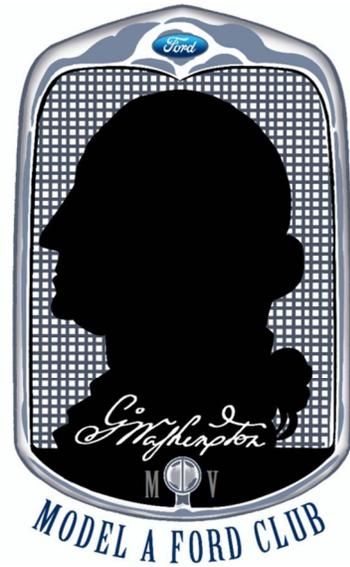


The Ford Script



Vol. XLV

May 2024

No. 5



Model A's in the gloaming outside the Beller collection at MARC Membership Meet



Dedicated to the restoration and preservation of Model A Fords
61 Years 1963-2024

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.gwcmodeleda.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, June 3rd

PRESIDENT'S MESSAGE



I am writing this early as I will be in Spain during the next Script deadline.

My significant activity for the last month was attending the MARC annual meeting in Joliet, IL. Shuyan and I enjoyed it and it was nice having Bill Bass in attendance, so the GWC was well represented. The Club also received another newsletter award and member Don Swofford received an honorable mention for his article that appeared in the Jan/Feb issue of the Model A News. More on the MARC annual meeting in a separate article in the Script.

One of the topics at the final banquet was a discussion of the expansion of the Model A Museum. Ken Ehrenhofer specifically mentioned Howard Minners and his confidence that the museum would become a reality. Given his and Stan Johnson's work to make the museum a reality is a testament to what has made the GWC a great club for so many years and I am proud to know both Howard and Stan.

It's amazing how quickly the days and weeks fly by. It's nice that Spring is here and we can enjoy driving our cars, although I will drive one of mine any time the weather is good.

The day of the Cherry Blossom parade was beautiful, if a bit windy. The Club was represented with 8 member cars, although a Cadillac snuck into the group somehow! Thanks to Jason Cunningham for organizing our parade participation.

It was a fun parade. My son was in town and he drove my car in the parade. He enjoys the Model A and I am sure he will end up with at least one of my cars when the time comes when I can't use them anymore. We took it out a few more times over the weekend he was visiting and he drove it during those other trips.

I want to thank Jim Gray for his work as sunshine chair. He and Kathie have been busy and I speak for the Club in appreciation of their efforts to keep the Club apprised of those members who need some support.

Sully planning continues, so make sure to let John know how you will volunteer and be sure to register your Model A for the show! Thanks to everyone on the committee for their work in putting on our signature event.

Milford

FROM THE EDITOR

Sometimes I'm my own worst enemy. After a long winter of trickle-charging my A, I went to take it for a spin before driving it to the Gunston Middle School soapbox event later in the week in April. I disconnected the charge, turned on the gas, connected the fuse and hopped in. I stepped on the starter. Nothing. Not even a hint of the engine turning over. So I got out and checked the engine compartment. No dangling wires. The only thing I could think was that I'd killed the battery.

>>>>>>

FROM THE EDITOR (Cont.)

So I went over to the local Auto Zone and got their last 6-volt battery in stock. Took it home and replaced the old battery. The connections were all made and I stepped on the starter button full of hope and expectation. Nothing. So I decided to wait for Milford to get home from Spain and I would get him to come over and figure out what was going on.

Then, last Friday, I got a call from Don Temple, who is restoring "Blaze." I told him my problem and he asked, "Did you check the cutoff switch?" "There's a cutoff switch? Where would it be?" I hadn't had a cutoff switch for over a decade. So I went out to the garage, rooted around, and there was the cutoff switch! I turned it on and the engine fired right up when I tried it. It turns out Donny had re-installed the switch when the car was down at his place last year. Apparently, I'd turned it off from an old habit and forgotten I'd done it when I put it away for the winter.

Sometimes I am appalled at my ignorance when it comes to Model A's. Plus, now I still have what is obviously a good 6-volt battery sitting on my work bench in the garage.

Oh, and those wonderful green Sully t-shirts will be available at the next meeting.

Bill Sims

FROM THE SMOKE-FREE Zoom ROOM

Board Meeting
April 25, 2024



Doug Tomb Treasurer called the GWC board meeting (Via Zoom) to order at 7:05 PM. Board members in attendance: Doug Tomb, John Dougherty, Jeff VanGorder, Bill Bass, Benny Leonard and Dave Greenwood.

Treasurers report: Doug said the only financial changes from the March Script summary are the lunch expenses from small parts day and receipt of the Sully food vendor check.

Membership: Jeff has welcomed one new member. He is ready to finish the directory and Bill Bass explained that the list of advertisers is the same as the last Script. Jeff will obtain the artwork from Bill Simms and go to print.

Sully #49, & 50: Things are moving along well. The Food Vendor contract has been signed and the downpayment made. John informed the Board that the contract was changed slightly in discussion with the vendor. We have sold 12 spaces for the Flea Market; Registrations forms are now available on the website and mailing has begun. The only remaining item with the County is the approval of the emergency plan which has been submitted in a new format. The Park manager is also moving to another position in the County so we will have an interim manager to brief and work with.

Programs: The May meeting is rehearsal for the judging at Sully, members are requested to bring their cars to have a variety

General Discussion:

Bill Bass mentioned that the Luray Flea Market is May 10 & 11, Friday the 10th is best for the Flea Market. Bill and Milford will take Sully brochures and distribute them to recruit more vendors. We are still searching for a new restaurant near Fairfax to hold the Board meetings.

The meeting was adjourned at 7:45 PM.

Dave Greenwood
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

After apologizing to his Model A for not getting things to it done as yet, he buttered her up, saying she was a lady. All this and more from The President's Computer column.



Commenting on, he raved about Carlisle, huge crowds, sold stuff even though it rained on Friday, thanked Helen and Peyton Randolph for doing booth duty for him so he could go "decoffee." Sully came next with hopes that everyone had signed up to help, saying Bill Worsham had whipped the show into top shape, and that Stan Johnson was making a special push to increase the number of vendors in the flea market area.

Editor Bill lamented about the cancellation of Andy and Daria's planned Southern Maryland outing because of cold weather and a poor sign-up. Word had it they would try again to reschedule it in the fall.

At the board meeting, the Budget Committee was said to have been working diligently. (aka cracking down on expenditures for events like the Pig Pic by initiating charges for previously free food. Drat...)

We now had acquired the makings of a Gordon Smith air compressor thanks to the generosity of Stan Kachel and Herschel Brummit—a partial "kit" so to speak. Stan Johnson was the go-to guy involved, along with Andy Jaeger, Dave Henderson, and Don Temple, for the acquisition of additional parts needed and the many tasks to be performed in order to complete the build. In the Classified Ad column it was all Ford stuff, from 3 different generations of Fords, that is. Andy Jaeger offered five 19" wheels, straightened, powder coated in stray color and clear coated. Art Follansbee was selling a Ford '49-'51 service manual and a '68 Pontiac service manual. Stan Kachel had numerous '67 Mustang NOS parts up for grabs.

Now for a bit of Burma Shave humor;

The wolf is shaved
so neat and trim
Red Riding Hood
Is chasing him



Dave Henderson

WE NEED YOU AT SULLY ON 16 JUNE!!

As you read this month's Script, we are a little over six weeks before we meet again at our Club's premier event, the Annual Sully Antique Car Show! The Sully Committee has completed the majority of many steps in the planning process. Advertising Plan is in place and getting results thanks to Donna Stubin's efforts. The GWC website is updated thanks to Greg 'Shep' Shepherd. Trophies and Dash Plaques are on order thanks to Gil Beckner. Letters to previous Flea Market vendors were mailed thanks to Bruce Metcalf. Judging procedures and scoring sheets are updated thanks to Chief Judge Gene Rainville. Registration brochures were mailed thanks to Bill and Carol Benedict. Any many other details are complete or in progress thanks to the entire committee, which also includes Doug Tomb, James Kalody, Paul Bjarnason, Jim Ryan, Stan Johnson and Dan Lyon. We are working diligently with the Sully staff, to include those that came and left, but mainly Paola Scippacasse, Maria Beatencourt Reid, Martin Graves and Matt McNeal (former Maintenance Crew Chief). And, most importantly – registrations are coming in for show cars and the Flea Market – no mail yet for Car Corral spaces!!

All of these men and women have been working on preparations for months now. AND, every one of them signed up to volunteer on the day of the Big Show! What about you? Since the initial surge of folks signing up, it has been sparse. Right now we are at about 50! Thirty more will be needed to share the wealth so that each of us may also enjoy the day! Volunteers can include family members, friends and neighbors.

We are still in need of help in the following areas: Judging, Show Car Parking, Registration, and Trailer Parking. Call me, email me, text me! (I am in the directory).

We will have one last meeting this month before Sully 49 and focus on judging. I will have complimentary passes to hand out to volunteers and Sully Pins for sale – they are hot as ever this year featuring Shep and Laura with their '31 Tudor, so get yours while they last!!

Please note that we have moved registration hours to 7 to 9:30 AM and all show cars must be parked no later than 10 AM. We are making this change for the judges, to give some relief to the traffic jam outside the Sully gate and at the show field entrance, and to comply with the 'Letter of' the Letter of Agreement we have with the FCPA.

Thank you in advance for helping make our 49th show a great success! See you at the meeting on 15 May and SEE YOU AT SULLY---- AHOOGHA!!!!

John Dougherty
Sully Chairman

SUNSHINE – MAY 2024

Fellow clubbers, I have picked up a lot of information about our members in the few times Kathie and I have been out – I say few, but Kathie has actually been out quite a few times. She has visited with Edna and Jim Cross several times as Jim was being prepared for, undergone and is now in the process of recovering from, the installation of a Ventricular Assist Device (VAD/LVAD) to treat Jim's congestive heart failure. Jim has graduated from his stay in intensive care at Inova Fairfax Hospital to a rehabilitation facility. Jim is gaining strength, and when the nurses asked what he needed to have to make his stay more tolerable, he replied "Edna's cooking!"

More great news from the Cross family... and this is the news they've been praying and anxiously waiting for; Jim is going home! Kathie had a nice text visit with Edna Friday, May 3rd, and got the news. It will be a multi-step process, spending 2 weeks at daughter Allison's house, before moving HOME.

Cards, letters, texts and emails are all welcome. We imagine Edna will be very busy, so a call might be best tomorrow (Saturday). Unless you just can't wait. Edna's number is 703-431-0012. Edna is dealing with some vision issues after their new pup Baily ate her glasses. Baily gets a pass, however, since he's the best comfort pup around anywhere.

We had an engaging gang of 13 at the Fair Oaks Silver Diner for our April CDC April 10. Kathie picked up Helen Burns for the April CDC (Caffeine Double Clutch). I drove Ruby.

Discussing all things cars and etc., were: Kathie Gray; Helen Burns; Sandy and Clem; Jim Baker; Bruce and Loretta Metcalf; Roz and Stan Johnson; Jane and Wayne Chadderton; Milford Sprecher and me. That's a whole lot of GWC and NVRG dual membership.



We got caught up with Milford and heard lots of details about Wayne Chadderton's recent knee replacement; I was impressed to see him walking already.

We saw several folks at the Cherry Blossom Parade on April 18. We were most impressed to see Jerry Zadnik's daughter Maddy drive up to our meeting pint at the Pan Am Shopping Center in the Zadnik car, having driven all the way from Woodbridge. She stayed at the wheel downtown and through the parade. Quite an accomplishment for her first drive in a Model A!!

Unlike most past years, it was windy and chilly as we drove into town and waited for the parade to kick off. The brisk wind prevented the balloons from being able to join the parade. It warmed up just as we joined the parade, so we once again "Ahooga-ed" the crowd.

We saw Mike DiBerardino as we gathered up for our part in the parade, and were pleased to see pictures of Jean and their new son.

I can also report that Phil McCormick is recovering well from hip surgery.

I ran into Tony Hawker at Harbor Freight as he was trying to find 4" X 36" sander belts. He's only had the sander 50 years; why is it so hard to find belts at a brick-and-mortar store? He says he's slowed a bit due to rotator cup surgery on his left shoulder.

Jim Gray
Sunshine
Still fighting kidney stones

APRIL MEMBERS MEETING

This month's presentations were on "Extracurricular Hobby Night"

Vice President: Don White convened the business meeting at 7:50 with the Pledge of Allegiance. We had 25 members and guests present and unfortunately had difficulties with the system, so we could not accommodate online with video.

Treasurer: Doug Tomb said the latest script published the current financials. Some highlights are we have a balance of \$24,136.38, down about \$771 but expecting to rapidly increase the balance as the Sully registrations begin soon. The Club also has begun to draw down the Peyton Randolph fund on member activities such as the small parts day and hall rental. Then it was opened to the members who gave fond testimonials about Peyton and his impact on the GWC, his precision and his love for the Model A.

Activities: Valerie Faircloth gave the group a summary of the GWC-sponsored events and a list of upcoming events of interest to members.

- Earth Day at Sully Plantation April 20, 3 spots have been reserved for Model As
- Small Parts Day at Benny Leonard's April 21 10AM - 4:00PM
- Greenspring Car Show June 7 10-2. Save the date.
- Sully Car Show June 16, see John Dougherty to help with the event
- Summer picnic at Sully July 20
- Christmas party at the Fairfax VFW is reserved for December 7

Youth: James Kolody said the scholarship applications are available on the GWC website, The Youth hand-built gravity car race at Gunston Middle School is now scheduled for May 9, 1:30—bring your Model A to help mentor the youth.

Sully: John Dougherty reported that things are progressing. He had the Sully pins and flyers for distribution. A member took flyers to the Carlisle show the coming weekend. Registration will be preregistration-only to mitigate safety concerns. Check-in is 7:00-9:30 and cars must be parked by 10:00. We still need about 50 more volunteers—other clubs are helping. The next committee meeting is April 23rd. At the May meeting there will be more information on Judging. John gave the projected weather forecast for the 2024 show.

Programs: Don White said the May program will be on Judging training for the Sully show. Members, please bring your cars to help in the judging training. We will rotate bringing snacks until we have a lead volunteer. **(Please let Milford or Don know if you can lead the snacks for the meetings).**

Script: Bill Sims said Script articles for April are due by April 29.

We are still looking for a lead for the MARC Mileage Program.

Comments were opened to the Floor, Rande Young reminded members she is selling tools, details on the Club website.

The business meeting was adjourned at 8:20.

>>>>>>

APRIL MEMBERS MEETING (Cont.)

Program: led by Don White on Extracurricular Hobby Night.

John Leydon presented his Cane and Walking stick collection with carved animal heads in Ivory. He brought about a dozen canes as examples, provided an overall history of the Hobby and excellent books on worldwide collections. Amazingly, there are 8 distinct categories of canes. During the Obama administration there were significant new rules put on ivory, so the hobby has been adjusting and is now beginning to advance again. Most of the hobbyists belong to the International Cane Collector Association. He shared his personal story of beginning as a youth encouraged by his father.

Stan Johnson presented on carburetion enhancements for the Model A. His slides showed the number of twists and turns the air flow must take to get to the combustion chamber on a standard Model A. Stan then displayed a period-correct down-draft speed manifold he has been restoring and how much it improves the airflow and potentially horsepower.

Valerie Faircloth presented her photography hobby, displaying antique cameras and a slide show of a range of her photographic accomplishments. She also explained how she has evolved her passion from film developing to a new digital camera. She then showed how she adapted the camera and lenses to take photographs of the April 8, 2024, Solar Eclipse along with the stunning results.

Laurel Gauthier presented about her Christmas ornament hobby, displaying over 20 different kinds of ornaments she has made and how she works most of the year to complete the hundreds of new-each-year designs of ornaments. Being quite creative, she makes ornaments with wine corks, plastic, canvas, wood, yarn, and combinations of other craft materials.

Don White presented his hobby of collecting and restoring stringed musical instruments. He displayed about 6 different instruments and how he obtained and restored them. He explained how many kinds of instruments are in his collection and demonstrated a guitar ukulele.

The meeting was adjourned at 9:30 PM.



John Leydon and his cane display

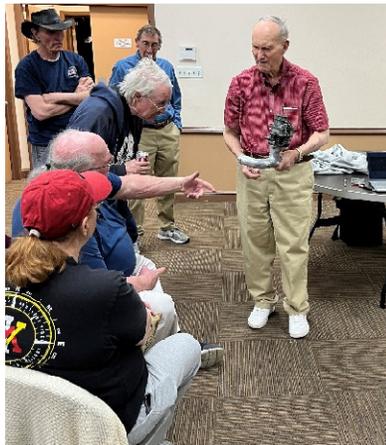


Don White and his restored stringed musical instruments

APRIL MEMBERS MEETING (Cont.)



Val Faircloth and her camera collection



Stan Johnson's carburetion enhancements for the Model A



Laurel Gauthier and her Christmas ornament creations

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WEIRD HOBBY NITE AT THE GWC

Of the several presentations of members' additional hobbies at the April meeting was one by John Leydon describing his longtime fascination with Victorian canes. John began collecting decorative walking sticks for \$1 - \$5.00 apiece as a teenager and kept it up over the years until they got so pricy he decided to collect Model A's instead!

John told a story of living in Los Angeles in the 1980s when most of his budding collection was stolen ... however, they took only the gilt & silver canes, porcelain and those with fake jewels. His conclusion was that they were a pretty dense bunch of thieves as they left the antique ivory-handled canes behind, assuming they were plastic. At least that was John's take. So, he decided to just collect ivory canes from then on specializing further in a small niche of the cane world by collecting carved ivory animal handles only. Someday, perhaps, such a collection would be a nice nest egg.

John brought a number of these to the meeting along with a couple of oddball canes in his collection ... one made of shark vertebra and another from the Art Deco era of the 1930s depicting an early "Motorcar" in silver (see photo). In answer to a question, John estimated he has roughly 100 ivory canes from the late 19th Century and another 100 or so books and catalogs on *Rabology*, the study of canes and walking sticks (yes, there is such a word – look it up!!)

On the handout that John distributed during the meeting, he listed various categories of the hundreds of thousands of canes and walking sticks produced over the past several centuries. For each, he gave a short description and example and displayed some coffee-table books we could see for ourselves:

- **Folk Canes** carved mostly of wood by shepherds tending flocks – many quite elaborate.
- **System Canes** useful canes easily transformed into tools or repositories of various professions - measuring sticks, doctors instruments, musical instruments, "tippler canes" filled with whisky, spy glasses, tailors' threads & needles, you name it!
- **Weapon Canes** housing percussion rifles, pistols, swords, daggers, etc.
- **Decorative Canes** any of the thousands of canes fashioned in silver or gold, carved of ivory, antler, boar tusk ... or ebony and ivory "Opera Canes".
- **Precious Canes** ... porcelain or glass (yes), or encrusted with jewels (Tiffany, Fabergé and others).
- **Erotic Canes** mostly carved ivory of nekked ladies, or couples in various suggestive positions.
- **Historical & Commemorative Canes** busts of historical personages, presentation canes or canes fabricated from notable material (e.g. timbers of victorious warships).
- **Marine Canes & Scrimshaw** carved by bored sailors at sea of walrus or narwhal tusk, whale baleen, shark vertebrae, etc.

John said that up until the onset of the internet, he had no idea there were people crazy as he was about canes. And not until he retired did he realize there were clubs (International

MAFFI MINUTE

Now you can shop from the comfort of your home for wearing apparel and home décor specific to YOUR Model A and help the museum out in the process!

MAFFI has paired with a company that provides a variety of Model A products that can be customized! to your Model A/year. Or, if you prefer, the merchandise can have the MAFFI logo on it. You can buy t-shirts, polo shirts, sweatshirts, hoodies, aprons, and hats to wear. Or, if your home or shop need some Model A décor, you can buy wall art or a clock and more . . .

The company that we partnered with takes the orders on-line with credit cards and ships your custom order to your home. MAFFI gets 10% of the proceeds from each sale, so you are helping the museum every time you shop and getting great products.

It's easy: go to the MAFFI.org website, click on Store and you will be rerouted to the ModelAtshirt store. **It is important to shop by going through the MAFFI website though.** It's the only way our partner knows to give us 10% of the sale. If you go directly to the ModelAtshirt website, staff don't know you are a MAFFI customer and you pay the same price, but the museum doesn't get anything.

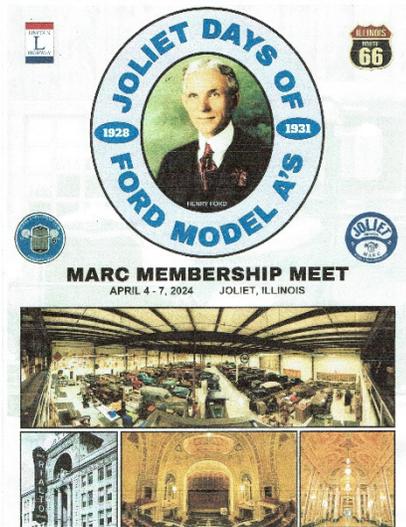
We know not everyone can get to Hickory Corners, MI, to buy Model A merchandise; now you can shop Model A items 24/7 year around! And with Mother's and Father's Day around the corner, we've just made shopping a bit easier for the Model A enthusiasts in your life.

The accompanying pictures are some of my purchases; I guess you know what I drive for a Model A!

Cindy Ellenbecker,
Trustee/Secretary for MAFFI



ATTENDING THE MARC MEMBERSHIP MEET IN JOLIET, IL



I started attending the MARC membership meets a couple of years ago. I have been to one or two prior to this one. It's nice to get a mid-year Model A fix and the seminars are always worthwhile. This year's were no different.

We were lucky to get a ride to the airport with Bill Bass, who was also attending as a new member of the MARC board. He and his brother Charlie had rented a car to get from Midway Airport to Joliet. We were happy to ride along.

We missed the first evening's reception and the sessions started at 8 AM the next day, so we got an early start. The first session was on the history of Rte. 66 in Illinois given by John Weiss of the Rte. 66 historical association. He had some great old photos and some good stories about Rte. 66.

I next attended a session on Touring Class Judging. I have never been much for having my cars judged, but Bill Bass has encouraged me to go for Touring Class Judging at the MARC meets. I have studied it and do plan to do it at the next MARC annual meeting that I attend. I have tried to keep my cars as original as possible when I make repairs or to perform an upgrade., but I am not a stickler for details. Having received a first junior award for my 28 roadster at the AACA meet at Hershey has encouraged me to participate more in judging.

After the touring class session finished, I joined Shuyan at the tail end of a session on container gardening that was led by Nancy Kuhajda, an extension agent and master gardener at the University of Illinois at Champaign-Urbana. She was very informative and entertaining. I enjoyed her hands-on class. We potted petunias in a metal pot with potting soil provided in the class. It was a lot of fun.

The welcome dinner was scheduled for the Beller Museum. I had no idea what that was and we drove a rather circuitous route through a nondescript industrial park and ended up at one of the nondescript industrial park buildings. What we saw when we walked through the doors was pretty astonishing. Four long rows of mostly unrestored Model A's, Model AA's and 32 Fords, with a few odds and ends thrown in. We were told that the owner has around 100 vehicles. It seemed like there were about 75 of all manner of body styles in that building.



>>>>>>

ATTENDING THE MARC MEMBERSHIP MEET (Cont.)

The collection is owned by Dr. Jordan Beller, a retired eye doctor who has been collecting for many years. Apparently, all the vehicles run, but few are restored. The museum includes an extensive library and literature collection and thousands of parts. He also has a small collection of speed equipment, so it was like heaven for old Ford lovers like ourselves. Certainly, a labor of love for Dr. Beller and a treat for all who attended. Tables were set up in the middle of the room and a BBQ dinner was served to all attendees.

Saturday also started early with a judging standards technical session on Model A sheet metal given by Jim Sinclair followed by a session on Model A tools presented by Judging Standards Chair Rob Mills. I mostly have an academic interest in the judging standards but it's great fun to learn about the different topics presented.

The afternoon consisted of a membership meeting. One of the topics was the financial situation at MARC. One of the big issues is that not all members of participating clubs are MARC members and, like many clubs and organizations, the membership ranks are getting smaller. The board has a good handle on the finances and have done much to improve the financial situation of the club, but more memberships are needed.

The meet finished with a banquet and awards for outstanding articles from the Model A News and club newsletter awards. Regions director Jim Zimmer reviews all the newsletters and makes awards for outstanding newsletters. Our chapter received another award for Continuing Excellence, so thanks again to newsletter editor Bill Sims and assistant editor Bruce Metcalf for their excellent work on The Script. There were also awards for articles published in the Model A News and Don Swofford of our Club got an Honorable Mention for Best MARC Showcase Article.

The banquet included a preview of the MARC meet in Asheville. It looks like it will be a very nice event in a great locale. The MARC tour in May is filled, so there was a lot of interest in that tour. The 2025 MARC meet will return to Gettysburg, so there is an opportunity for GWC to get involved in helping with that meet.

The annual meeting was another fun MARC event that I encourage other Club members to take advantage of in the future.

Milford Sprecher

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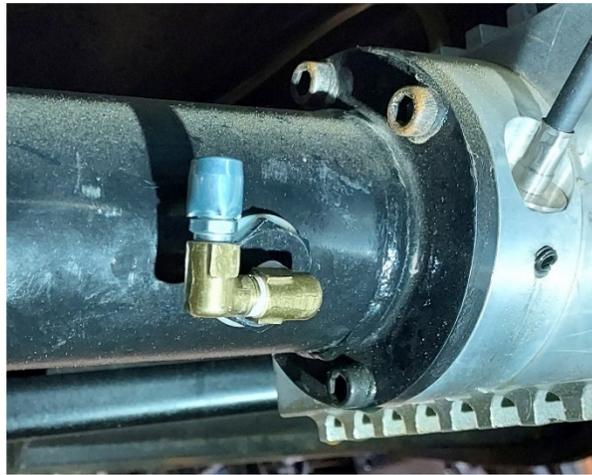
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MITCHELL OVERDRIVE—CORRECTING THE VENT FITTING

On Ford Barn, I read that a Mitchell overdrive like mine has bearing seals and keeps the differential from breathing through the torque tube forward to the u-joint, etc. Ref: <https://www.santaanitaas.org/wp-content/uploads/2023/12/Differential-Vent.pdf> I didn't like the way they had the vent fitting pointed down. It has a loose cap to keep the water out and, if not vertical, it is off of its seat.

I drilled and tapped a 1/8"npt hole in the zerk fitting cover plug in the torque tube and used a pair of brass street elbows to hold the vent vertical. I tried it with a tube, but it was going to be more work to keep the vent upright and more pieces to fail. I am looking forward to a well-vented differential, but regretting the deductions in fine point judging!

Bruce Metcalf



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CLEM'S RECLAIMED HISTORY

Hi guys, Sandy and I recently had an unbelievable shot of good luck.

As you may remember, Sandy and I recently moved from our home in Fairfax to Ashby Ponds in Ashburn, Virginia. We had been told to plan on a year and a half wait, which meant we had a year and a half of sorting to do. So, we started getting our act together two weeks later. Then a phone call changed everything - we really had just three months. Three months to divest ourselves of three cars, a house full of furniture and over 1400 + pieces of train things.

So out went truckloads of junk interspersed with yard, garage sales, and train auctions.

One of those attending a garage sale was Brad Minners, a known collector of "stuff." He picked up a box with some Russian train stuff and other stuff – he wished us good luck as he was leaving.



A few months later, Jim Gray and I ran into Brad at the Frederick Petrolina sale in March – turns out in his sorting through that last box of stuff, he'd come across what seemed at first to be a couple of non-descript aluminum discs, and he wondered out loud if I would like them back.

Boy, did I want them back – they were much more than a couple of discs to me. My mother had packed these 2 discs safely away for me 50 years ago. Those discs were my father's WWI dog tags.

They'd stayed safely stored since right after my father's final military review, so well stored away that they had disappeared under a pile of stuff. Brad had rediscovered these genealogical diamonds from my father buried in a box of old train stuff.

My father, a Quaker, was drafted in 1918, and he was called to active duty at Fort Dix. That's where he got his service number (2,949,752) to go with his name (Roy K. Clement) and "USA" stamped into two aluminum discs and a port call for France.

The war was already winding down as my father climbed aboard the converted passenger ship headed for Europe. As Roy Clement would later tell the story, as soon as his ship arrived, the evil armies all surrendered, so he was able to come right back home on the same ship that had just delivered him.

Brad didn't have the tags with him in Frederick, but told me he'd get them to me soon. Soon was at the April York train meet – Brad found Jim first and gave him the discs – then Jim texted me. Soon Miss Sandy and I were there to collect my history, to once again grasp those little pieces of metal with my father's DNA on them. Back on a chain worn on a neck. Back home.

Thanks Brad. With all the history rolled up in those tags, I just can't thank you enough. I'm still crying

Clem Clement
As told to Jim Gray
May 2024

SULLY'S EARTH DAY – SATURDAY, APRIL 20

The Earth Day celebration at Sully Historical Site started early as Val Faircloth drove her 31' Sport Coupe, "LoLo," into the site and got parked in the Touch-A-Truck area. We were followed closely by an electric school bus, and electric commuter bus, an 18-wheeler, police cars, ambulances, fire and rescue vehicles, and a FarmAll tractor. Parents and kids were loving all the vehicles.

Next to "LoLo" was a large sign for the Father's Day Antique Car Show there at Sully. I was surprised how many folks didn't know about the car show. I spent the day making the public aware of our car show. The kids were excited about my car. Some were even well versed about cars. Mostly, when the kids found out about the car show, they wanted to go. Many of the big "kids" took pics of the sign and even put it on their calendar right then and there. I also had several folks ask me where my trailer was for the car. They just couldn't believe that a car that old could still run. I just smiled. While heading over to pick up lunch (the RoamingCoyote Food truck is AWESOME, btw), I came across the bench for Bill Worsham and it was being well used ... had to take a picture.

Val Faircloth



The Bill Worsham bench installed at Sully



SMALL PARTS DAY – SUNDAY, APRIL 21

What a Blast!!! Small Parts Day was hosted by Benny and Sharon Leonard, at their home. In addition to Benny, there was Bruce Metcalf, Steve Van Pelt, Matt Krafft, James Kolody, Dave Greenwood, Mike DiBerardino, John Dougherty, Doug Tomb, and Val and Larry Faircloth. In all there were eight 'A's! Lunch was a mixture of what was brought from home plus pizza, donuts and coffee along with a generous helping of camaraderie.

After lunch, teamwork tracked down Benny's car's electrical issue to the alternator. Dave reamed out a distributor. Steve and Doug fixed Matt's horn so it sounded like a proper 'A' horn. Mike brought his brand-new battery-powered grease gun and we were all enjoying the benefits! Three lube jobs in all! Val's car was the first on the lift to try out the new grease gun. In addition, Val's car got new oil, new transmission fluid, plus checked the differential. Mike's car was next.

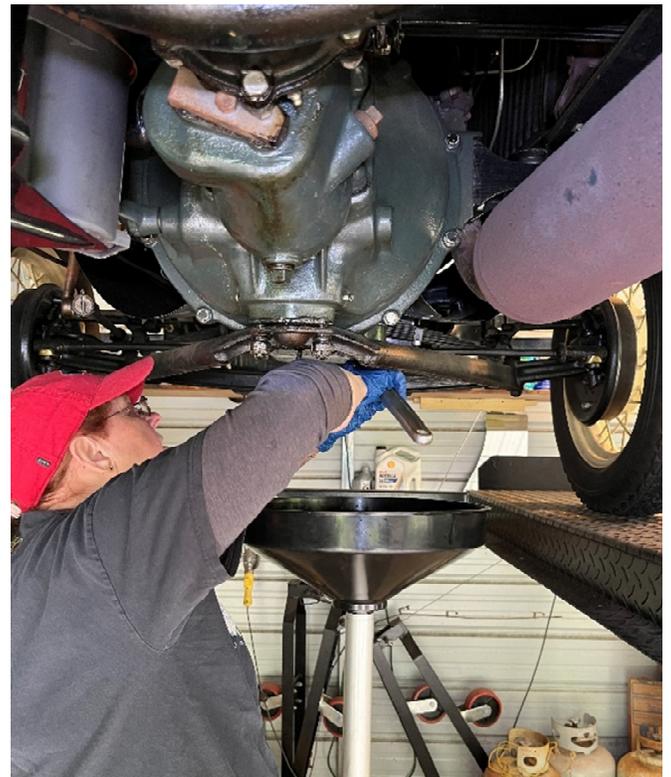
Benny's lift made all the difference! There was some excitement, though, when the lift malfunctioned and threatened to topple John's car from a high. The team diagnosed and fixed the lift with lubricant. James's car was the last on the lift. Mike left with several generators and coils to take home to bench check.

A BIG thanks to Benny and Sharon for allowing us to spend the day with them and enjoy their company, hospitality, and expertise.

Val Faircloth



The headless horsemen



SMALL PARTS DAY (Cont.)



Benny, John and James admiring the lift.



MODEL A ARCHAEOLOGY

Part 8. Annie's A: "Going Down Under!"

In the last episode of Model A Archaeology, I definitively concluded that Annie's A started out with a blue and black paint scheme. This was a question I wondered about for over 50 years! The blue is probably Lombard Blue but there is still some work to be done to validate that conclusion. In the 5th installment of this series (see the May 2023 Script), I discovered a Vancouver assembly plant code stamped on the frame of the car. Last year, from simple observation of easy-to-get to parts, I was not able to find one single additional thing on the car that pointed to Canadian manufacture. *BUT IF* the car really does have Canadian pedigree, then *MAYBE* the color is actually Richelieu blue, a color that has gone missing for

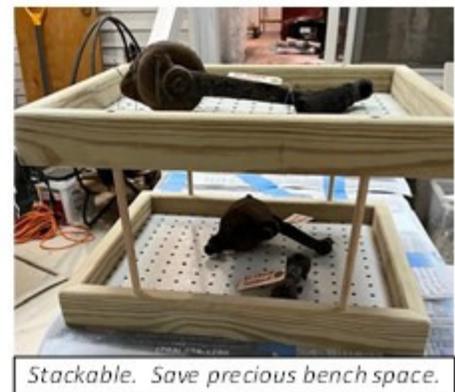
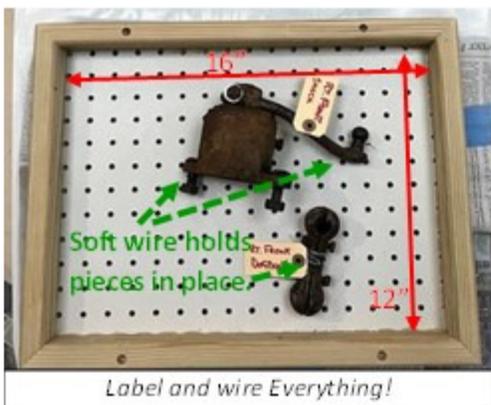


many years. In this episode, I am going to dig deeper into components that could resolve this question. I will be looking for anything with Canadian forge marks or other indicators that might support a Canadian manufacture



conclusion. To do this, I will be getting down underneath the car to start removing components that are difficult to see from above.

Before I get started, a huge thank you to... I am not sure who. Several years ago, I read an article on a nifty "small parts tray" made from a simple wood frame and pegboard. I lost track of the article but retained the idea. Now I have four of these boxes made up and in use. They are terrific for keeping all components of a small part (like shock absorber or carburetor) together when it is disassembled and being worked on. The tray, some paper tags and a little bit of soft wire keeps any small project tip-top organized. Once wired down, little bits can't mysteriously disappear... a particularly important feature if, like me, your small projects rarely complete on the same day they start! A few carefully aligned dowels make the trays stackable so they do not take up a lot of room on the workbench. It's a super easy afternoon project. THANK YOU to the originator of this great idea!



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MODEL A ARCHAEOLOGY (Cont.)

Crawling under Annie's A armed with a rag, my camera and my 4' LED light wand was quite the experience. I've been underneath before, but this time the lift was higher, and the lighting significantly improved, making it easier to see things. Several thoughts swirled together all at once. 1) For a 93-year-old car that has never been restored, things looked pretty darn good! 2) Her 87,027 miles must have been hard earned, the wear-and-tear was there to prove it! 3) Her brakes are a hot mess!! 4) She's been well greased over the years and excess was never removed.



1. Front fender underside. Not bad for 93. Sheet metal intact. No signs of cracking or rot.



2. Hard knocks life. Left rear radius rod bend. Surface rust on all metal. Lots of mud caked up.



3. Bent brake rod. One in the front also bent.



3. I could not find this brake spring baling wire mod in the service bulletins!

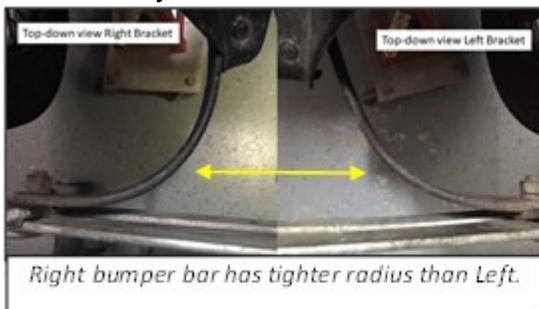


4. Right rear wheel. Can you find the hidden grease fitting?

My mission is to search as many parts as I can for forge marks and other identifying markings. Canadian Model A's had parts from Dominion forge (D), Eureka Planter (E.P.) Auto Lite (A-L) Spicer (diamond), Ford Canada (Δ or W) and a few others. These were unique to Canadian manufacture. If I can find any parts with these markings, it will add evidence supporting the Vancouver assembly plant code I found on the front body cross rail. Places I will search include the transmission housing, bumper bars, bumper brackets, pitman arm, bell housing, and shock absorbers. Since the Judging Standards has a significant quantity of information on shock absorbers, I plan to start there.

On the way down to remove the right front shock absorber, I noticed something about the front bumper I had not seen before. In Part 4 of the series (see the April '23 Script), I set forth the possibility that the car may have been in an accident. I showed pictures of the left and right bumper bars. They clearly have different curves; the right side has a tighter radius. What I noticed this time, but had not seen before, is that the back side of the right bumper clamp is seriously bent back. That clamp is heavy gauge and I'm beginning to think the car got a pretty decent jolt to deform the bracket and bend the clamp back that far. More evidence supporting the accident theory.

>>>>>>



Right bumper bar has tighter radius than Left.



Right side Bumper Clamp



Left side -Flat

MODEL A ARCHAEOLOGY (Cont.)

Back to the task at hand, I removed the right front and both rear shock absorbers. In doing so, I began to realize a blessing—I have ... very little rust. Everything was caked with mud or grease but after a couple doses of penetrating oil, all nuts yielded with relative ease. I may have just jinxed myself for the duration of the project, but so far, there is not the deep unforgiving rust that many restorers must cope with. Removing the shocks was relatively easy. I was anticipating a battle. [Note: the only reason I did not take the left front shock off is because it is getting close to the May Script deadline, and I have limited time.]

The first thing I noticed about the right front shock was an obviously out of place washer. That washer looked brand new, and the castle nut was missing its cotter pin. Someone had been working this part before me. I wonder where it came from. I'm guessing that was dad back in the '60's? The second thing I realized was that this shock was still functioning, meaning the arm could move but offered significant resistance. I opened the filler and found fluid in the reservoir. I'll have to figure out if it is functioning well enough to go back into service "as is." Both rear shocks on the other hand are clearly non-functional. The seals are shot and the arms wobble.



The shocks were heavily caked in dry mud. I scraped most of it off and washed the rest in warm water. When I got down to clean paint, I was puzzled. I saw none of the markings on the covers, neither U.S. nor Canadian, that are published in the Judging Standards. After a bit of head scratching, I realized that the housings had a pretty thick coat of paint on them. Time for some paint remover. I decided to take the shock arms off for better access and started with the left rear. It looked like I was dealing with a 1/2 nut. That worked for one side only. Odd. Ok how about 9/16th? Nope. Still too small. 5/8's? Too big. What the heck? Turns out 15 mm did the trick just fine. Well, that was weird. I press on. The arm came off after moderate persuasion and I applied the paint remover. I began revealing the engravings on the cover plate. What I found was an exact match for design HC7 described in chapter 23 of the Judging Standards, right down to the appropriately stamped "CW" (clockwise) for a left rear shock. The good news is HC7 design is appropriate for mid-'30's through April 1931. That matches well with my current estimate that Annie's A was built sometime between February and March 1931. It's a little sad because HC7's are U.S. made; another strike against the "Canadian built" theory.

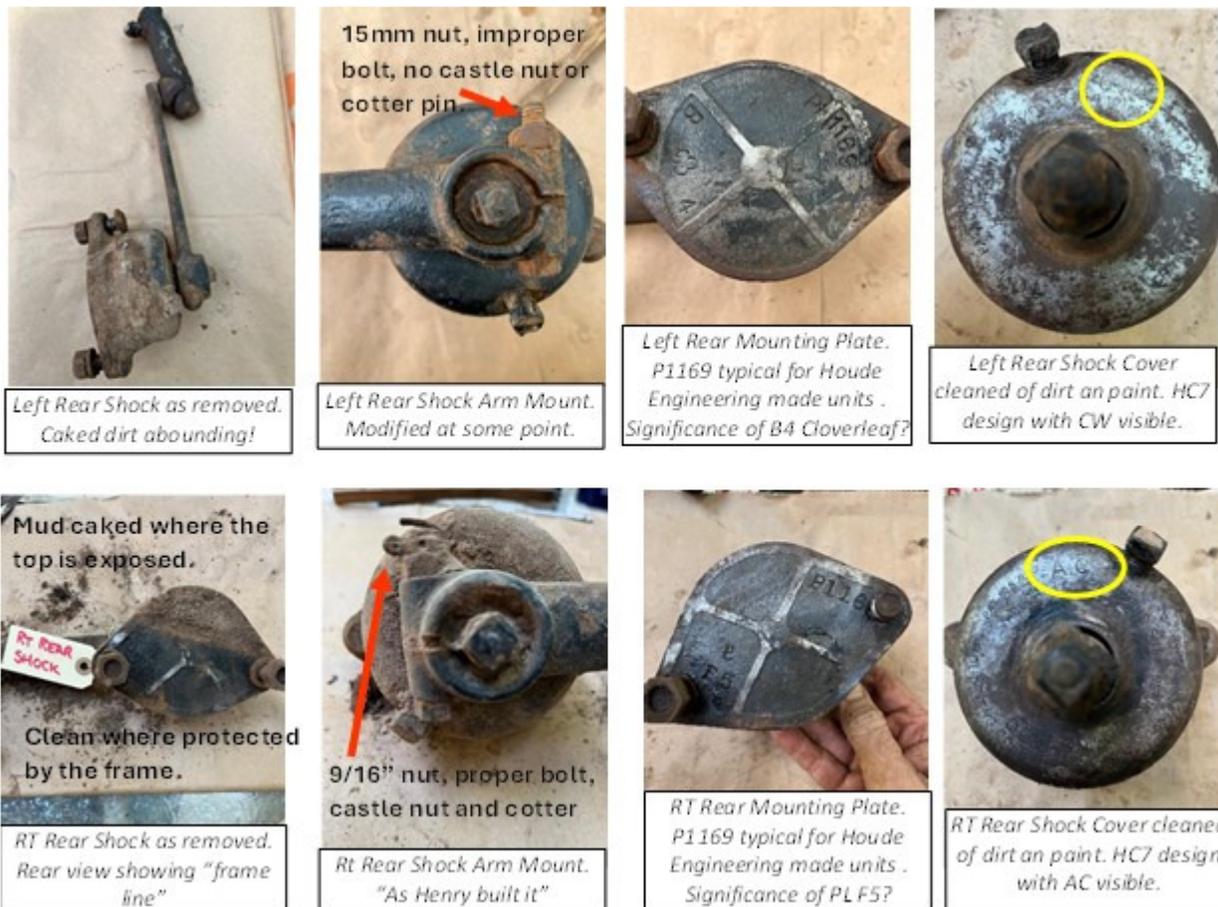
I go through the same process for right rear shock. On this side, the bolt holding the shock arm is a proper arrangement 9/16" with a castle nut and cotter pin. Somewhere in the distant past

>>>>>>>

MODEL A ARCHAEOLOGY (Cont.)

the left side arm was worked on and whoever reassembled it, for whatever reason replaced the bolt and eliminated the castle nut/cotter pin, introducing that odd 15mm nut. Maybe that will end up being another bit of evidence supporting the accident theory. After removing the paint, the right-side shock was also of design HC7, appropriately stamped AC (anti-clockwise). Backing plates for both show the 1169-part number, appropriate for Houde Engineering made shocks.

That was fun to go through! The evidence collected though, does not support the Canadian connection.



Next, I squirmed around underneath to get as good a look as I could at the bell housing, transmission case, pitman arm and spring shackles. Although I was not going to remove these components just yet, I had a pretty good idea from the Judging Standards' Canadian Model A's chapter which forge markings I was looking for and where they should be. From the pictures I have included, you can see that all these components are a greasy, grimy mess. In every instance, what I actually encountered was, for lack of a better way to describe it, fossilized grease. It was as hard as could be, like a shell, and resisted being wiped or even scraped off. This coating was not coming off without more aggressive cleaning after disassembly. A setback for now but I cannot complain. That hard shell has been keeping Annie's A rust free for decades. As for finding forge marks... nothing doing. I found none. It is possible the hardened grease buildup is hiding them, but realistically, I do not think so. No evidence was found supporting Canadian manufacture.

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MODEL A ARCHAEOLOGY (Cont.)



It's quite a conundrum! I have one solid piece of evidence that points to Annie's A being Canadian built. I have a bushel full of evidence that says she is not. I still have a few open issues. How do I, in one shot, explain the presence of the Vancouver assembly plant code stamped into the front body cross member when not one single other Canadian manufacture attribute has been found?

Was Annie's A Canadian built but later got modified, maybe as the result of the apparent accident the car was in at some point? (Don't forget, I also must explain the problem of the brown check interior which is not "correct" in a '31 car). Was Annie's A U.S. built, but the original body cross member was replaced at some point and the replacement just happened to come from a scrapped Canadian car? Did the Vancouver plant supply partially assembled bodies (Vancouver stamp) to the Seattle plant for final assembly (all the non-Canadian attributes)? Is an assembly plant code starting with a "V" coincidentally the code for one of the missing U.S. plants on Dave Sturges' list after all? Did I somehow misread the assembly code body stamping? I've checked and rechecked it many times. I am stuck with no good explanation and no clues that are meshing well.

In philosophy, a "razor" is a rule of thumb that helps eliminate (shave off) unlikely explanations for a phenomenon. Two of these razors may be helpful: **Occam's Razor** is the problem-solving principle that recommends searching for explanations with the smallest possible set of elements. In short: the simplest explanation is usually the best. **Sagan's Standard** is a related razor that states that extraordinary claims require extraordinary evidence.

So, what is the simplest explanation of the contradictions found in Annie's A? Where is the extraordinary evidence that could support an extraordinary claim that Annie's A really is Canadian built? What do you think? How would you put the puzzle pieces together?

It was a short but exciting Model A Archaeology season. We found a mysterious silver half-dollar hidden in a door; we found proof, written on a door, that Annie's A was originally painted blue; we built some cool small parts boxes, and we remain stumped by the "Canadian Conundrum." Once again it is time for me to sign off for the year as the Script gets filled up with pictures and reports of Club tours, the Sully car show, parades, and other terrific Model A activities. I'll do my best to collect new material across the very-busy upcoming summer and will see you next winter for more adventures in Model A Archaeology.

SEEN AT THE CHERRY BLOSSOM PARADE



SEEN AT THE CHERRY BLOSSOM PARADE (Cont.)



FAIRFAX CITY 4TH OF JULY PARADE

We invite you to join us for the upcoming Fairfax City 4th of July Parade! We still have slots available for four more cars, so please let Gene know if you would like to participate. It's always a fun event that you won't want to miss.

For any inquiries or to confirm your participation, feel free to reach out to Gene at rainvillegl@gmail.com or 703-489-7321. More details about the parade will be shared later this month.

Additionally, if you're interested in getting this year's parade t-shirt, you can place your order using the attached brochure (see p. 33). T-shirts are optional but make for a great keepsake from the parade. To order, please send your request directly to the IDCC along with a check. Note that Gene is not coordinating the t-shirt orders. Looking forward to celebrating together!

Gene Rainville

25TH ANNUAL FAIRFAX CAR SHOW



FAIRFAX CITY
Presents



ANTIQUE CAR SHOW
OLD TOWN FAIRFAX

MAY 18, 2024
10AM - 3PM  **CITY HALL**
10455 ARMSTRONG ST., FAIRFAX

ACTIVITIES FOR KIDS, FOOD & FUN FOR ALL!

FREE PUBLIC ADMISSION



Cars 25 years old & older Welcomed!

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For more information
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A PORTION OF THE PROCEEDS ARE DONATED TO THE ARMED FORCES RETIREMENT HOME

On **Saturday, May 18, 2024**, from **10:00 AM to 3:00 PM**, Fairfax City and the Northern Virginia Early Ford V8 Club are sponsoring the **25th Annual Car Show**. This show will be held in the **City of Fairfax, Virginia**, at City Hall, 10455 Armstrong Street, Fairfax, VA.

The show is open to all types of cars; the only stipulation is that they be **at least 25 years old**. There will be ample parking in the display area and cars will generally be parked in the order that they arrive, giving spectators visual variety. This will be a fun show and cars will not be judged; **however more than twenty trophies** will be awarded including **Mayor's Choice, People's Choice, and Best of Show**. Dash plaques are guaranteed to the first 150 pre-registrations and will be provided to gate registration as available. The pre-registration fee is **\$10 per car**. Registration on the day of the show is **\$15** and begins at **9:00 AM**.

On show day, there will be activities to entertain both car owners and spectators. There will be music and other activities that will appeal to adults and children alike. There will be a Safety Day

for the children happening in front of City Hall. **Food and refreshments** will also be available. This show should provide fun for the whole family.



Deanna Payne (She/Her/Hers)
Special Events Assistant Manager
City of Fairfax, Parks and Recreation
10455 Armstrong St. • Room 123 • Fairfax, VA
22030-3630

703-385-1710 O • 202-384-4004 C

www.fairfaxva.gov



COMING EVENTS

May

May 8 (Wednesday) -- GWC and CDC breakfast at Fair Oaks Silver Diner

May 10 and 11 (Friday and Saturday) -- Mid-Atlantic pre-war swap meet, at Jones VFW Post 621, 218 Veteran Ln., Luray, VA. Try going as a group.

May 11 (Saturday) -- Shenandoah Region AACA's Annual Apple Blossom Car Show & Swap Meet, Winchester, Va. Pre-register by May 9, Jim Barnett Park, 1001 East Cork St., Winchester, VA

May 15 (Wednesday) -- Monthly Club meeting

May 18 (Saturday) -- Fairfax, antique car show, old town Fairfax, 10am-3pm (see p. 28). contact is Val Faircloth

May 23 (Thursday) -- Board meeting

May 27 (Monday) -- Memorial Day parade in Washington DC. Let Jason Cunningham know if you're planning on participating. There's still some slots open.

June

June 7 (Friday) -- Greenspring car show at Green Spring Village in Springfield, Virginia, 10 AM to 2 PM

June 12 (Wednesday) -- GWC and CDC breakfast in person Fair Oaks SILVER diner, 9 AM

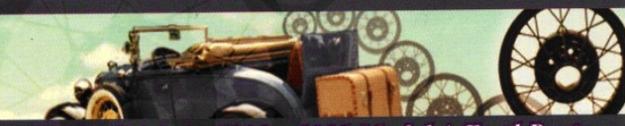
June 16 (Sunday) -- Sully 49 at Sully Park Chantilly, Virginia, 8 AM, contact John Dougherty

June 19 (Wednesday) -- Monthly meeting in person Legion Hall, 7:30 PM

June 20-22 (Monday – Wednesday) ACA Eastern spring meet in Gettysburg, Pennsylvania

June 27 (Thursday) -- Monthly board meeting, 7:00 PM

*Restoration and Repair	<i>George's</i>	*Automotive Sales
*Automotive Storage		*Automotive Transportation
<i>Automotive Restoration</i>		
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email: mike@mikes-afordable.com - www.mikes-afordable.com	
Fax: 706 652 2492 - Phone: 706 652 3866	
1 888 TRY MIKE (879 6453)	
	
<i>Specialising in 1928 - 1931 Model A Ford Parts</i>	

WANT ADS

For Sale

Items not shown in photo: old gas can for kerosene; green military-grade gas cans, bags and bags of tools, plyers, wrenches, screw drivers, you name it. Contact Rande Young at ry50588@proton.me or phone or text me at 703-475-8317. Actually, text is best.



1930 Model A , Standard, Model 40, Roadster. I bought the car years ago from the estate of Gil Williams, who was a member of the Chapter and pretty much of an expert regarding Model A cars. In his retirement Gil brought the car up to "driver" status before he passed away. Eventually life distracted me from carrying on Gil's plans so the car has been stored "as is" for a long time out of the weather in a secure garage. So I'm ready to pass the car along to the next generation. I'm asking \$7500. Contact Art Follansbee 703-503- 9160.

The photos illustrate some of the car's details:

1. The top, side curtains, door cards, and seats were sourced from LeBaron Bonney.
2. Odometer reading is 79545 miles.
3. VIN stamped on block is A3210221.
4. Solid all



1930 Model A Town Sedan—It is currently up on blocks and does not currently run for unknown reason. Interior and paint job are poor. The engine was regularly rotated and it may be full of oil. Has Virginia antique plates. It has been garaged since 1975 and is rust free. Has been run several times since. Deal also includes an extra Model A engine and engine stand, spare wheels (one with tire), assorted extra parts and books, two compressors (one on wheels) and assorted nozzles. Asking \$5,000. Contact Kathy Nelson at <kgn@jeee.ore>



1930 Model A Tudor. Currently garaged in Fairfax. 2-tone paint, 12-volt alternator system with master battery cutoff, 12-volt horn, 3 distributors—one mechanical advanced, 5-speed transmission with synchronized floor shift, rear brake with dual tail lights, exterior storage trunk with a folding bracket shelf, aluminum steering box with a short Pitman arm, maintenance/parts records dating back to 2006, and a Model A instruction book (1928). Asking \$12,000. Contact Becky Beierle, 703-946-6844.





JOIN US FOR THE 10TH ANNUAL MID-ATLANTIC PRE-WAR SWAP MEET

May 10-11, 2024, in Luray, VA

The Mid-Atlantic Pre-War Swap Meet offers auto, transportation, steam and gasoline power plant, antique tools, and farm equipment-related items from the 1800's through the 1940's, including the Flathead V8 era of automotive history through 1953.



For more information, visit www.mapwsm.com

ADMISSION AND PARKING ARE FREE!

LOCATION:
Comer-Jones VFW Post 621,
218 Veterans Lane in Luray, VA

VENDOR SETUP:
Thursday, May 9
after 3:00 p.m.

PUBLIC ADMITTANCE:
Friday, May 10
7:00 a.m. to 5:00 p.m.
Saturday, May 11
7:00 a.m. to 2:00 p.m.

Spaces (12' x 30') are available at \$40/space

Contact Dennis Fleming at
540-860-1384 or
dennis@fairviewnet.com

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Friday & Saturday September 20-21 2024

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Registration Opens on May 2nd, 2024, follow the link at MAFFI.org

Join Us For Dinner and A Special Presentaion as we
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MODEL A DAYS SEPTEMBER 20-21, 2024 LOCATED ON THE GILMORE CAMPUS,
6865 W. HICKORY RD. HICKORY CORNERS MI. 49009



For event Info & seminars 615-604-7423. Katie Herrick
Swap Reservations and information Mark Maron 847-302-7900

**Requires PRE-Registration*

Independence Day Celebration Committee
 10455 Armstrong Street, Room 123
 Fairfax, VA 22030

This year the Independence Day Celebration Committee (IDCC), an all-volunteer committee and sponsor of the July 4th events, is pleased to offer you the opportunity to purchase our commemorative t-shirt. Our theme for 2023 is **"We Stand United."**

If you are interested in purchasing a shirt for your group, please use the order form below. All orders must be received prior to May 27, 2024, and we can schedule a pickup time from City Hall.
Supplies are limited – so don't delay!



----- (cut here) -----

(Please **print** all information) – Three color choices on shirts – Red, White or Light Blue
\$10 – Youth shirts \$15 – Adult shirts \$20 – Bucket hat \$5 – Dog Bandanas

Group Name: _____

Group's Contact Name _____

Contact's email: _____

Please indicate the quantity and color of each size:

	Youth XS	Youth S	Youth M	Youth L	Adult S	Adult M	Adult L	Adult XL	Adult 2XL	Adult 3XL	Hat M or XL	Dog Bandanas
RED												
WHITE												
BLUE												

Send check (**make checks payable to IDCC**) and order form to **the address below**. All orders and payment must be received NOT LATER THAN May 27, 2024

IDCC
Att: Mitzi Taylor
10455 Armstrong Street Suite 123
Fairfax, VA 22030
specialevents@fairfaxva.gov