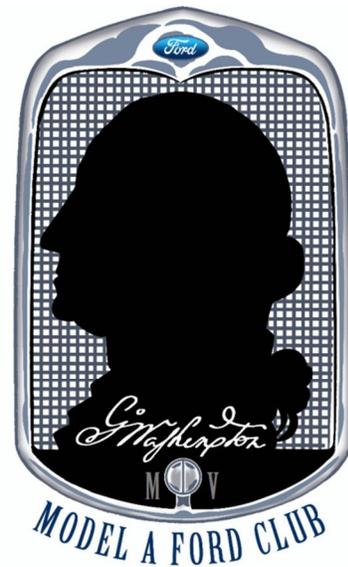


The Ford Script



Vol. XLIII

April 2022

No. 4



March winds may bring April showers, but this is ridiculous



Dedicated to the restoration and preservation of Model A Fords for over 59 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, May 2nd

THE PRESIDENT'S CORNER



Hello fellow club members!

Spring is officially here, and so are live meetings! That's right, the general Club meeting this month is at the American Legion hall in McClean, VA. Gene Rainville will be providing us with refreshments while Bill Bass gives us a presentation about the Touring Class of Model A's.

And speaking of refreshments, we STILL need somebody to step up and handle them in the future. If not, the May meeting will be "Bring your own."

For those who can't wait to jump into flea markets, this weekend (April 7-10) is the weekend for the Charlotte (NC) auto fair, kind of like a southerly Carlisle. But if you can't make that, you might want to go see the Cherry Blossom Parade right here in DC. It's too late to sign up your car, but you can still go and spectate. If you like to hang out with other Model A (and V8) owners while eating breakfast, the CDC returns on the 13th; talk about your technical issues before you realize you should start on your taxes! Then the real Carlisle is coming up on April 20-24, with a Model A car show in Trexlertown, PA, on the 24th. The month ends with a small parts day at Benny's place on April 30.

And this year will see the return of our Sully show, plans are under way and moving along smoothly. Plans are also coming together for more sit-and-sip events, local tours, Club picnics and other fun activities. As before, if you have ideas for events or have a good location to hold any of these at, PLEASE get in touch with me, Gene or any board member and tell us. This is YOUR Model A Club,

So all suggestions are welcome, especially for presentations at the monthly meetings; we need topics and we need presenters!

We still plan to overhaul the Club air compressor, and have had several people volunteer. I have discussed it with Benny and have agreed to meet at his place at 9:30AM on Saturday April 9. I have rebuilt a few parts already to give us a boost when we finally start. Contact me (lukechaplin@comcast.net) if you want to help or just show up.

So in closing, let's all keep going as we head into the new year. If you have pictures of your current projects, send them in to the Script with a brief description of it and share it with the other members.

Luke

FROM THE EDITOR

Finally heard from Donnie. He's down in Florida moving into a new vacation home, but he's coming home on the 6th and will resume his work on Blaze. He says he may have to paint the car himself and still can't get upholstery for it. It's a bad time for Model A restorers. He says Millard Springer, former GWC President, has shut down his business altogether.

Did anyone realize that the cover photo for The Restorer this month was a shot of members Karilyn and Chuck Kunstbeck's Model A, which he took after a park ranger invited them and their friends to park their cars on the lawn at St. Mark's Lighthouse in Florida. Way to go, guys!

Bill Sims

REPORT FROM THE BOARD ZOOM TELECONFERENCE

Board Meeting
March 2022

The zoom-based meeting was opened by President Luke Chaplin at 7:05 PM on March 23, 2022. Online attendance included Luke, Stan Johnson, Bill Sims, Doug Tomb, John Dougherty, Paul Bjarnason, James Kolody, Greg Shepherd, Bruce Metcalf, Benny Leonard and Gene Rainville. Absent was Edna Cross.

Treasurer Paul Bjarnason reported that insurance for the Club's participation in the Cherry Blossom Parade is pending from the Model A Ford Club of America. The MAFCA staff is awaiting the annual renewal of their policy from which our insurance is derived.

John Dougherty gave a report on the status of preparations for Sully. All actions are up to date except acquiring the volunteer names to fill all the required positions. Over 40 people will be needed and everyone is urged to sign up now so that committees can begin organizing in preparation for their duties.

Milford Sprecher reported that the next membership meeting will be in person at the McLean American Legion Hall. The April program will be Bill Bass giving a talk about his preparations for Touring Class Judging at a MARC meet. The June meeting will feature a talk by a member of the new 5-main-bearing Model A engine team. There is a chance the speaker will bring one of the new engines to the June meeting. Tentatively arranged for the August meeting is a presentation about a Model A Speedster. The July meeting is yet to be determined regarding a Club swap meet or a presentation. One possibility is a scale model car show of Hubleys and other types of models, metal, plastic and wood.

Greg Shepherd stated that this is a "hard copy" roster year so he will soon be sending out to individual members a document for individual editing by members asking for corrections to data from the last issue.

A preliminary discussion was held regarding funds management accounting procedures and account auditing. The full discussion was postponed until next month awaiting the completion of the annual audit now under way. The discussion will be about whether or not to change Club policies regarding use of electronic funds transfer capabilities such as Zelle and PayPal.

Gene Rainville reported that plans are proceeding for a joint picnic with the Early V8

>>>>>>>

REPORT FROM THE BOARD ZOOM TELECONFERENCE (Cont.)

club. Also, there are plans for a car show at Green Springs Senior Living Community in Springfield on June 10. A correction to last month's minutes is the location of the invitation from Tom Quigley to GWC members travelling down to the gathering of Model A Clubs at the James River State Park south of Charlottesville. The location of the Quigley home is in Nellysford, Virginia, not Heathsville, as previously stated.

The meeting was adjourned at 8:35 PM.

Stan Johnson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

In continuing a discussion from last month, President Millard Springer elaborated in more detail on preparing one's Model A for the upcoming driving season, saying, "It seems worth taking a few minutes to think about what you need to do to get that old car out of the garage and on the road. There are a few things that are absolutely necessary if you hope to be a happy traveler. Think back to the last time your A was driven--what bothered you? Were there obnoxious rattles, thumps, or leaks in the roof or around the windows? Why not fix them now?" He enumerated charging and checking the battery, flushing the radiator, changing the oil and doing a lube job, plus checking the tire pressure, including the spare. "Then adjust the brakes and headlights; these last two may mean the difference between life or death."



Well, to the contrary, Editor Bill took a slightly different tack, saying that "if you're like me, you can probably do some basic things like adjusting the points, but I'm REALLY reluctant to go poking around my brakes, particularly if the car is currently stopping when I want it to." He suggested calling up a friend for help if you can't get the old buggy going, and mused about having a Club-sponsored Tune Up Day as previously had been held. What they both agreed on was it was time to not let that dream just sit in the garage another year.

Lloyd Hoffman, Membership Chairman, reported that our membership level was now at 252, including 2 "mystery guests" who paid dues with company checks but whose signatures could not be read. Jerry Breedlove was in the process of scanning technical articles that had previously been published in the Script into his computer but they needed a lot of editing, and he appealed to the membership for assistance. Bill Beardmore took on the job of Annual Tour Chairman and was expected to plan some great outings, since he had done a lot of traveling in his Model A.

Coming up at the April meeting would be a presentation by John Kandl on how to prepare and straighten Model A wheels, to be followed up at a later date by a hands-on straightening extravaganza using a machine he had constructed at his Bealton, Va., residence.

Was this the sleeper bargain of the year:

FOR SALE '30 Cabriolet, in pieces. Engine and frame restored and together, including brakes; all parts chromed already, all wood, all sheet metal, new deck lid, extra wheels and other parts, horn, lights, windshield with chromed frame, tags. All must go. \$4,000 obo.

Dave Henderson
April 2022

MAFFI NEWSLETTER MINUTE

Model A Days 2022, at the Model A Ford Museum in the Gilmore Car Museum, Hickory Corners, Michigan, will be a two-day event this year. Mark your calendar for September 16 and 17, 2022. For more details on the event, go to the Model "A" Ford Foundation site at www.maffi.org. Once on the site, select the Model A Days tab. This will bring up a list of information, answer most of your questions and provide a link to register for the fee to participate in events (AirZoo, BBQ and Learn to Drive a Model A Class).

Also, if needed, purchase entry tickets on <https://gilmorecarmuseum.org>.

Marsha DuBreuil, MAFFI
clubcontact@maffi.org

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TIPS FROM BRUCE HAYNES

(Reprinted from The March 2017 Generator, the official newsletter of the Old Dominion Chapter/Region in Richmond)

Use a thermostat. If you don't the engine heats unevenly, which means it wears unevenly. A cool-running engine does not heat the oil sufficiently and you will get sludge build-up in the pan as a result. The car came from the factory without a thermostat, but Henry added one with the B Model in 1933.

SULLY NEWS

GWC Members,
We are moving along filling our needed volunteer slots for Sully. BUT, we have some ways to go yet. What we still need: **Car Corral (2), Registration (6+), Car Parking (6), Judging (20), Trailer Parking (3), Flea Market (2) (an early one @6:30), and the Info Tent.** Or, you can just LET me know you will "Help Where Needed!"

We also need help for set-up on Friday, 17 June, 8AM till done. Email me at doughert@cox.net and let me know where you want to help! THANK YOU TO THE 35 OF YOU WHO HAVE ALREADY SIGNED UP!!

I am repeating my Sully Volunteer article from the March Script below:

Sully Volunteers!

Only one hundred and eleven days from today, 28 February, **(NOW 73 DAYS FROM 7 APRIL!)** until the Return of the Sully Antique Car Show! ARE YOU READY?

The Sully Committee is energized and we have a lot of the pieces in place already. Those that are not will be in due course. In the meantime, please think about the biggest role for our GWC effort at Sully – all of the volunteers needed to continue the great legacy that is the Sully Antique Car Show.

Volunteers are needed for set up and lay out of the Show Car and Flea Market fields on Friday, 17 June. On the big day, 19 June, volunteers are needed for Registration, Show Car Parking, Car Corral, Information Tent, Judging, Flea Market Parking, Trailer Parking, Sno-Cone Stand, and of course "wherever help is needed"!

So please give some thought to what you are able and willing to do. I will begin signing you all up at our March Membership Meeting. We will work with whatever time you have to offer, hopefully for two hours on the nineteenth. Keep in mind that more hands make light the work and fewer hands means more work for those that do. So let's spread it around!

Extended family and friends are welcome to volunteer! Two free admission passes will be available to each volunteer to share with family and friends. And, we will have a post-Sully picnic that will be subsidized by the club.

Weather Forecast for 19 June 2022: "81 degrees, partly cloudy, light breeze from the NW!"

Thank you all in advance!

John Dougherty
GWC Annual Meet Chairman

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UPGRADING A JC WHITNEY WHEEL BALANCER TO SUPPORT MODEL A WHEELS

Last summer at the GWC Model "A" Swap Meet at the Fairfax American Legion Hall, I obtained an old JC Whitney wheel balancer from Clem Clement. I began negotiating with Clem for a fair price and he looked at me stating, "You have your hands on it – it's yours." Without question I graciously took it home. When I tried to use it a few weeks later, I realized two things. First, the Model A wheel does not correctly fit on the balance hub, and, secondly, the level bubble was dry. I was a little disappointed at first, but after some thought, I started to think of how I could make it work for very little money. Here's my story:

First, I looked on the WEB for a replacement level bubble. The bubble had to be exactly 1-1/4 inches in diameter. After an hour or two, I found a level that was the correct dimensions. So, I removed the old one from the hub and glued the new one in its place.

See picture to the right. You may have already noticed that the leveling hub has five bolts and five rubber grommets on it. This is my second modification. Since the Model A wheel did not fit correctly on the levelling hub, I had to find a way to center the leveling hub on the wheel and then take a magic marker to make a circle on the opposite side of the leveling hub.



Once that was accomplished, I took the leveling hub to a drill press and drilled a 1/16-inch hole in the center of each of the wheel lug nut holes. At that point I was able to install the rubber spacers onto the leveling hub using 1/16-inch hex bolts. As seen here.



Now all you have to do is press the leveling hub on the wheel (picture below to the left) that needs balancing and then place the wheel on the pedestal (see below right). Balance the tire and install it on the car.



Hah!! Not too bad for an amateur. I believe even Benny would be proud of me!!

Gene Rainville
703 489-7321
rainvillegl@gmail.com



(Millard Springer was GWC President in 1996 and 1997. Since he'll probably be mentioned monthly in Dave Henderson's GWC 25 Years Ago column, it seemed a good idea to introduce him to those members who have joined in the last few decades and have no idea who he is.—ed.)

MODEL A PRESERVATIONIST REMAKES 70-YEAR-OLD CLASSICS ONE PART AT A TIME

(Reprinted from the Bryce Mountain Courier, February 2001)

Between 1928 and 1931, five million Ford Model A's were built. Today, Millard Springer probably knows as much about the breed as Henry Ford's engineers.

Millard, or Pops as he is known to his Model A enthusiast friends, is the owner of Springer Industries in Staunton. The company, which manufactures parts for Model A's, is a natural extension of Millard's life-long love of cars. In 1965 he bought a Model T, and took his time restoring it as a hobby. He began restoring and showing Model A's in 1980. His work has earned him a Mark of Excellence from the Model A Restorers' Club, a Best in Show, and numerous other honors. He began manufacturing parts in the early 1990s in self-defense because he needed parts for his restorations. Springer Industries emerged as a full-fledged business in 1995.



Raised in Waynesboro, Millard attended Wilson Memorial High School in Fishersville, then moved with his family to Alexandria his senior year. After graduating from Hammond High School, he got a job as a Volkswagen mechanic, and then worked for two heating/air conditioning companies. In 1969 he and a partner opened their own business, Loudoun Sheet Metal, which manufactured heating/air conditioning ductwork for large commercial projects. He sold the business in 1995 and turned his engineering and manufacturing skills to Model A's.

Judy, his wife of 35 years, says that cars have been the main thread in their lives. When they buy a new home, for example, the first thing they do is build additional garage space. Now, she is an integral part of Springer Industries, a self-described head "go-fer," machine operator and assembly person. The company has two additional employees and will hire more soon.

"It never occurs to Millard that he can't do something, so he just does it," says Judy. "He has a brilliant, inventive mind and doesn't seem to know it." It's a good thing he has Judy for a spokesman. "I'm not an engineer; I don't have any formal education," Millard says. "But I do like to read technical manuals and literature. They are better than a good novel," he adds.

MODEL A PRESERVATIONIST (Cont.)

“When we start a new project, we get the original blueprints for the part from Ford,” Millard explains. “A Model A has over 5,000 parts, and the original drawings show over 90,000 parts, which includes changes from model year to model year.” His company currently manufactures about 150 parts and rebuilds an additional 50 parts. An average part run is 500 to 1,000 units. Last year, for example, they rebuilt 500 water pumps.

“More than the end product, I enjoy learning how to do it,” says Millard. “You have to learn to operate the equipment if you’re going to make the product.’ Sounds pretty’ simple when he explains it. In fact, it’s not. When he first began making parts, Millard had very little computer experience. So he got out the computer manuals and taught himself, not just basic skills but how to write programs that would drive the equipment that makes each complex part. Sometimes, he even has to manufacture the dies that will in turn make the parts. “It sometimes takes experimentation,” he says. “It’s often reverse engineering, because even if you have the blueprint, you don’t know how it was done. So I start with the part and work backwards.”

Millard also belongs to the organization that sets the standards for judging restorations. “We’re preserving history,” he says, “and want to preserve these cars as originally manufactured.” That is sometimes hard to do because Henry Ford’s company was building cars for profit, not for history. “ If they ran out of a part when the cars were on the assembly line, they’d add a part not made to specifications to keep the line moving. And if they were building a 1930 model but had a big inventory of 1929 parts, they’d use those up first.”

About 300,000 Model A’s remain today. “I don’t think any car will ever be as popular. All cars since then have just been improvements over the Model A,” Millard says. Judy adds that restoring Model A’s is a surprisingly stable hobby “considering that the cars haven’t been made for 70 years. We can’t begin to keep up with the demand for parts.”

“What amazes me,” say’s Millard, “is that the Model A went from concept to finished cars in just four months. Ford stopped making the T and started with a blank piece of paper. He says he appreciates how extraordinary the Model A is because he knows how long it takes to learn about and build the parts.

Springer Industries distributes its products nationally and internationally and is strictly wholesale. Millard no longer does restorations, but his knowledge, curiosity and inventive mind are helping thousands of other Model A lovers restore their beloved cars.

BY PEGGY BOSTON



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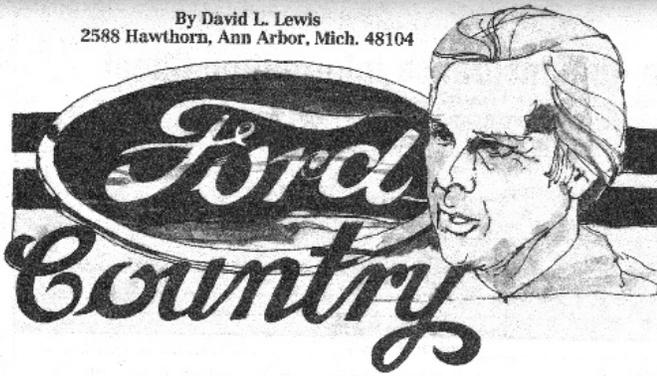
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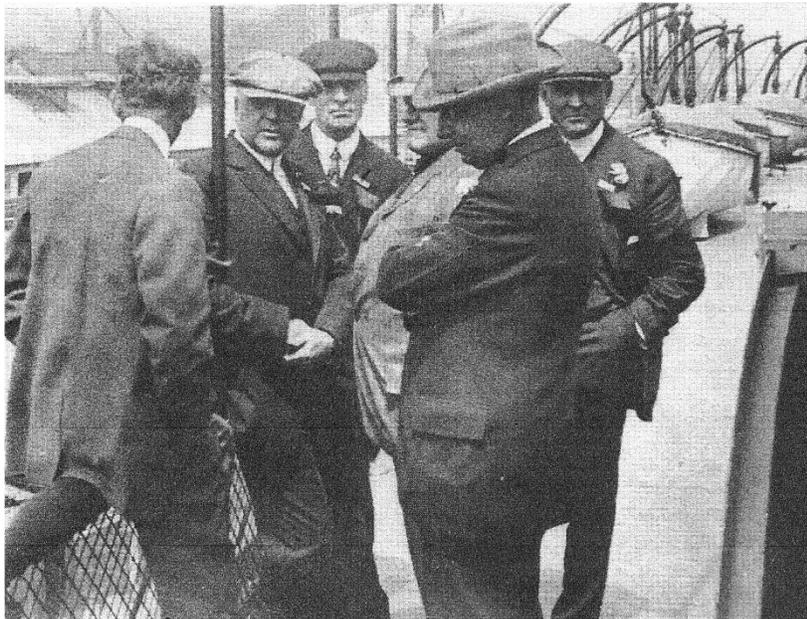
James Couzens, Ford Motor Co.'s first secretary and business manager, was noted for his honesty and bluntness both admirably illustrated in a copy of an Oct. 24, 1903 letter which Couzens sent to H.J. Koehler, then owner of H.J. Koehler Sporting Goods Co. of Newark, N.J. Koehler, also a Rumber dealer, later built the Koehler truck.

"Your postal card of the 21st received," replied Couzens. We have no pictures of our factory. We have not a very pretentious [sic] one and do not believe after you have seen it that you would care to have one. Regretting that we have nothing that will answer your purpose."

"Mr. Koehler maybe thought of selling Fords," observes Hayden R. Shepley of Toughkenamon, Pa., forwarder of the copy of Couzens' letter, which was in a scrapbook which Koehler's widow loaned to a friend of Shepley's years ago.

Couzens was right about Ford's factory being unpretentious. In fact, the company's plant, located at 688-692 Mack Avenue, Detroit, was nothing more than a remodeled wagon shop, having belonged to a minor shareholder, carpenter contractor Albert Strelow.

The company's letterhead at the time listed "John S. Gray, President; Henry Ford, Vice President & General Mgr.; Alex. Y. Malcomson, Treasurer; and James Couzens, Secretary and Business Mgr."



James Couzens, second from left, aboard a Great Lakes boat during the early years of Ford Motor Co.; Henry Ford, far left, faces Couzens. The remainder of the men, including the gent third from right with the sizable stomach, are unknown. [Photo from the Henry Ford Museum and Greenfield Village.]

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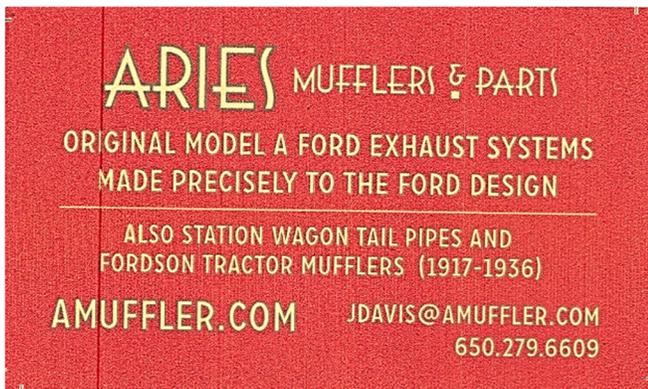
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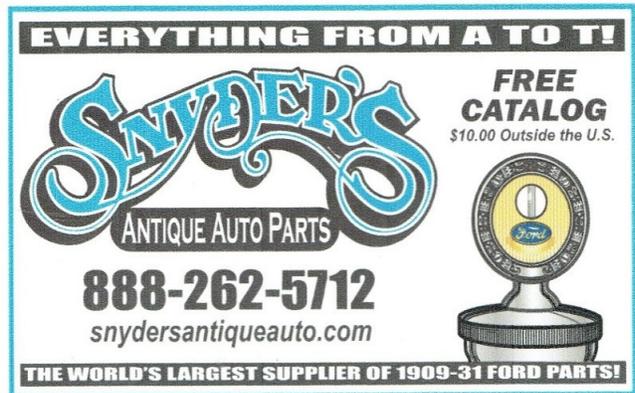
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COMING EVENTS

April

April 9 (Saturday) -- Cherry Blossom Parade – Washington DC – POC Jason Cunningham 301 648-4201 – email jjcunningham@gmail.com – More info to come

April 20 (Wednesday) – Monthly Membership Meeting – McLean American Legion Hall – This is going to be a special Meeting, the refreshments will be shrimp cocktail, munching snacks, wine, beer, soft drinks and water. In addition, we plan to have a special speaker. Bill Bass will provide a presentation on MARC touring class judging. This will be a very educational presentation.

April 24 (Sunday) – Steve Ryan Model A/AA Show and Swap Meet – Trexler Town, Pa – If you want a swap space call 485 548-0632

April 27 (Wednesday) – Board Meeting – RH&B – Eat at 6:00 pm. and meet at 7:00 pm. – Chain Bridge Rd. Fairfax, Va.

April 30 (Saturday) -- Small Parts Day at Benny's, from 10:00 a.m. to 4:00 p.m. Gene will be out of town until April 9, so please email him at rainvilleql@gmail.com" so that when he returns, he will know how many will be in attendance. Benny has a lift for oil changes and other small projects. Coffee, donuts and water will be provided. Bring your own lunch and a chair to sit on.

April 30 – Craft Fair & Car Show – Timonium, MD – 2300 Pot Spring Rd. Timonium, Md.

May

May 7 (Saturday) – Apple Blossom Show – Winchester, Va.

May 6 thru 8 (Friday-Sunday) – Roaring Twenties Model A Day – POC Gene Rainville – 703 489-7321 email rainvilleql@gmail.com Please contact me with questions.

May 13 & 14 (Friday-Saturday) – Virginia. Pre War Meet – Luray, Va.

May 11 (Wednesday) - CDC Breakfast – Fair Oaks Silver Diner – Meet at Diner – 12251 Fair Lakes Parkway.

May 14 (Saturday) – Antique car Show – Old Town Fairfax – from 8:00 a.m. to 4:00 p.m. – 10455 Armstrong St.

May 18 (Wednesday) – Monthly Meeting – In person – 7:30 p.m. – McLean American Legion Hall. There will be special refreshments for this event. Welcome back from COVID.

May 25 (Wednesday) – Zoom Board Meeting – 7:00 p.m.

May 30 (Monday) – Memorial Day Parade – Washington DC – POC Jason Cunningham – 301- 648-4201.

COMING EVENTS (Cont.)

Plan your Model A year – Save the Dates

June 10 (Friday) – Greenspring Car Show – Greenspring Village Senior Living Campus – Springfield, Md. – POC Gene Rainville 703 489-7321 email rainvillegl@gmail.com.

June 19 (Sunday) – Sully 47 – Sully Park – POC John Dougherty – More to come in the near future. (See p. 7)

July 4 (Monday) – Parade – Washington DC - POC Jason Cunningham 301 648-4201 – email jjcuningham@gmail.com – More info to come.

July 16 (Saturday) – Sully Picnic – Sully Park – 12:00 pm. to 5 pm. – POC Gene Rainville – 703 489-7321, rainvillegl@gmail.com.

December 3 (Saturday) – Annual Christmas Party – Fairfax American Legion Hall – 4:30 pm. to 9:00 p.m. POC Gene Rainville - 703 489-7321, rainvillegl@gmail.com.

WANT ADS

For Sale

1928 Model A ford Tudor. New brakes installed by clubber Tommy Terko. Newly rebuilt correct Zenith carburetor. Smooth running with strong compression. Recently flushed the cooling system and magnafluxed the head. Gas tank flushed several times, but could use a more comprehensive cleaning. Fine interior appears original. Garage kept; ran, drove and stopped well before it was parked. Dan or Hope Danielson. Asking \$12,500 OBO. Contact Mike Danielson at 540-550-1900.

Door hanger attaches to floor jack. Allows one person to remove and install car doors. Padded, removable side rails and bottom. Using this avoids marks, scratches, dings and dents when removing or installing a car door. Fits most floor jacks with saddle holes measuring 1.17" – 1.19" (30mm). Could also be used for hanging bumpers or storing auto glass. Used once. \$50. Contact Bud Pratsch at 703-620-2518



Used 7 Tooth Steering Shaft and Worm Assembly



It will be shipped in a tube placed inside a box and padded with crumpled "Kraft" paper. The box is 54" x 5 3/4" x 6 1/2" and weighs 8 lbs., 2.2 oz. The shaft is original from a May 1929 Model A. The worm is likely worn in the middle grooves and should be pressed off and a new worm pressed on (use a new sector gear also). End threads are good. Neither end is damaged. Price \$50 plus shipping from zip code 22124. Please contact: Bud Pratsch at 703-620-2518

WANT ADS (Cont.)

Wanted

Model A for a wedding. Date: August 20, 2022 Where: Drive from Leesburg to Shadow Creek in Purcellville. Contact: Denise Poe at 703-609-4496 or denise.poe1@gmail.com

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