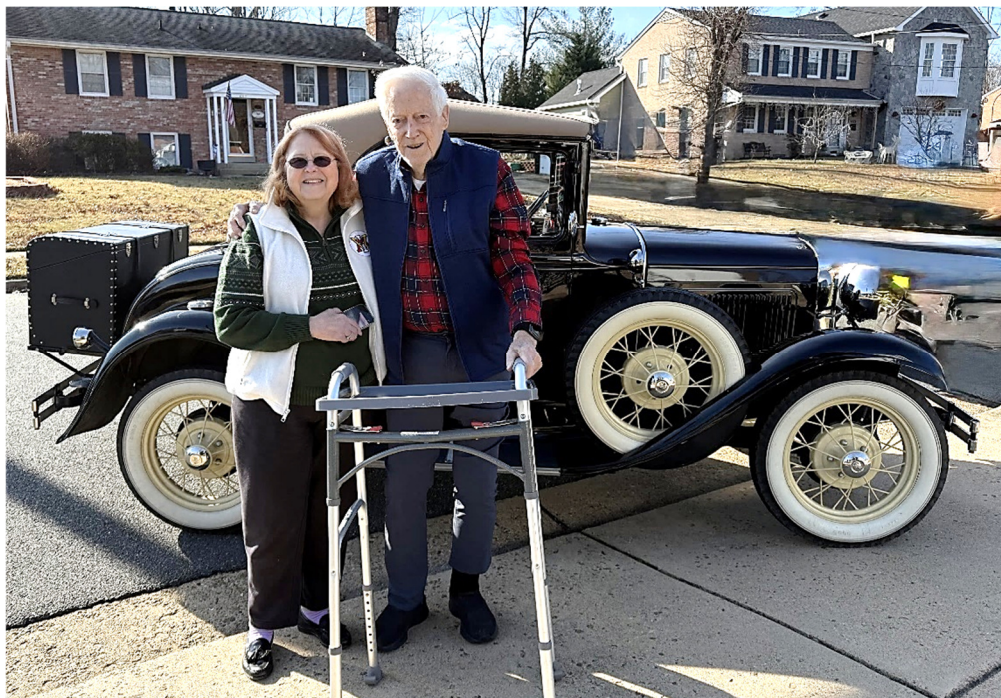
The Ford Script



Vol. XLVII

January 2026

No. 1



Val Faircloth and Nat Choate after Christmas morning ride. (See p. 13.)



Dedicated to the restoration and preservation of Model A Fords
63 Years 1963-2026

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
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

Web Master: Greg Shepherd

Board of Directors

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Sunshine Chairman	Jim Gray	410-353-0381
Technical Advisor	(vacant)	

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

Next deadline: Monday, February 2nd

HAPPY NEW YEAR!



Our cars are mostly settled in their garages for their long winter's nap, hopefully starting occasionally to keep their engines limber for a winter or spring outing. It can be difficult to get motivated to go out to the garage during the winter and to get the car started up and out for a spin in the cold weather, especially with salt on the roads. I look forward to the first good day that I can do that.

I want to thank everyone on the board and within the membership who worked to help out the Club and for Sully last year. Hopefully we can look forward to good Sully weather six months hence.

We had some good events during the year, including another picnic at John Leydon's and the tour to Terra Rubra, the Christmas party, gift exchange and, of course, Sully. I trust the new year will bring many activities to keep the membership engaged.

There are some national club activities to look forward to. The MARC annual meet is in Tulsa, so farther away than usual, but hopefully some members can attend. There is also a MARC tour of the Finger Lakes region in New York in early May. I plan to participate in that tour if possible. The AACA annual meeting is in Chantilly, VA, in early February, so hopefully some members can attend that activity, too. I plan to attend.

I head to California to visit the grandchildren for a couple of weeks. I hope I can connect with the Santa Clara Valley Model A club while I am out there so I can do a few old car things.

A reminder that the winter swap meet is coming up at the January meeting. I look forward to seeing everyone there.

Milford

FROM THE EDITOR

What a weird Christmas! Alice came down with a brutal case of the flu the week before. Then we flew to Denver to see our son's family and all of them had the flu except for their oldest, who is 6. He and I managed to avoid getting sick. Alice, meanwhile, had recovered, but on the day after New Year's, developed a fever. Our daughter-in-law, a doctor, insisted on taking her to an Urgent Care. The UC doctor told Alice she just had the flu and prescribed Tamiflu. When they got home, our daughter-in-law got Urgent Care to send her the X-ray of Alice's lungs that she'd insisted they do. In 5 seconds she said it was obvious—Alice had pneumonia! She prescribed amoxicillin and Alice was much improved by the time we came home. I can't say that I'm confident of ever going to an Urgent Care in the future. I will know to treat their diagnosis with a grain of salt.

The Script this month is a little screwy because there was no board meeting in December and apparently no one took photos at the Brown Bag meeting. Also, you're being treated to two GWC 25 Years Ago columns because there wasn't one in December. Gotta keep up.

Bill Sims

GWC 25 YEARS AGO--DECEMBER 2000

On the cover is a picture of GWC President Stan Johnson standing next to a nice looking 1929 Model A coupe, parked in a hotel lobby. Perhaps a MARC meet?

In the President's Message, Stan Johnson talked about all of the preparations for the end-of-year Club activities. Roger Miner had stepped up to fill the VP vacancy on the board. Roger was noted for driving his Model A Ford from Washington State to Virginia. His mechanical skills would be valued. The Christmas party preparations were going well, with the Zadniks in charge of preparations. The Model A Gift Exchange was coming up, and Stan was reminding members to bring Model A-related gifts "that someone else might value." No junk! Clem Clement would be the MC for the Brown Bag.

Editor Bill Sims reported on the activities of the year, starting with the Pig Picking at the Jaeger's waterfront home in September. Bill had finally gotten his car out of the garage the first weekend in December. He was able to fix a non-functioning horn in his car. He was not sure what had fixed it, after he jiggled the wires. At the November Board meeting held at the Jaeger's home, Jon Phillips reported they had received 62% of the membership dues for the coming year, with 154 members paid. They expected that the remaining 100+ outstanding would renew shortly.

In the Sunshine Report, Donnie Temple had his electricity back, down at his new home in Staunton, VA. He was able to receive emails again (Judy does the email).

In the GWC 25 Years Ago Column, December 1, 1975, they were planning to meet at the Springfield Legion Hall. Stan Kachel would be presenting the differences between the 1928 AR Model A, and the later models. In the Classifieds section, Ed Simpson had a 1930 Model A Coupe body for \$150. A sedan right rear fender was for sale for \$65.

There was extensive reporting on the Fairfax Station Train Daze, which was held in early December. None other than Clem Clement was in his element and was pleased that the 1,500 people who came to see the trains on Day 2 was a good crowd. They had 9 Model A Fords parked out front, to reinforce that it was a Model A Ford Club event.

That year, a Model A Ford Deluxe Phaeton would be used to carry the Grand Marshall in the Tournament of Roses Parade in Pasadena, CA. This showed that the Model A had come up in the world, to be the highlight at such a prestigious event.

There was a report by Clem Clement, who had been invited to drive another member's Model A Phaeton, as to how wonderful it was to drive a car that steered where you wanted it to go, had brakes that worked, didn't rattle, and got him back to the start the same day.

There was a Fall Color Tour in October. They drove through Leesburg, crossed on White's Ferry, and had lunch at the Bavarian Inn. Later on, some of the tourists visited the Cross Farm on the way home, and saw Jim's sawmill in action.

Finally, the For Sale column had a 1930 Woodie for \$7,000, a 1930 Model A Murray Town Sedan hot rod rescue, for \$1,000, a VW transaxle for \$40 (Benny), and a Car-Mate trailer for sale.

The George Washington Chapter in action.

Doug Tomb

GWC 25 YEARS AGO--JANUARY 2001

On the cover is a picture of GWC incoming President Jon Phillips standing behind his nice looking 1929 Model A pickup, gassing it up during a tour.

In the From The President's Desk, Jon Phillips thanked all the members who had helped put together the schedule for the coming year, and helped set up the committees for Club activities. Jon mentioned that this is just his fourth year on the board, and he has found the experience to be very rewarding. Jon is looking forward to the upcoming Sully Car Show, and the Cincinnati National Meet later in the year.

In the From The Editor column, Bill Sims was thankful for the 8 years he had served as GWC editor at that point (how many now Bill?). Bill mentioned that Jim Gray had moved on from his successful role as Assistant Editor, to become Membership Chairman. Bill said he would miss all of Jim's help as Assistant Editor.

The December board meeting had been held at Paul and Laurel Gauthier's home. The entire board was there, with their spouses, a tradition of the Club for many years. Small Parts Day was being scheduled on a Saturday, at Walt Brattons. Train Day was also scheduled at Clem and Sandy Clement's home for the end of February.

There was an article by Howard Minners about the time that Ford introduced the Model A Ford. Ford showed the Model A to the general public in early December 1928, and this became a national event. By January 1929, many Ford dealers had not received a Ford car to show their customers, or to sell. By 1930, Ford had caught up, and came out with the new, improved, 1930-31 model, and it took off in sales. Howard reported that January 1930 was the high-water mark for Ford Model A registrations of new cars, more than any month, even in the Model T Ford era. That month, Ford had 56.5% of the market.

Jim Gray wrote an article about the National Cathedral in Washington D.C., and their merry go round and it's 4 cylinder engine. It seems that the maintenance person at the Cathedral had trouble getting it running smoothly and advertised for mechanics to help. In December, Hal Howard, Clem Clement, Jim Gray, Tony Hawker, and John Donley arrived at the church and helped get the engine running smoothly again. The engine was a Wisconsin V-4, but that was no problem for the group of Model A Ford mechanics.

The Club Winter Flea Market program was scheduled for January 17th. Members were requested to bring lots of parts, and lots of cash.

Donnie and Judy Temple were pictured receiving their Lifetime Membership from President Stan Johnson, prior to their move to Staunton, VA.

In the 25 Years Ago column, (that's January 1976), it mentioned the Club 1929 tudor, purchased to be a fundraiser for the Club. Sully hadn't become the cash cow it became later, and the Club needed the funds. Joe Thoma led the effort, and Club members helped fix up the car. It was raffled off and was a success.

In the Classified Ads, a 1940 Buick coupe for \$4,750, a 1967 Gran-Fury III 4dr for \$1,000, a rare Kari-Kleen trunk for a Model A for \$325. Finally, there was an ad requesting old banjos, guitars, mandolins in any condition, by member Reed Martin.

Doug Tomb
January 2026

George Washington Chapter 2025 Approved Budget - AS OF 12/31/2025

OPERATING BUDGET

#2

<u>Budgeted Income</u>	<u>Contact</u>	2024 Actual	2025 ACTUAL	2025 DEC
Membership	VanGorder	\$ 3,162.00	\$ 3,133.00	\$ 540.00
Misc Income (Donations)	Tomb	\$ 280.00	\$ 89.00	\$ 10.00
Programs & Technical Seminars	White	\$ -	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 1,430.00	\$ 2,400.00	\$ 440.00
Script Advertising	Bass	\$ 650.00	\$ 550.00	\$ -
Hands on Seminars, Repair	Leonard	\$ -	\$ -	\$ -
Sully Income	Gray	\$ 12,839.00	\$ 10,151.50	\$ -
Total Income		\$ 18,361.00	\$ 16,323.50	\$ 990.00
<u>Budgeted Expenses</u>				
Membership	VanGorder	\$ 1,027.38	\$ 440.20	\$ 29.00
Club Programs	White	\$ 52.73	\$ 855.92	\$ 663.27
Club Tours & Activities	Faircloth	\$ 4,876.88	\$ 9,343.06	\$ 5,475.21
Tool Shed / Tools	Leonard	\$ 428.52	\$ 81.93	
Sully Car Show Expenses	Gray	\$ 4,153.17	\$ 4,667.61	\$ 10.50
Web Hosting Expense	Shepherd	\$ 165.22	\$ 189.22	\$ -
Presidents Fund	Sprecher	\$ 1,049.51	\$ 1,021.50	\$ -
Secretary Supplies	Greenwood	\$ -	\$ 167.90	
Treasurer Supplies & Insurance	Tomb	\$ 2,802.70	\$ 3,207.50	\$ 1,200.00
Total Expenses		\$ 14,556.11	\$ 19,974.84	\$ 7,377.98
UNDER/(OVER) Revenue		\$ 3,804.89	-\$ 3,651.34	-\$ 6,387.98

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2025 CONTRIBUTION BUDGET

MAFFI	Board	\$ -	\$ -	\$ -
MODEL A YOUTH REST AWARD	Board	\$ -	\$ -	\$ -
SCHOLARSHIP	Board	\$ 1,500.00	\$ 4,000.00	\$ -
AFRH	Board	\$ 500.00		\$ -
MILEAGE AWARD EMBLEM	Board	\$ 263.92		\$ -
TOTAL		\$ 2,263.92	\$ 4,000.00	\$ -

WELLS FARGO BANK CD + RESERVE FUND (Information only)

WELLS FARGO ONE YEAR + CD	Board	\$10,781.73	\$ -	\$ -
WELLS FARGO PART YEAR + CD	Board	\$10,000.00		

=====

\$20,781.73

Total Expenses

\$16,820.03 \$23,974.84 \$7,377.98

=====

\$ 1,540.97 -\$7,651.34 -\$6,387.98

Sum Income and Expenses

Current Bank Balance, as of 12-31-2025
Beginning of year Balance (01-01-2025
Actual)

\$ 6,061.29

\$23,712.63

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The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

January 2026

MARC's Board of Directors is pleased to announce that our completely restored website is alive at ModelARestorersClub.org (modelarestorersclub.org.) (If you have the link to the old website on your phone or computer, the old website will automatically connect to our new website). This upgrade marks an exciting step forward for MARC. Our new site uses modern technology to make it easier for members to:

- ☐ Browse national and regional events
- ☐ Renew memberships online
- ☐ Connect with other Model A enthusiasts
- ☐ Access club news and resources anytime — even on your phone

As our club continues to evolve, this new digital foundation helps us reach the next generation of Model A owners while staying true to our heritage.

Please take a moment to visit the new site and explore what's new. We welcome your feedback and ideas as we continue improving the online experience for everyone.

As some of you may have noticed on the MARC Facebook group, we advertised a special promotion to attract new members. If you have not been a member of MARC previously, you qualify for this promotion! Sign up for a MARC membership at the regular price of \$50 (12 months membership) and receive FREE editions of *Technically Speaking*, volumes one through thirteen, including shipping (while supplies last). AND if you want to purchase volumes fourteen and fifteen for an additional \$25 they will be shipped with the other volumes! Sign up on our new website by clicking join now. If you want to purchase the additional volumes you must call the office at 734-427-9050 within 48 hours of joining to qualify for free shipping.

Regions, please note that 2026 dues in the amount of only \$25 are now due. They can be paid by accessing our new website at modelarestorersclub.org, select Regions and the Region toolbar to take you to renew. Also, a reminder that most membership fees are due at this time of the year. Don't let your membership expire and miss an issue of the *Model A News*!

Circle your calendars now for July 12-16 and make your hotel reservations for the 2026 MARC National Meet in French Lick, Indiana. 894-241-8391. Driver Class judging standards have been updated and are available to download at modelarestorersclub.org. Plan to enter your Model "A" in the judging!



JANUARY MEETING AND SWAP MEET

Mark your calendars for **Wednesday, January 21!** Join us at the American Legion Hall in McLean, Virginia, for an evening of fun and fellowship.

Doors open at **7:15 p.m.** for a special **swap meet and flea market**—a great way to kick off the year with our Club community. This isn't your usual business meeting; it's an opportunity to:

- Declutter your garage, shed, or workbench.
- Sell those extra parts, tools, and treasures you no longer need.
- Discover unique finds for your collection!

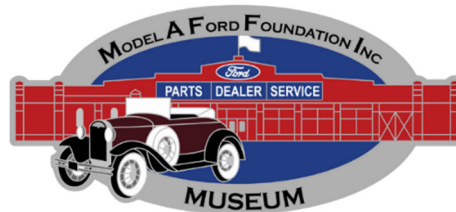
Take a stroll through your stash and see what might find a happy new home. We can't wait to see what treasures you'll bring!

GWC MEMBERS CELEBRATE MARC ANNIVERSARY MEMBERSHIP

60 Years—Bill Bass
55 Years—Richard Pickering
30 Years—Dick Fraser, John Molino
25 Years—Gerry Olexson

THE MAFFI MINUTE

Happy Holiday Season, Model A'ers! Hope everyone is staying warm and that your cars are either tucked away for the winter or still enjoying the cooler air. I know I've been enjoying taking my A out in the snow.



Earlier this month, John Marshall, our Executive Director, sent out the Holiday Donation Letter, which is a great opportunity to stay involved by giving back to the museum. Don't forget that we also have a store where you can purchase MAFFI merchandise, located under the "Store" tab at maffi.org.

One of the coolest things about the museum is that it's constantly in motion. Dan Cargo and Jerry Dennany are always tinkering or moving cars around, with the help of the amazing volunteers from the Grape Country A's. If you visit the "Cameras" tab on maffi.org, you can see all the holiday decorations and even catch a glimpse of some of our newest additions.

The trustees also met in November to start shaping some exciting ideas for the museum. While it's a bit early to share details just yet, there are some great things in the works, and we're looking forward to unveiling more as plans come together in the months ahead.

Keep on motoring, and have a Happy New Year!

John Grossheim
Trustee and Secretary, MAFFI

2025 CHRISTMAS PARTY!!

It was Saturday, December 6 and the day finally arrived for the annual GWC Christmas Party! This year we did it a bit differently; we started the party at noon. To get this party started, there was an hour of socializing, live 50s-60s-70s Holiday music by Dave Nichols and putting in your tickets for this year's raffle prizes. This was followed by some words from our Vice President Don White, a prayer offered by Beverly Tomb, and lunch.

Once most had finished eating, it was time for the raffle. This year there were 30 items! Among the items were Ford Museum T-shirts, wine with See's Chocolates, a bird house by Jim Cross, a deep red Fascinator, a fender cover, a jump starter/tire inflator, and many tools. There were two door prizes this year, a 1928 Model A Ford decanter and a pair of pristine 1970's Hummels. This year's centerpiece included a Ford Model A Fordor nightlight commissioned especially for our party and taken home by one lucky person at each table. (See photo right.)

Thanks go to not only Don White, Dave Nichols, Beverly Tomb, Jim Cross and American Legion Post 177, but also to the other generous elves that helped pull this party together: Paul Bjarnason, Mary and Dave Greenwood, Barbara Edwards, and Kathie and Jim Gray. Extra thanks go to "Ruby" (aided by Kathie and Jim Gray), who carried the Toys for Tots donation to the Clifton Fire Department the next day! There were so many helpful elves! If I missed anyone, please know that I did greatly appreciate your help! It was especially nice to take a step back for a moment and watch everyone having such a wonderful time enjoying each other's company, the music, the food, and the prizes. Merry Christmas to All, and a Happy New Year!

Valerie



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2025 CHRISTMAS PARTY!! (Cont.)



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2025 CHRISTMAS PARTY!! (Cont.)



A CHRISTMAS SURPRISE FOR PREVIOUS GWC MEMBER NAT CHOATE

Nat Choate (age 93) was a member of the GWC Model A Club for many years. His family reached out to the Club to make a connection to provide a special Christmas gift. It worked, as Valerie Faircloth stepped up with "LoLo," her pristine 1931 Model A Sport Coupe. On Christmas Day Valerie surprised Nat, showing up at his Assisted Living Community in Springfield, VA. After touring Nat around his old neighborhood, she delivered him to his family's house in Fairfax just in time for Christmas dinner. The stroll down memory lane was a very special Christmas gift for Nat!

Thanks!

Scott Choate (Nat's son)



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REBUILDING BRUCE'S ENGINE—ROD BOLTS

My engine rebuilding adventure continues! After the promised four weeks, I got the block back from JB's from the block and main bearing caps being line bored for insert bearings and prepped for thrust washers. It got masked and painted official Ford Green. Next step was to put in the camshaft with plenty of Lubriplate assembly lube. After lapping the valves, I discovered that the used Sunnen valve spring compressor I got several years ago just wasn't doing the job and I went back to my OHV-style ~45-year-old C-clamp style compressor.

Along the way, I discovered that one valve somehow was bent, so I got a replacement. Then, during lash adjustment, one valve was too long. You can't measure how much, so I took it to a Winchester auto machine shop (just 12 miles away) and asked for .020" to be ground off, which he did while I waited, which was nice. When I tried it, it only allowed .004" lash, so I went back to get .015" more ground off. The thread pitch of the adjusters is 24 threads per inch, so one turn is .042" and one flat is .007", so you need to be stingy with how far you turn them to keep from going too far.

The next step was installing the rods and pistons. The wrist pins went in easily and after I bought a nice hand crank ring filer, the ring gaps were all OK and it wasn't needed at all! Another challenge with the pistons was that my snap ring pliers from at least 45 years ago were worn out, so I got a Klein Tools set from Lowes to install the wrist pin clips. Installing the pistons and rods was the next challenge.

Since my engine stand bracket attaches to the side of the block, the engine wasn't held horizontal, which was the ideal orientation. In addition, my red handle ring compressor would flex and the top ring would slip out. The solution was easy--get a different type. That wasn't a perfect solution though, because that type wouldn't keep the bottom thin ring from slipping out. I ended up having to start on each piston with one type, then switching to the other type. The rod bolts in the rods from Bert's are really modern, with 12-point heads and narrowed shanks. All this sounds like a lot of hassle, but I'm retired and the winter isn't the ideal time to drive around in a Model A.

At this point, the crank wouldn't turn, even using a 30" breaker bar. Somehow the rods are the problem. The journals measure fine and the inserts are marked properly. The rods seem tight at the crank throws from side to side and grinding a wee bit off the sides may fix it. When the old rods were rebabbitted at some point, the operator could have eased some metal off of the thrust faces to give the needed clearance. We'll see; I hope to say the engine is back in and running in my next report.

Bruce Metcalf



A GOOD ARTICLE THAT APPEARED IN THE MAGAZINE: "SECRETS"

Following is an article that appeared in "Secrets" magazine. Permission to reprint it in the "Script" was granted by Charlie Yapp, who is the president of Yapp Studios, which publishes "Secrets." "Secrets" is a magazine featuring pieces on vintage speed equipment, mainly Ford 4-banger-related, which I have enjoyed for several years now. Charlie also sells 4-banger speed parts on the website: "secretsofspeed.com". This piece is "How I Change Head Gaskets" by Rick Machale (January 2025 issue). It contains good advice to solve or avoid head gasket problems that so many of us have experienced. I think you will find this piece interesting and I recommend you try the "Secrets" magazine, which is published quarterly. If interested, you may sign up for "Secrets" on: "secretsofspeed.com".

Paul Bjarnason

HOW I CHANGE HEAD GASKETS

by Rick MacHale, Edgewood, NM

One of the things I have always hated is to put an engine together, only to see water weeping around the edge of the block, or especially the passenger front corner, or worse yet up around a head stud. Studs leaking could be a real problem later. I have spent eight hours removing a head on a friend's engine, taking out one stud at a time by welding a nut to the stud, over and over after it broke off, and finally drilling the last stud out through the head. Applications of heat with an oxy/ acetylene torch helped. A friend lifted his car by a spark plug hole, and eventually broke the head casting in two. All this because the studs were rusted into the head.

So, I now have a method for installing a head that has so far stopped all the weeps. Read all the way through this before you start, because there are many things to check before beginning. The actual assembly is a sequence, so you need to be ready to do it all, one step after another, until it's done.

To begin with, everything must be completely clean. Completely! Check the deck surface, and the head, as best as you can to verify that both are flat. Use a straight edge and feeler gauges. Check front to back, and side to side. If you can get more than a .002-.003" feeler gauge under the straight edge, the surface should be recut. It's tempting to not cut the block deck surface if it's a little more, just remember that if there is a low spot, that's because there is also a high spot, and the actual compression of the gasket is compromised as a result. The Model A's 1 4 bolts aren't enough to properly mount the head.

Clean out the block head stud threads, completely to the bottom. Clean is your friend. Buy some 1 1/32" (.343") ball bearings. I got them from **McMaster-Carr, PN:96455K76**. Drop one each into the head stud hole. This is to prevent the stud from bottoming out on the end of the threads, either in the block or on the stud, which will cause them to install crooked to the block. Have you ever installed the studs, snugged them in place, and then must hammer the head down over the bolts, or whacked a stud sideways to fit? That is why. Most ARP head bolts are made with an unthreaded undersize projection on the block end of the stud, a more elegant way to accomplish this same thing.

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HOW I CHANGE HEAD GASKETS (Cont.)

Use chrome moly head studs, as they require much less take up during retorquing. If you don't know what material your studs are, replace them. Put the studs in the block finger tight. Then back them out, one at a time, 3-4 threads, and apply **Loctite 5699 silicone sealant** around the threads. This tube makes it very easy. Then wind them back down. This makes a seal at the block/head junction and prevents water from migrating up or down the stud.

I use **BEST brand head gaskets**, as they seem to have the most generous fire ring around the cylinders, and they compress to .042". If your pistons protrude from the block less than .006", that will be enough to run a head that has no piston relief. The crown of a piston can be trimmed down in a lathe, with the proper homemade fixture. Minimum crown thickness of .180" has not yet caused any problems, and I have cut as much as .040" off a piston. Piston internal shapes vary, so that may not apply to all pistons. Okay, I got sidetracked.



Drop one ball into the head stud hole. This is to prevent the stud from bottoming out on the end of the threads.



Back stud out 3-4 threads & apply sealer sparingly to exposed threads.

The passenger front corner of the block often seems to be a problem area with weeping. I put some silicone between finger and thumb, and work it into the gasket from the inside of the front gasket water passageway.

Spray the head gasket, liberally, on both sides, with **Permatex copper head gasket sealer** I get this locally. BEST says not to apply any other sealant, but **Dennis Piriano (R/P)** said to use it, and it seems to mix well with the sealant Best applies to the gasket. When removing the head you will do so by splitting the gasket in the middle. Both sides are well glued to the head and block surfaces. This makes deck and head cleanup rather time consuming. Make sure you are using a good flat scraper, so you can get all the old material off.

While everything is still wet, lay in the gasket and drop your cylinder head over the studs. Use hardened washers under the nuts, especially on aluminum heads. **Beth Piriano sells them, phone:(940) 382-2742, PN:A-6081-A**, and, these are not the

same as the thin SAE washers most companies sell, which are still a big improvement over nothing.



Rick recommends Loctite silicone, ball bearings, and zinc anodes to fight electrolysis

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HOW I CHANGE HEAD GASKETS (Cont.)

I use ARP bolt lube on the threads, and on the underside of each nut. Torque them to 35, then 45, then 55#s torque. Use the torque sequence from the center out, like all the diagrams show.

This whole combination of hard washers and ARP lube will give considerably more clamping than a dry nut running against the head. Read ARP's FAQ section.

I retorque heads several times after 2 or 3 heat cycles. With the chrome moly studs, the take up is very little, unlike the cheap studs. I retorque by backing off (*loosening*) each nut an eighth turn or so, then bringing it back to 55#s.

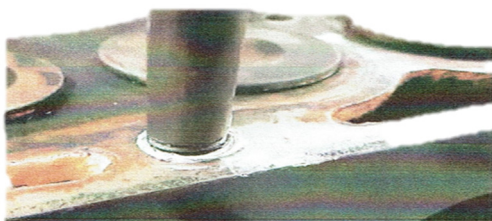


7/16"-14 X
1.75L

To avoid damage to the stud (*very important*), try this: use a 7/16" coupling-nut, half on the stud, then run a 7/16" bolt down the other half, tightly against the top of the stud, then screw the stud out *without any damage* I use a wire wheel to clean the studs, and patience to clean the threads in the block by chasing the threads, blowing, and vacuuming each hole super clean. That works for me.

To remove the head, I use a trimmed down 2x4 and wood blocks to pry between the water pump and the front of the block. Slide the head up and off or remove the studs.

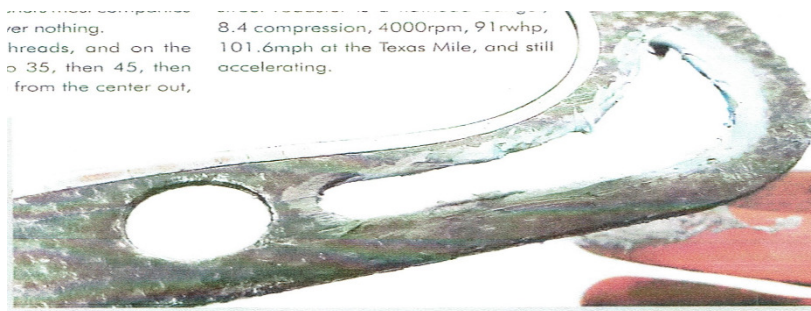
Now, I'll brag: The engine in my 1940-style stripped street roadster is a flathead banger, 8.4 compression, 4000rpm, 91 rwhp, 101.6 mph at the Texas Mile, and still accelerating.



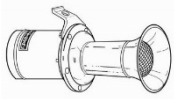
Seal each stud the same way. Screw stud down to touch ball.

more compression
er nothing.
heads, and on the
o 35, then 45, then
from the center out,

8.4 compression, 4000rpm, 91rwhp,
101.6mph at the Texas Mile, and still
accelerating.



Apply silicone to the inside edges of the gasket's water passages. This keeps water from seeping through the Gasket, especially on the front passenger side.



Upcoming Activities

January

- January 14 (2nd Wednesday) – CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9am
- **January 21 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall – *Swap Meet* – 7:15pm**
- **January 28 (4th Wednesday) – Board Meeting/Transition Dinner with current, retiring, and new Board members.**

February

- February 11 (2nd Wednesday) – CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway – 9am
- **February 18 (3rd Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:00pm**
- **February 25 (4th Wednesday) – Board Meeting – Zoom 7:00pm**

Save the Date!

- **December 5 (1st Saturday) – Annual GWC Christmas Party at American Legion Hall – Fairfax, VA**

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Milford.sprecher@gmail.com

Wanted

Fenders for a 30 Tudor. Need all four but will take one or more. Contact John Ryan at 240-271-4097 or john@ryanweb.com

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