

# The Ford Script



Vol. XLI

November 2020

No. 11



The lineup at the Cross's Picnic



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](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 30<sup>th</sup>**

## **THE PRESIDENT'S CORNER**



Dear Members,

It's November First, and winter is just around the corner. That means, we should get those Model A's out for one last drive, before they hibernate for the winter. And that is exactly what we did, just yesterday.

Milford Sprecher, for the second time in two months, organized a one-day Halloween trip in our Model A's. He led us down the George Washington Parkway, for a lunchtime visit to Mount Vernon.

The weather was perfect, and we had five Model A's at the Cooper Middle School parking lot, just off Balls Hill Road and Georgetown Pike in McLean, at the start of the tour.

We drove down The GW Parkway towards Mount Vernon, stopping at the Fort Hunt Park, where we had a presentation ceremony of the MARC Award of Highest Achievement to our Editor, Bill Sims.

You will see a picture nearby of the ceremony, with Bill in his very realistic "Invisible Man" Halloween costume. (Someone said that Bill was not really there, and was attending a baseball game, but see the picture and judge for yourself.) Nonetheless, we congratulate Bill Sims for yet another Highest Achievement Award, for his Editorship of The Script!

We had a very nice lunch at The Mount Vernon Inn, seated outside. On the way home, Milford also scheduled an ice cream stop at Jeni's Splendid Ice Creams in Old Town Alexandria, which gave us the energy to make it all the way home again. All in all, a very nice Tour. Thank You Milford!

For our Monthly Meeting on Wednesday, October 21st, we held our second virtual GWC Zoom Monthly Meeting. We had 22 GWC members who dialed in, and proved that it is the safe way to go, yet again. See you at the November Zoom Membership Annual Meeting on Wednesday, November 18th at 7:30 PM.

The November Membership Meeting is when we vote on the Board members for the 2021 year. Greg Shepherd will be sending the slate of proposed GWC 2021 Board members, along with voting instructions. Please get your votes in.

I look forward to "seeing" everyone at our third Zoom Monthly Meeting.

Stay Safe,

Doug

## FROM THE EDITOR

I really hated to have missed the tour to Mount Vernon last week. Juggling my baseball career and my love of driving my Model A has always been tough. Two weeks ago, I bailed on a doubleheader so Alice and I could go to the Cross picnic, even if it was in a modern car. So the obligation was there for me to play ball the next weekend. But there was a shot. If it rained hard on Thursday or Friday, the field would be flooded and unlikely to drain and dry by Saturday morning. Which meant I could accompany Milford on his tour.

Well, the hurricane rains arrived Thursday and it poured all day. I told Milford, who had been working heroically to get my car running by Saturday, that it looked good for me to join the caravan. Friday it was cloudy and not warm. No way that water is going to evaporate. So Saturday morning early I called the Montgomery County rainout line and punched in the code for Wheaton Regional Baseball Field #1. I was stunned to hear, "It's a go! The field is playable." So I emailed Milford the bad news and drove over there. I was the 9<sup>th</sup> player. Forfeit avoided. As noted, the weather was great and we won 17-4. Turned out we probably could have beaten them with only 8 players. The game ended at noon, so there was no way to possibly hustle home, change and race to Mount Vernon. That ship had sailed. But I'm ready for next year. We'll all be inoculated and driving season will be in full swing! (I'm an optimist.)

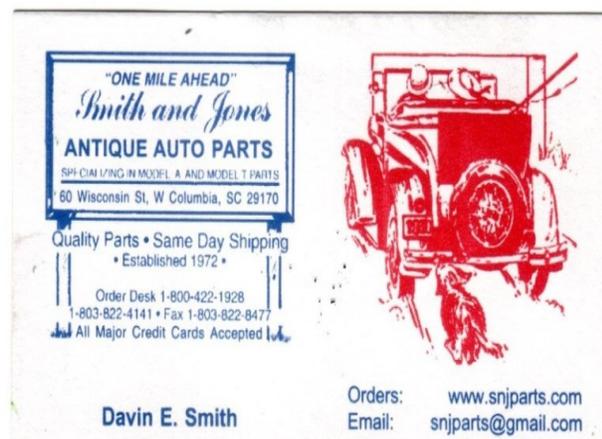
As Doug pointed out in his column, our Ford Script was one of 13 newsletters nationally to have been awarded MARC's Award of Highest Achievement. But he was wrong when he said that we had merely won "another" highest achievement award. What we have won in the past has been MARC's Continuing Excellence Award, generally given to newsletters that have already won the top award (and thus are ineligible to ever win it again—we won the top award in 1985 under Howard Minners' editorship) and have continued to produce an excellent newsletter.

But this is not that. This is a step above "continuing excellence," which we were awarded last year. As they say, we're running in "high cotton." It's our top-notch articles and photographs that are doing it. They're what make this newsletter so appealing to the membership. The Script is never done with the national clubs in mind. It's done to keep our membership entertained and informed. That's as it should be. The MARC award is just gravy.

Bill Sims.



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

Board Meeting  
October 28, 2020



**Call to Order.** The Board meeting was called to order at 7:30 pm by President Doug Tomb, via Zoom teleconference...

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

**Not Present.** The position of VP Activities is vacant at this time. Benny Leonard was unable to attend.

**Board Meeting Agenda** – President Tomb opened the meeting at 7:30 PM.

Item #1 The Nominating Committee reported to the Board the slate of Officers for 2021, which the Board approved. Chairman was requested to email the members for a vote on the candidates. Vote will be conducted via email.

Item # 2 Board voted favorably to reimburse the Cross's for \$395.93 for portable toilet expenses and an additional \$59.96 for a flag as a gift for sponsoring the Cross Picnic.

Item # 3 The Board approved the \$500 budgeted plus an additional \$100 for the MAFFI funding for 2020.

Item # 4 Sully Chairman will contact the Sully Park officials and provide an update to the Board.

Item # 5 The information on a potential school-sponsored program submitted by member John Leydon was reviewed and discussed.

Item #6 Milford reported on the forthcoming October 31 Mount Vernon driving and lunch tour. To date 15 people have signed on for the tour. Details would be sent to the attendees by Milford.

Item #7 Greg Shepard discussed the membership dues for 2021. The Board decided to maintain the \$20 yearly membership, but indicated a review of the amount of dues would be conducted no later than August of 2021.

Item #8 Activity for the Zoom meetings in November and December of 2020 was discussed. A slide presentation of Major Dwight Eisenhower's "Cross Country Trip of 1919" is planned for November. The December Zoom meeting may have a presentation on the Ford Model K Automobile or "Each Member tell a Tale or Story."

Meeting concluded at 8:45 PM.

Jerry Olexson  
Secretary

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO**

Election time had come around, the nominating committee consisting of Andy Pogan, Hank Marsh, and Don Temple had been hard at work coming up with an excellent slate of officers and board members for '96 that had a few slots still to be filled. The election was to be held at the November general membership meeting and installation would take place at the annual Christmas Party coming up on the 9th of December.



Musing about the "Model A Instruction Book" presentation that he had assisted Howard Mjnners and Bill Worsham in presenting at the October meeting, President Jim Cartmill said that time had prevented covering a couple things in the section on the speedometer--that it should be lubricated every 5,000 miles and cleaned and lubricated every 10,000 miles, pointing out that neither of these were covered by the Lubrication Chart. An additional tip was; when adding distilled water to the battery in cold weather, you should do so only immediately before running the engine so that the charging would mix the water and electrolyte to prevent it from freezing.

At the Board meeting, the menu for the Christmas Dinner Party was the subject of discussion. Although the K of C offered a wide variety of meal choices, it was felt that the vast majority of attendees would opt for steak or chicken. The grand door prize was to be a Jim Beam Model A fire truck decanter. Three \$50 gift cards purchased from Walt Bratton would be used as door prizes. There was concern that new members had been left to their own devices once joining the Club. To rectify this, the Board decided that a New Member Packet would be assembled that would include a copy of both national clubs' magazines, a Bratton catalog, the current Ford Script, a roster, a list of helpful books on restoration, a list of Club activities, and a welcoming letter.

In October, Editor Bill Sims had brought copies of an index of "how to" articles that had appeared in the Script to the meeting. Feedback indicated that some members were concerned that they did not have Scripts going back far enough, or hadn't kept them. Jerry Breedlove offered the solution; he would scan all the articles into his computer and provide Board members with a disc so all that anyone had to do was ask for a printout on a floppy disc to be mailed to them or brought to the next meeting. The Board came up with the idea of publishing the index in the roster so that every member would have it, and Editor Bill would be able to update it each year.

Rick Menz submitted an informative essay about high compression heads, pointing out that the standard compression ratio is 4.2 to 1 but the police had raised the ratio, giving their cars extra zip to catch the bad guys. A Model A head being marketed gave engines a ratio of 5.9 to 1, which he said to the best he could determine raised the horsepower from 40 to somewhere between 55 and 60, yielding an approximate 40 to 50 percent horsepower increase, making quite a difference in straight-away acceleration and in maintaining speed up a hill. As for wear

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## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (Cont.)

and tear, the manufacturer claimed that only marginal differences in stock babbitt bearing wear problems using the 5.9 to 1 head provided the engine is in good shape to start with. Other recommendations were to use 10-40 synthetic oil and install a thermostat to warm the engine was noted in a high-speed engine test. Other heads with greater than 7 to 1 ratio did show evidence of bearing damage in the same test. His conclusion was that there should be no problems using the 5.9 to 1 head provided the engine is in good shape to start with. Other recommendations were to use 10-40 synthetic oil and install a thermostat to warm the engine faster, and lowering the spark gap from .040 to .035. If some leakage occurred using a copper head gasket, a Model B composite gasket and some radiator sealant was recommended, as had been touted by acclaimed engine rebuilder Bud Schwalm.

Don Kidwell was searching for his cut-off coupe-turned-roadster, dubbed "Silver Bullet" that he sold in the mid-late '50's. The car had a tainted past, involving an Arlington policeman and a former owner who both got killed in a gun battle. He said, "If anyone knows anything about the car, he sure would like to hear from them." After all that, would you want it?

Dave Henderson



## GWC BOARD SLATE FOR 2021

From the nomination committee, the following is the proposed slate of officers for the GWC Board for 2021 as approved by the board with a quorum on Wed, Oct 28<sup>th</sup>:

President	Doug Tomb
Vice President	Luke Chaplin
Activities Chairman	Eugene Rainville
Editor	Bill Sims
Assistant Editor	Bruce Mefcalf
Secretary	<b>Open</b>
Membership	Greg Shepherd
Treasurer	Paul Bjarnason
Assistant Treasurer	Milford Sprecher
Annual Meet Chairman	John Dougherty
Property Manager	Benny Leonard
Youth Chairman	James Kolody
National Club Liaison	Milford Sprecher

If anyone wants to run for a position (or step up and fill the Secretary chair), please let me know and I can add your name for the ballot for that position. We take nominations up to the November Club meeting, where we will tally the final votes.

But for now, even in non-Covid times, we are allowed by our by-laws to vote electronically and we need a member quorum to elect Board members.

And it's easy to vote! Just send me an email with a YEA or NEA for the proposed slate and make sure you include your name as I don't have most people's email memorized.

Greg Shepherd  
[shepman@gmail.com](mailto:shepman@gmail.com)

SEND IN YOUR VOTE BY WEDNESDAY, NOVEMBER 18<sup>TH</sup>!!!

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In a lovely ceremony, Halloween 2020, GWC Model A Club President Douglas Tomb presented the National MARC Award for Highest Achievement to Bill Sims. Bill is wearing his very realistic "Invisible Man" costume as the members applaud enthusiastically.

## Model "A" Restorers Club

6721 Merriman Road, Garden City, Michigan 48135  
 Phone: (734) 427-9050  
 Fax: (734) 427-9054



April 4, 2020

**2019 MARC Award of Highest Achievement**  
**George Washington Region of MARC**  
**Bill Sims, Editor**



Dear Bill,

The MARC Board of Directors join me in congratulating you on winning the 2019 MARC Award of Highest Achievement for your newsletter, **The Ford Script**.



Quality newsletters are essential to the success of MARC Regions and to the preservation and enjoyment of the Model A hobby. As you well know, preparing a first class newsletter takes time, dedication and ability.



Each issue closely follows the MARC guidelines. This requires technical research, past event photos and articles, and new material each month. As Editor, you have performed the task with excellence and creativity.

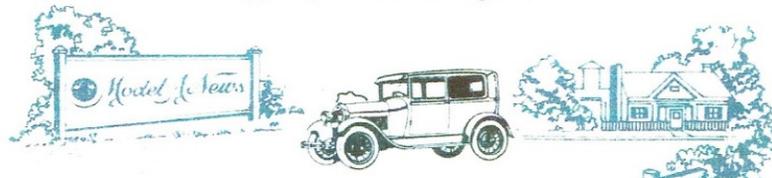
I am confident you will continue to provide your Region with a quality newsletter in the coming years.



Again, congratulations on an outstanding achievement.

*Bill Aupperle*

Bill Aupperle, Director of Regions



## **IGNOMINIUS NO MORE; VICTORIA RISES AGAIN!**

Last month I reported on the mysterious stoppage of my Victoria on the glorious Club trip up the Potomac into rural Montgomery County, Maryland. It was a wonderful trip *until* the moment when we pulled into a tour site and Victoria backfired loudly and quit. Several experts got it running well enough to make it to the next stop and there it stopped again, refused all replacement components, and had to be hauled back home to Springfield on a roll-back tow truck. As I said last month, it was an ignominious end to the tour.

The electrical system was the suspected culprit, but because there had been no single item identified, I replaced with new components the following items:

1. Ignition switch and armored cable to the distributor (Suspect #1),
2. The instrument panel wiring loom
3. The lower plate and pigtail wire in the distributor (Suspect #2)
4. The ignition points
5. The ignition coil
6. The ignition condenser
7. The distributor cap
8. The coil wire between the coil and the distributor cap
9. Charged the battery to full strength
10. Very carefully set the timing "according to the book" with test light, etc.

But as the old saying goes, most electrical problems are really fuel problems (and vice versa), so I also did the following:

1. Installed a new gas tank shut-off valve (the old one was very hard to turn –Person of Interest #1)
2. Completely disassembled the carburetor, cleaned it and made sure all orifices were clear. Note: see Tom Endy's great article at [https://www.brattons.com/media/wysiwyg/2OC-Zenith\\_Carburetor\\_Overhaul\\_-\\_11-2007.pdf](https://www.brattons.com/media/wysiwyg/2OC-Zenith_Carburetor_Overhaul_-_11-2007.pdf)
3. Installed a new float valve in the carburetor (the old one was "sticky"- Suspect #3)
4. Thoroughly cleaned the stock fuel filter on the firewall (some grit, not much)
5. Drained all the old fuel out of the gas tank and put in fresh gas.

After all that was done, I tried to start it, and it would only do a few putt-putts and then stop. I took a break to think about it. I consulted with Benny Leonard and Tom Quigley. Before they could answer, and to my embarrassment, I realized I had not opened the choke compensator jet the normal 1 ½ turns. (I had closed it during the cleaning/rebuilding process). When I opened it, the engine started instantly and ran smoothly.

So what was the original culprit? A back fire like the one at the first stop is the result of unexploded raw fuel gathering in the muffle and exhaust pipe, and then being ignited by a stray spark. A spark plug that gets a miss-timed charge while the exhaust valve on that cylinder is open can provide such an ignition. Also, a hot manifold and header pipe can ignite the gas.

My thinking is that something went wrong in the ignition system, but I am not sure where. I

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## **IGNOMINIUS NO MORE; VICTORIA RISES AGAIN! (Cont.)**

saved some of the old parts and will test them on the bench. For example, does the old ignition switch work intermittently, or was there a short somewhere near the point where the armored cable provides power to the lower plate, or a short between the upper and lower plate? There are some close tolerances in those areas, so I will look for possible places where a stray wire, or missing insulation, or a nicked plate protrudes out just enough to make contact. In short, this mystery has no “smoking gun”; No arrests yet.

One side issue is the Borg-Warner overdrive I have installed in the car. It has a 6V solenoid that holds the unit in overdrive when a toggle switch is turned on. I had learned that for short suburban driving when the overdrive is never used, it is best to disconnect power to this system because it is easy to accidentally move the independent circuit toggle switch to the ON position, and as a result drain the battery. So at some point in the past I had disconnected the main power wire from the starter terminal. When the multiple mechanics were working on the car, that wire had been reconnected. However, I don't think that was a factor in the overall problem.

I did get a couple of suggestions as a result of the first article. Jim Gray suggested I check the battery ground strap where it connects to the frame (i.e., not the battery end, the other end). That connection is somewhat hidden from view and is a possible source for electrical problems. Mine turned out to be rust free and making good contact.

So perhaps another article will follow with a Grand Jury indictment of the pinpointed problem that caused Victoria to be humbled so publicly.

Stan Johnson

## **TOURING DURING COVID**

On October 1st 2020, we decided to take a 47-mile trip to St. Marks Lighthouse Park, about an hour's drive south from Tallahassee. Attached find pictures from our trip. Made it home the same day without a mishap. Happy Day.

Chuck and Karilyn Kunstbek in Honeybun



## **STARTER WOES AND POINTS PLATE WIGGLE**

My coupe has been suffering from slow cranking and hard starting for a while. I added a ground cable between a starter bolt and the frame, but that didn't improve things. Next up is to check the starter. The brush length was good enough and it rotated fine with the brushes removed. It was a bit oily, so I cleaned it up and replaced the grounded brushes. The desoldering/soldering for the brushes connected to the field coil brushes is too much work, so I kept the old ones. The resistance between each of the commutator segments was equal. I did notice that the existing cable between the battery and the starter seemed smaller diameter than the 1 gauge cables I bought recently. The new cable from Bratton's went on and it transformed starting! After stripping the insulation off the old cable, it measured between #4 and #5 cable, so no wonder it didn't spin the starter like it should. The new cable is approximately .480" in diameter, including the insulation thickness, so if you are having trouble with a slow starter, check all the cable diameters.

During all this, I wanted to make sure the points gap and timing was per spec. The timing checked out each time, but I noticed that the gap on the distributor was varying. While adjusting one time, I observed that the upper plate was moving slightly. A mere .001" is important here, so I investigated closer. I swapped distributors after checking the backup one for similar movement; it was OK. With the cam and spring removed from the first dizzy, the upper plate was definitely moving. I decided to "spread" it to fit better in the dizzy body. I mashed the tangs on the perimeter with a 1/4" flat end punch on the anvil portion of my vise until it was snug, but could rotate smoothly. The tangs spread nicely and the job ended up cheaper than a new plate that might have also been loose anyway.

Bruce Metcalf

## **SEEN AT LURAY SWAP MEET**

(Photos by Jerry Olexson)

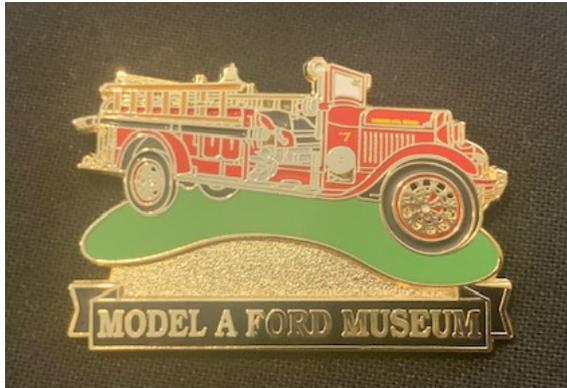


Bruce Metcalf's coupe

## MAFFI NEWSLETTER MINUTE

The Model A Ford Museum is pleased to announce the newest pin for your collection.

new pin



Fire Truck on display at Museum



Since we were unable to have an official Model A Day this year, it was decided that we would create a pin as a fund raiser to help us raise money that would have normally come from our event. To keep with the First Responder theme, we have decided to feature our Fire Truck that is on permanent display at the museum and is featured in our First Responder Display. This vehicle was donated to the museum by Jerry Austin.

If you or your club would like to purchase these pins, the cost is \$7.00 per pin, which includes postage. Remember that it is more cost effective for us to ship them in larger quantities although we will honor individual requests. Also remember that this is a tax deductible donation!

Send your requested number of pins and a check payable to MAFFI to:

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

Thank you for your continued support of the Model A Ford Museum and to MAFFI.



## SEEN AT THE CROSS PICNIC



**SEEN AT THE CROSS PICNIC (Cont.)**



**SEEN AT THE CROSS PICNIC (Cont.)**



**SEEN AT THE CROSS PICNIC (Cont.)**



Our hostess, Edna Cross, addressing the troops.

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## **WARNING ON LONG LIFE ANTIFREEZE**

(Article forwarded by Phil Roche, written by Dave Tulawitzky, first published in Jim Cranes Western Michigan Buick Chapter newsletter.)

Antifreeze manufacturers have reformulated their products for long life and the inhibitor attacks, among other things, silicone compounds—the most commonly used base for gasket sealants. It also attacks lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators), and conventional gaskets and packing materials.

The warning here is to NOT use coolants with OAT inhibitors in your antique car. You need to read the product label and use only IAT (Inorganic Additive Technology) inhibited antifreeze.

OAT stands for “Organic Acid Technology” based corrosion inhibitors and they are designed to have longer service life than that of IAT coolants. Unfortunately, that feature comes with a bad side effect for older cars. One fellow decided to change antifreeze in his antique car. His regular brand was out of stock so he bought the “advanced” formula. Four weeks later he found pools of antifreeze under his car. The antifreeze had dissolved the old gaskets. It was formulated with OAT inhibitors.

Here are some tips for finding IAT coolants:

1. Prestone says that all of its current antifreezes are OAT formulas.
2. Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it not say “long life.” Peak Sierra brand is propylene glycol for those who prefer that. It, too, uses an IAT formula.
3. Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

### Club comments:

I'm using Prime and Advanced Auto Parts antifreeze coolants. They say “Extended life.” Neither say OAT/IAT. They are both green. Clem

Try “Conventional GREEN Formula” “PEAK” Antifreeze & Coolant. It's good for “All Makes and Models: 1989 and earlier”—says so on the gallon container!!!! I use it in my “A” and '59 Cad. I have articles written on it somewhere around here if you want me to find them and send to you. The newer stuff is not good for old cars! Rick Menz

It is true. Don't even use any modern antifreeze that says long lasting, or heavy duty. They are acid based and will erode the head gaskets and lead solder on the radiators. They are all made for the new aluminum core radiators. CARQUEST makes a house brand antifreeze for older vehicles (read ones with copper core/lead solder radiators). Doug Cox

## COMING EVENTS

### November

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=zE1THtqD9KY>

November 7 Veterans Appreciation Antique Car Parade at the Armed Forces Retirement Home. (See p. 21 for details.) You must contact the Home before you can participate and you must do this by **Friday, Nov. 6<sup>th</sup>**!

**November 18 Monthly Membership Meeting on Zoom at 7:30. Be sure to have voted for the 2021 Board by then.**

### March

The 2021 National Cherry Blossom Festival Parade has been canceled due to the coronavirus, the festival has announced. The National Cherry Blossom Festival scheduled for March 20 through April will go on with safe programming being planned.

## WANT ADS

### For Sale

1930 Ford Model A pickup project. Originally a California truck that ended up in Oregon and now it is here in Maryland. SUPER SOLID cab and beautiful fenders. The bed is decent but needs a little work. The frame is really nice as well. It has a clean current Maryland title that was recently obtained from the original California paperwork. Many boxes of parts to go with it. located in MD close to zip 20882. No drive train or Rear. \$4,900 OBO. Contact James Rodda at: [jrodda1932@gmail.com](mailto:jrodda1932@gmail.com)>



We are looking for classic car owners who  
would like to participate in our

**Veteran's Appreciation  
Antique Car Parade  
at the Armed Forces  
Retirement Home  
Washington, DC**

**Saturday, November 7th  
at 2:00 PM**

The cars will parade past our Scott and Sheridan  
residences, cheered on by our resident veterans.

Car staging begins at 1:30 PM. All participants enter via  
the Eagle Gate at 140 Rock Creek Church Rd, NW,  
Washington, DC.

If you are able to participate, please contact Linda Bailey,  
Recreation Specialist, at

Linda.bailey@afrh.gov no later than Friday, November  
6th at noon. Participants must contact the Home prior to  
the deadline to participate.

FLAT HEAD FORD



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