

# The Ford Script



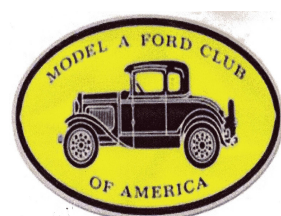
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No. 8



Milford & Shuyan Sprecher at the MARC Fashion Show



Dedicated to the restoration and preservation of Model A Fords for over 50 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 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. 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 for **August** should be e-mailed to the Assistant Editor at: [kседeme@aol.com](mailto:kседeme@aol.com)

**Next deadline: Tuesday, September 3**

## **PRESIDENT'S MESSAGE**

It's been a busy July and unfortunately hot. I had to put a new left front spindle on my roadster, which I acquired from Norm Molter of the Baltimore club. It went on easily. I replaced the bearings and races on both wheels. The outer races were spinning, so I had to dimple the inside of the hub and use some Loctite bearing mount to get them to stay. I think I made three trips to Bratton's to pick up parts. We are lucky to have a supplier that close to us.

I had hoped to enter my car in touring class judging at the MARC meet in Asheville, but my rental house became vacant and I spent five days repainting and I had no time to get my car ready for judging, so I dropped out. I did trailer my car to Asheville and my new to me truck acquitted itself well, towing a Uhaul auto transport trailer.

The MARC meet was a lot of fun, as always. We had seven members attend - me, Bill Bass, Donnie Temple, Don Swofford, Gary Donley, Steve Van Pelt and John Leydon. Bill and Steve won touring class awards and Don and Gary received Henry awards in Fine Point Judging! A great showing for our club! A write-up on the meet appears further on in The Script.

The MARC meets are well worth attending. I think this is my fifth meet and they are always enjoyable. The seminars are great, the tours are a lot of fun and the general camaraderie amongst the Model A-ers is outstanding. Now that I know a number of people in the club outside of our region, it's great to catch up with those folks and appreciate all that the Model A community has to offer.

Next year's annual meet will be in Gettysburg, again, so it will be easy to get a better turnout and to have the opportunity to help put the show on!

A final note on the passing of Jim Baker. He was an enthusiastic tourer and active member of the club. I will miss seeing him at our events.

Milford Sprecher

## **FROM THE ASSISTANT EDITOR**

Not much Model A activity, I'm afraid. We did see a Fordor hung up at the Elk Grove Village, Illinois Portillos during our recent vacation. I want to thank all those who contributed articles and photos for this edition.



Bruce Metcalf

## **FROM THE SMOKE-FREE ROOM**

### **George Washington Chapter Model A Ford Club of America Board Meeting July 24,2024**

Milford Sprecher called the GWC board meeting to order at 7:00 PM. Board members in attendance: Milford Sprecher, Don White, Jeff VanGorder, John Dougherty, Valerie Faircloth, Bill Bass, James Kolody, and Dave Greenwood.

The July members meeting, and flea market was lightly attended, about 20, in part due to the rain and travel by Members to the national meet. However, many items found new homes with Model As.

Next month's meeting will be on the 2024 MARC meet in Ashville where our club was well represented. The 2025 meet will be in Gettysburg, PA. We will be coordinating our support through Bill Bass our Regional director of MARC.

Membership: Jeff has received applications from two new members. Jeff has also had the new membership directory completed and is mailing them out to remote members and they will be available for the August meeting. The digital version will be emailed out soon.

Sully #49, & 50: John and committee are meeting on July 25<sup>th</sup> with the Sully Park Authority to get final numbers from 2024, do after action and begin the 2025 planning. John is seeking input on Ideas to celebrate the 50<sup>th</sup> anniversary of the Sully show.

Programs: The August meeting is a presentation and discussion of the MARC 2024 event and planning for 2025. Don is working on the September and October programs.

Activities: Valerie Faircloth said she is working out August dates for the rescheduled Picnic. Jeff will send out the notice to the membership. Milford is working on the fall Northern Neck tour for early November. Bill Bass reported that the planning for the 100 Anniversary of the Model A in 2028 is ongoing with discussions between MARC and MAFCA and considering a central US location.

Carry over for the next Board meeting discussion: Future tours in the planning; Orange, VA Doug Tomb is developing the plans for the overnight tour for early fall; Northern Neck, VA Milford Sprecher is developing the plans and likely will be early November. James Kolody is planning a local day trip to the Philomont General store this summer.

Milford discussed with the Board concerns that we review our insurance coverage for tours, events, and D&O. He will get the details and report back at the next Board meeting for discussion, education, and potential action.

Treasurers report: Doug and Bill Bass will be meeting on July 2, 2024, with Wells Fargo Bank to discuss the renewal rate on our CD prior to the expiration on July 7, 2024.

The meeting adjourned at 8:05 PM

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

From his "President's Computer" column, Clem Clement wrote, "Here we are in August with lots more days ahead to drive our cars and do Model A things. I'm looking forward to driving my A much more this year. Not too early to think about what you are going to do about Carlisle and Hershey in the fall, also, shows like Rockville and our Pig Pickin'. Plan ahead for more fun tomorrow". At the Board meeting Clem gave an update on the commitment to operate the maintenance tent at the National Meet in Williamsburg and said the tool and facility requirements were under review.

Stan Johnson, assistant editor, wrote "Script Editor Bill Sims is on vacation. He may be driving his '31 Murray Town sedan and trying to add to his mileage awards. After all, club records show that he drove 2,000 miles in 1997 and had accumulated 4,885 total miles by the end of 1998. What he may not have known is that his car scoffs at such timid behavior". Yours truly had sent Stan an article from the Wheels section of the Washington Star of April 29, 1997 entitled 400,000 mile Model A. Yep, it became Bill's car. At the time it was owned by Richard F. Carter, a retired rural mail carrier who had purchased it from a Waynesboro dealer for \$200 and said that at the time the speedometer had already turned over twice. He used the car for delivering mail and also took it to New Jersey six times in 1959. Only once in 31 years did he miss delivering mail, which was when the road was blocked at each end of town. He told about the winter of '46 when he and another man had spent an entire day delivering mail. They started out with scoop shovels in the car. He said the wind was so high drifts would pile up quicker than they could shovel them away. He had to crawl under in the snow to unloosen broken chains, and they didn't get back to the post office until 2 in the morning!

John Howell wrote about Bill Worsham, Bob Wild, Ed Simpson, Charles Canova, and him making their annual flight to the Iola, Wisconsin Old Car show and flea market held by Krause Publications (Old Car Weekly) and the town. The show had over 2,500 cars, 1,000 in the car corral, and 4,200 flea market spaces! The good old days...

Dave Henderson

## **MARC MEET IN ASHEVILLE**

Shuyan and I made the trek to Asheville, with our 28 roadster in tow. It was an uneventful trip, thankfully. The meet was held at the Crowne Plaza on the edge of Asheville. A resort hotel with the rooms spread out on two levels, which necessitated a lot of walking. We stayed at a Fairfield closer to downtown, the downside of which was that a 8 minute trip on the interstate was a 20 plus minute drive to avoid that route. Interstate driving in a Model A makes me nervous, so I use an alternate route when I can.

The registrations were in excess of 330, so probably 500 attendees. There were seven GWC members in attendance: me, Bill Bass, Steve Van Pelt, John Leydon, Donnie Temple, Greg Donkey and Don Swofford. I typically sign up for all the seminars that are offered and this one was no different. I did help get the repair tent set up prior to the seminars starting.

The first seminar was on the Burtz engine, given by Terry Burtz and John Lampl. I attended one of these last year and John gave a talk to our club a couple of years ago. There were some testimonials and comments by owners. I enjoying hearing about that new engine, even though I have heard most of it before.

The second seminar was a Judging Standards Committee presentation on the Model A Town Car by Stan Sorrells, a nice presentation on the history and unique features of the Model A Town Car.

I had bought a ticket for the talk on Classtique Upholstery by Mike Francis, but I skipped to head to the Biltmore mansion, an Asheville landmark and not part of the meet itinerary.

The Biltmore was constructed between 1889 and 1895 by George Vanderbilt as a summer house and is still the largest private residence in the United States. It is still owned by the family, but as a tourist destination and to preserve the building and grounds. As the family says, we don't preserve it to make a profit, we make a profit to preserve it. It is quite the building with 135,000 sq ft of living area.

The estate originally contained over 125,000 acres, but now is down to about 8,000 acres. Most of the rest of the original acreage became the Pisgah National Forest.

The evening of the first day included a welcome party dinner.

## MARC MEET IN ASHEVILLE Cont.)

Day 2 also featured seminars. The first was a Judging Standards Committee session on Area 1, Engine, given by Rick Nance. Larry Shepherd, who also ran the repair tent, gave a very informative session on rebuilding Model A differentials.

The afternoon included the general membership meeting and the Ladies A driving tour. The original leader of the tour had to leave unexpectedly, but three cars participated in the drive to the North Carolina Arboretum. Shuyan drove our car and did quite well.

The Baltimore club, of which I am a member, organized some dinners outside of the meet activities and we went along on Tuesday night to the dinner at Luella's Barbecue.

Wednesday was mostly fine point judging and a bus trip to downtown Asheville, which we took advantage of. We were amongst the first go, so the downtown was not crowded. We took the architectural tour, which we enjoyed, stopping by the city hall and county courthouse. We had a lunch downtown and bought a pair of shoes before heading back to the hotel. I spent the rest of the afternoon at the repair tent, helping take care of a few cars that needed attention. That was a lot of fun. Larry Shepherd is a great leader for the repair tent and volunteers are welcome to help out. He also had an early morning seminar on timing on Tuesday morning at the tent.

Wednesday evening was the fashion show. Shuyan went to the fashion seminars and found a wool three piece suit for sale. It fit me perfectly, so I bought it and wore it to the fashion show on Wednesday evening. The fashion show was followed by the ice cream social and viewing of the fine point cars. We were instructed many times not to take ice cream around the fine point cars, but many people didn't hear or ignored that instruction.

The fine point cars were tremendous. There were four AA trucks in fine point judging. We also had two club members, Don Swofford and Gary Donley, who entered their cars in fine point judging. Both won the coveted Henry Award for their entries.

The highlight of the fine point judging for me was Bob Martino's Model A roadster prototype. Bob bought the car in Canada and has been working on the restoration for a few years. I had seen the chassis at a previous meet and I was pleased to see that he had finished the restoration. There are a number of features that are unique to the car which didn't make it into production. One significant difference is that the body on his car is 1-1/2 inches narrower than what went into production. I expect to see a detailed article on the car in an upcoming Model A News.



Thursday featured the Grand Tour. The destination was Maggie Valley and the Wheels of Time Motorcycle Museum. The tour was to feature a drive on the Blue Ridge Parkway, but the park service nixed having so many antique cars at one time on the parkway, unfortunately.

The final night featured the awards banquet and raffle results. The big prizes were a Burtz engine, a rebuilt

## **MARC MEET IN ASHEVILLE (Cont.)**

transmission and a set of tires. Luke Chaplin was lucky enough to win the engine from Schwalm's last year and I was hoping to repeat his success, but unfortunately, did not. Our return trip on Friday was fairly easy. I did test positive for Covid when I got home, so that was an unfortunate souvenir from what otherwise was a fantastic trip. The MARC meets are a lot of fun and well worth the time and expense. The 2025 meet is in Gettysburg, so an easy trip to make for our members.

## **GWC MEMBERS SCORE IN MARC ASHEVILLE JUDGING**

The GWC had four members whose cars were winners in Fine Point and Touring Class judging at the MARC annual meet in Asheville. Members Gary Donley and Don Swofford both won Henry awards for their 1930 coupe and 1931 Deluxe Phaeton, respectively. Gary's car received 484 points and a Henry award and Don's received 483 points and a Master's and a Henry award. In touring class judging, the GWC had two winners, Bill Bass with 498 points for his 1928 Roadster pickup and Steve Van Pelt with 404 points for his 1931 slant window Fordor. This is great recognition for our club members who have taken the time to prepare and enter their cars in the judging, congratulations to all of them!



Gary Donley (coupe) Don Swofford (phaeton) Steve Van Pelt (slant windshield).

**GWC MEMBERS SCORE IN MARC ASHEVILLE JUDGING (Cont.)**



Bill Bass



Ladies' Driving Day participants, including Shuyen Sprecher, in front of their Roadster.

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## JIM BAKER MEMORIAL SERVICE

We had a good showing at Connie Baker's memorial service for Jim on July 27 at the Fairfax Memorial Funeral Home. Connie and her family had filled the gathering room with snapshots of a life well and fully lived. We were greeted by Jim's son-in-law who told us he had driven Jim & Connie's touring car to the event. He also added that this was the first time he had driven the car without explicit written directions from Jim. This 1931 Fordor - with its modern 4-speed synchromesh transmission, air conditioning, sun roof, tube shocks and early Ford V-8 wheels - was built to tour. I'm still amazed by Jim's stories of the world-wide touring they'd done.



Jim and Connie were members of both the GWC and the NVRG V-8 club. In addition to Jim's car, we had 7 Model As and 4 early Ford V-8s there.

Valerie, John and Jeff reading about Jim's memories of his fighter pilot days in the F-105.

Jim Gray, Sunshine

**JIM BAKER MEMORIAL SERVICE (Cont.)**



Jim in the blue bonnets of Texas

Bruce, Clem, John, Sandy and Cliff



## SUMMER PICNIC

From Your Activity Chair – Val Faircloth – The Post-Sully 49 Picnic has been RESCHEDULED!! Join us on Saturday, August 24, 2024 at Sully. According to our local prognosticator, John Dougherty, the weather reports for that day forecast 82 degrees, partly sunny, and a very light breeze from the South... a great day for our Summer picnic! I will need a headcount by Tuesday, August 20, 2024, so please send an email to me at [valerie.faircloth@gmail.com](mailto:valerie.faircloth@gmail.com) with the number of persons in your party. Then, send the check (made out to the "GWC Model A Club") to me at 803 Potomac Ridge Ct., Attn: GWC Model A Club, Sterling, VA 20164. The cost is \$10 per person. Looking forward to seeing everyone at the picnic! Ahooga! Val



## OL' HENRY'S JOURNEY TO SULLY

### History

In my family, we name our cars. Even our moderns. So, names like Scooter, Plain Jane, Skyler, Cheers and Big Red are well known names around the house. Our Model A was named 60 years ago from what I have been told and I can only surmise that it's named after the Man himself. Ol' Henry is a late model 1931 Tudor. Nothing really remarkable except he has been in our family since the 60's when my grandfather drove him home from a gentleman in West Virginia and frame tear down rebuild in the early 70's. I trailered him up from North Carolina where my Dad had him in the early 2000's and he has been in Fairfax, VA ever since. And besides doing some rebuilds at the club small parts days, changing oil and other fluids, rebuilding the brakes and updating the wheels, he is largely the same way as when I got him. Eventually, Ol' Henry will be going to my middle Daughter Elizabeth (who has helped over the years) and you might have met her at the Sully snow cone booth over the years including this year. One thing has been on my list after all these years in the club was to have Schwalm's do an engine rebuild since it has not been touched since the early 70's. Nothing was really wrong. No cracks and the pressure was fine but not even across all cylinders. I would think this is what you would expect from an engine lightly run for



## OL' HENRY'S JOURNEY TO SULLY (Cont.)



50 years. And I think most people know that Laura and I will be moving this summer back to our home state of Ohio now that all the kids are moved out and spread across the US. So now was the time for the rebuild.

### **Pulling the Engine**

First stop as always is chat around with club members and get their thoughts on what to be done, how to do it and any gotcha's. Club member Doug T. had an engine recently redone by Schwalm's so he gave me all his info on what he had done and why. And then club member Bruce M. volunteered to come over and help with pulling the engine. And bonus, he looped his son Sean into the effort who got to do the jobs that required body contortions. We could not have done it without club member Benny L. and his engine lift. Worked perfectly and easy to transport with a truck. The engine came out without really any issues and I tried to collect and organize all the pieces, nuts and bolts for reinstallation later on.

### **Schwalm's**

Time for the drive to Schwalm's. Bruce volunteered again and helped me load and tie down the engine into my pickup. We drove it up to Schwalm's in PA for the drop off and we got a tour of the shop and chatted to Jeff. And bonus we got to see a Burtz Block in the process of being put together.

Targeted finished date was Dec '23 – Jan '24 and I ended up getting it in Feb '24. The engine didn't have any cracks and the crankshaft was in good shape so pretty straight rebuild. I went with babbit for those interested and a stock head. My wife Laura and I drove to Schwalm's in my pickup and tied down the engine (it was on an engine stand Schwalm's can provide). We stopped at a lovely and delicious breakfast place in town that Laura claimed has the best scones she has ever had. Which is good as we are planning to go back in July to drop off the engine stand (you get your money back for that) and will stop at that place again.

### **Installing the Engine**

Now the fun began as we were in a time crunch to get the car to Sully. There were still all the break-in steps provided by Schwalm's to do once we got it running. And sure enough, the GWC Model A family came through. Over a few days, we got the engine installed, all the accessories hooked up including a refurbished radiator, float-a-motor rear mounts, new floor, transmission access panel and dipstick and then the big moment. Ol' Henry sputtered once. Jason C and I rechecked everything and then he started right up! I could not have done it without help. Not a chance. Big shout outs to Bruce M(again), John D, Bill B, Michael D, Jason C and the ever present 'text' group that I leaned on.

### **Sully**

My daughter drove down from Philly to join in the fun like every year. But this year we had extra fun over just helping with the snow cone booth as the break-in process went smooth as well as the test drive. We climbed in and he started up right away around 7:45 AM and headed out to Sully. Drive went smooth. My wife clocked us going about 40 entering onto Rt 28 north as the speedometer has never worked reliably. We had the air conditioning on (front window tilted out) so all was good. Found our spot on the hill (turned out I parked with the

## **OL' HENRY'S JOURNEY TO SULLY (Cont.)**

wrong class...sorry fellow A'ers). The snow cone booth was packed as always as Jason and Lorie ran it for the first time and everything went smooth. Once the show was over, Elizabeth and I climbed back into Ol' Henry and headed home and he ran great. The new clutch is a bit of sharp grab and I got better at the dreaded 3rd to 2nd down shift as I learned the engine sound. Arrived home all safe and well. And as always, there is still stuff to do: engine pans, my grandfather's oil filter, driver's side window and of course that pesky speedometer. But isn't that part of the hobby fun?

### **Thanks**

Hugh thanks to the GWC Model 'A' Family with shout outs to the following: Bill Benedict, Jason and Lorie Cunningham, Michael DiBerardino, John Dougherty, Benny Leonard, Bruce and Sean Metcalf, Doug Tomb and "The Text Group". Special shout out to my wife Laura and daughter Elizabeth for hanging in there and enjoying the ride.

## **AUGUST SUNSHINE**

John Leydon spoke with Edna recently, who reported that they were visiting at Jim's brother's place, but planned to return to their "compound" the first week in August. They got ahead of schedule and are back at Allison's house. Their plan is to move back to their own house this first week of August. Edna also said she knows Jim is really improving since he's getting stir crazy! All those prayers are definitely working, and she asks that we all keep them coming.

I saw Clem & Sandy as well as Cliff & Sandra at Jim Baker's memorial gathering on July 27. Sandra's recovery from her recent knee surgery has been slow, but fairly steady - she hopes for a full recovery soon so that she can get around without her rollator. We all pray for that too.

Jim Gray  
Sunshine

## **NEW MEMBERS**

Ed and Linda Ables and their stepson Will Shanahan in Nokesville, VA and own a 1931 Deluxe Roadster.

Richard and Lisa Chauncey in Silver Spring, MD and own a 1928 Closed Cab Pickup

## **A TRANSPLANT AND A CAUTIONARY TALE**

I read the [LED Headlight Flickering](#) article in the July/August 2024 *Restorer*. I don't have LED headlights, I have Halogen headlights and a hybrid wiring system with 4 different fused circuits. I was just skimming the article when I came to the part where they analyzed and tested alternators. I zeroed in on the issue some alternators in our Model As have – that being the need to “goose” the accelerator after starting to get the alternator to kick in and start charging.

I've had a high-output NuRex alternator in my car for more than a decade so I could power my halogen headlights, fog lights, GPS and dome light simultaneously. I liked it except for that goosing issue. The analysis in this article suggested an easy fix – an alternator transplant.

The Hagemeister HEI CS130 alternator is “a B-circuit alternator” which is supposed to maintain a more stable field current “...*which makes for a faster turn-on charge*”

So what's the difference between an “A-circuit” and a “B-circuit” alternator?

Here's how *Quick Start Automotive Electric* describes the difference:

“When you have an “A” circuit type voltage regulator means full power is sent to one brush while the voltage regulator controls the output by varying the ground to the other brush.

It does not matter which wire you run to the regulator field connection and which one you ground, you can swap them around.

## A TRANSPLANT AND A CAUTIONARY TALE (CONT.)



The "B" circuit type voltage regulator grounds one brush inside the alternator. Then the voltage regulator controls the positive power to the other brush which runs to the rotor coil inside the alternator. Control of this positive power into the rotor coil turns the alternator on and off."

<https://alternatorparts.com/difference-between-a-b-circuit-regulator.html>

Seems to make sense to me with my positive ground system. Just like the NuRex, this Hagermeister alternator is a 6 volt positive ground high output device with a single screw wiring attachment. I decided that this B-circuit alternator was for me; time for a transplant!

About a week after sending my \$407.50 to Hagermeister in Oregon, I got my new alternator. I ordered their alternator mounting bracket (which cost \$69.50), but did not like either its look or the process of installing it. I chose to use the bracket that had served me so well with my NuRex alternator to hold my new alternator in place.

As I was finishing up, all I needed to do was tighten things up and give it a test. But not so fast... After tightening the two sets of nuts and bolts on the mounting bracket and the bolt to hold the bracket tight to the timing gear cover, I started putting the fuses back when a loose bolt caught my eye. The top outer bolt on the starter looked a little loose. After tightening it I decided to check the other two bolts on the starter... boy was I shocked to see the lower inside (and might I add difficult to both see and get at to tighten) bolt was VERY loose – with nearly a half-inch of threads showing. Although the bottom outer bolt was a little looser than the top outside bolt, it was not as loose as the lower inside bolt.

On the first start after the install, I watched the ammeter needle immediately flick to the right indicating a 1 – 2 amp charge as soon as I cranked the engine.

Amazing! No goosing required! The transplant was a success!

And as a bonus, I also prevented my starter from falling out. Potential disaster averted.

Paul Shinn posted a YouTube video on installing this alternator called: *Zero RPM Alternator for Ford Model A Cars is HERE!* I'd add the link, but some email clients will block it, so you'll need to Google that title.

Jim Gray

(Editor's note: Much better to find that sort of thing in your garage instead of a lonely not-so-wide shoulder of the road with poor cell service.)

## **TECH TIP**

These guide pins on the flywheel housing would have made my efforts to help Shep finish installation of his engine more successful. I'll try to remember it for my next engine install.



## **CLUB APPAREL**

To go along with the new GWC logo, we have changed how we can individually purchase shirts, hats, etc. with the club logo. For starters, go to <http://www.gwcmodela.com/logos.asp>. There are several custom apparel businesses listed where you can upload the logo file and get just the style and color of shirt, hat, sweatshirt, jacket, or whatever you want. This is a great time of year to update your GWC wardrobe; all the cool kids are doing it!

## **STASH OF MODEL A PARTS!**

Milford shared this video of a massive stash of Model A parts in New England. <https://www.youtube.com/watch?v=gOWzchPIJqo>

## **MODEL A SWAP MEET**

Model A Swap Meet  
August 10th

Bratton's Antique Auto Parts parking lot.  
1606 Back Acre Circle, Mt Airy MD 21771

If you would like a spot to vend, spaces are \$10; spaces are limited so it will be first come first reserved. Call me at 800-255-1929 to reserve your space.

We welcome Model A, Model T and early V8 parts to be sold.

Thank you  
Debbie Kichline

**RESCHEDULED!!!**



**GWC Model “A” Club**

**Post-Sully 49 Picnic**

At the Sully Historic Site

3650 Historic Sully Way

Chantilly, VA

***Saturday, August 24, 2024***

***(Raindate Saturday, August 31)***

***10:00am to 2:00pm***

Price per person is \$10.00

GWC Club members & family are invited for a fun-filled afternoon  
at the Sully Historic Site

Lunch Prepared by – Mission Barbecue  
Pork, Beef, Chicken

Beverages (non-Alcoholic) & Water will be provided

Please bring a salad, side dish or dessert to share!

Make your “Reservation” – RSVP with an email for headcount,  
followed by a check payable to: GWC Model “A” Club by **August 20, 2024** to:

Valerie Faircloth  
803 Potomac Ridge Court  
Sterling, VA 20164

Email – [valerie.faircloth@gmail.com](mailto:valerie.faircloth@gmail.com)





# 2025 MAFCA National Tour

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## Tour Highlights

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- Monocacy
- Manassas/Bull Run
- Fredericksburg



- Chancellorsville
- Spotsylvania
- The Wilderness
- White House of the Confederacy
- Petersburg
- Civil War Museums
- Appomattox Courthouse
- Sailors Creek

Registration opens June 30, 2024 Online or mail in registration available



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<https://sites.google.com/view/mafca-2025-national-tour/home>



## Model A Days Friday/Saturday Sept. 20-21, 2024 Swap Vendor Registration Form

Vendor Spaces are 10' x 20' 2 days for \$45.00\*. Each additional space is \$15.00. Swap hours 9am-4 Friday & Saturday/Vendor Setup available Thursday after 12pm or Friday at 8am. Overnight Camping available at the Gilmore Campus w/restroom facilities available. Contact Gilmore Car Museum for more information about camping. \*This is a Rain or Shine event. No Refunds. This is a fundraising event.

Absolutely NO Political or Religious Item to be sold. Strictly enforced by the Gilmore Car Museum, spaces will be closed if this is not adhered to. The Gilmore Car Museum 6865 W. Hickory Rd. Hickory Corners MI 49060

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ St. \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_ Cel/Home \_\_\_\_\_

2 DAY Swap Space 10' x 20' only \$45.00\* \_\_\_\_\_

Additional Spaces \_\_\_ x \$ 15.00 \_\_\_ Total \_\_\_\_\_

2 space minimum when leaving trailer attached to tow vehicle, NO exceptions.

\* Rain or Shine, Non-Refundable.

Absolutely NO RV's, or Motor Homes parked in the swap area per Gilmore & will be towed.



To Pre-Reserve Spaces  
Contact Mark Maron  
**847-302-7900**

All proceeds to support the Model A Museum, Vendors expected to stay until 1pm On Saturday

All checks made payable to MAFFI/ MAIL TO: 417 Oak Grove Circle Wauconda IL 60084

NO spaces will be held with out pre payment. ALL Checks will be deposited after the swap.

NOTE: Area is not secured after hours, MAFFI or Gilmore is NOT responsible for any theft or loss !!

FLAT HEAD FORD



ENGINE REBUILDING

REBABBITTING  
PRECISION LINE BORING  
MODEL T, A, B, V8 FORDS  
OUR SPECIALTY

# Schwalm's

BABBITTED BEARINGS

ANTIQUÉ FORD ENGINE REBUILDING

**ORA LANDIS**

**(717) 687-6976**

## FROM THE ACTIVITIES CHAIRMAN

### COMING EVENTS

#### August

August 14 (Wednesday) – GWC & CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway

August 21 (Wednesday) – Monthly Membership Meeting – McLean American Legion Hall 7:00pm

August 28 (Thursday) – Board Meeting – Zoom 7:00pm

August 24 (Saturday) – Post-Sully 49 – NOTE NEW TIME! Sully Historic Site picnic area near large parking lot, same as last year - 10am to 2pm

#### September

September 11 (Wednesday) – GWC & CDC Breakfast – Fair Oaks Silver Diner – 12251 Fair Lakes Parkway

September 18 (Wednesday) – Monthly Membership Meeting – McLean American Legion Hall - In Person 7:30pm

September 26 (Thursday) – Board Meeting – Zoom 7:00pm

September 2 (Monday) – 25<sup>th</sup> Annual Labor Day Show – Fairfax City 8am to 3pm

September 21 (Saturday) – 48<sup>th</sup> Edgar Rohr Memorial Car Meet – Manassah Masonic Lodge 182, Manassas, VA 8am -3pm

#### **Save the Date!**

December 7 (Saturday) – Annual GWC Christmas Party at American Legion Hall – Fairfax, VA

# The NEW Model A Days

Presenting Two Special Events\*

Celebrating  
The  
Model A Bus

## The Model A Driving Experience & The Unveiling of the 31-AA Bus

**Friday & Saturday September 20-21 2024**

**Pre Registration for the 2024  
Special Events Sponsored by  
The Southeastern Touring Group**

Registration Opens on May 2nd, 2024, follow the link at [MAFFI.org](http://MAFFI.org)

**Join Us For Dinner and A Special Presentaion as we  
Unveil The 31-AA Bus At The Newley Designed Gariage House  
Event Center On The Gilmore Gampus**

Host Hotel Info: Delta Hotels by Marriott, 2747 S. 11th St.  
Kalamazoo, MI 49009 269.375.6000



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**



The banner features a dark blue background on the left with a white line-art illustration of a classic car at the top. Below it, the text reads "Registration Open!" in white, followed by "ROCKVILLE ANTIQUE & CLASSIC CAR SHOW" in large white and red letters. At the bottom, it says "Saturday, Oct. 19, 2024", "11 a.m. - 3:30 p.m.", and "Rockville Civic Center Park". On the right, a large red arrow points towards a photograph of a car show with many classic cars and people.

## **Rockville Antique & Classic Car Show**

Saturday, October 19, 2024

11 a.m. - 3:30 p.m.

Rockville Civic Center Park

603 Edmonston Dr., Rockville, MD 20851

### **WANT ADS**

#### **For Sale**

Model A Coupe

During the course of restoration it has had the following;

CHASSIS;

New Lester WW tires

Frame painted

Brake overhaul

New shock absorbers and links

New running boards

Steering; box rebuilt, re plated spark and throttle rods and new steering wheel

Rebuilt engine

## WANT ADS (Cont.)

### BODY;

Metal worked and new panels installed as needed, blasted, primed and ready for blocking and paint, exception; RF fender still needs some work

Restored original cowl band

All new glass

New Albrecht steel rear fenders

New Rootlieb hood

### INTERIOR;

Le Baron Bonney complete new seat from the wood to the upholstery installed, and interior door and side panels. (I understand that Cartouche as well as Le Baron are out of business now)

Rumble seat area has new side panels, and seats from J. C. Whitney.

Some parts are still off awaiting installation after painting.

All new top wood, chicken wire and covering installed.



Dave Henderson  
703 938 8954

### Vintage Coats

Mom and Dad left me their vintage coats worn in the 1920's and 1930's, likely a bit earlier. As period coats, they will both go well with our Club members' Model A Fords.

My dad's overcoat was shorn-fur lined and I estimated the size at 40. Mom's raccoon coat is likely a size 10. If needed both can be worn open to accommodate a bit more room.

At a hundred years old, age has been a bit unkind.

A Bethesda furrier estimated their value individually at between \$70.00 and \$80.00. The proceeds of their sale will go to our Club, individually at about \$30-\$40 but negotiable.

Bill Weinig  
(301) 717-8994

### 1930 VA License Plate

\$50.00 plus shipping. Before I post it on craigslist, I thought I'd offer it to you because I was a GWC member back when I lived in Arlington.

Pat Roberge Columbus, OH (614) 527-1562

## **WANT ADS (Cont.)**

### Model A Parts

John Dougherty recently spoke with Sharon, a lady in PA with some great Model A parts for sale. It would be a shame if these treasures ended up with a scrapper. The price for all parts is \$500, and she also has some additional items like a welding rig and 'porta power' for sale. You can contact her at 610-329-1905 or shabill@verizon.net. She's also on Facebook as Sharon Langley Haslett.

### Body & Chassis

I have a customer who will sell a 1931 Town Sedan body complete, this is a slant windshield all steel body with doors, wood kit in top, window regulators & window mouldings, body is not rusted, was sandblasted and primed a while back, but will need re-sanding & priming before color coat. Price is \$1,800.00 Also, another customer has a completely restored rolling chassis, painted chassis, all mechanics done, powdercoated black 19 inch wheels, white wall tires, cast iron brake conversion all rebuilt, counterbalanced A motor, light flywheel & Mitchell overdrive, brake & clutch pedals & brake rods mounted, chassis is ready to set a restored body on. Price is \$8,500.00 Don Temple 252-943-4373

### Lot of Model A Parts

3 21" wheels  
1 Steering tube  
One Rear and 1 Front Spring  
2 Timing Gears  
3 Valve Spring Tools  
1 Hood Rod  
Bucket of Misc small parts  
How to Restore Your Model A (Vol 2 & 3)  
Asking: \$325  
Contact:  
Gary Fairgrieve  
Leesburg VA 703 477 3816

### 1930 Model A

Rick Nelson (deceased) purchased this Model A in Minnesota in ~1971 and Kathy Nelson drove it 300 miles in one day, (Rick had let his driver's license expire), it got a new generator bearing installed in a small town along the way.

We moved to Virginia in 1972, car was driven 22 miles and stored under a tarp for 2 years.

We moved 20 miles, it has been garaged inside the Beltway since 1975, rust free.

This car has run several times since going into the garage, see photo of it driving in the neighborhood.

It is up on blocks and does not currently run, for unknown reason.

The interior is poor, the paint job that it came with is poor.

Rick regularly rotated the engine; it may be full of oil.

Has a Virginia antique plate.

Accompanying stuff:

an extra Model A engine, with/on an engine stand  
spare wheel(s), one with tire

## WANT ADS (Cont.)

assorted extra parts and books  
two compressors, one on wheels, and assorted nozzles  
See photos below

Asking: \$5,000

Contact:

Kathy Nelson

kgn@ieee.org



### 1930 Model A Two Door Sedan

The car is currently garaged in Fairfax VA.

Features:

Two Tone Paint

12 volt alternator system with master battery cut off

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

Model A instruction book 1928

See photos below

Asking: \$12,000

Contact:

Becky Beierle

703.946.6844



**WANT ADS (Cont.)**

**For Sale**



**WANTED**

The late 1927 Model A Ford hand crank with FORD script on the middle (angle) bar, 11/16" lug nut socket, 8 inch throw-offset, 90 degree pin position.

Contact Bill Nitschke Cell (914)-323-8958

163 Essex Street

Deep River, CT. 06417

E-mail [williamjnitschke@gmail.com](mailto:williamjnitschke@gmail.com)

**25**

**JULY 2024**



# ANNUAL LABOR DAY CAR SHOW

**September 2nd, 2024**

**8:00 AM to 2:00 PM**

*Our 25th Year "on the streets" in the City of Fairfax, VA  
Sponsored by the Clifton Lions Club and the City of Fairfax*

**ALL PROCEEDS BENEFIT LOCAL CHARITIES**

**\*\*\*\*\* Open Show \*\*\*\*\***

**\*\*\* Awards and Specialty Trophies \*\*\***

Visit [www.labordaycarshow.org](http://www.labordaycarshow.org) for show Information or register your vehicle on-line. Contact the Car Show Committee for Sponsorship and Exhibitor Opportunities via email: [carshowmgmt@gmail.com](mailto:carshowmgmt@gmail.com)

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## Show Vehicle Registration Form

**Pre-Register by August 28<sup>th</sup> Entry Fee: \$25**

Name \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Email \_\_\_\_\_ Telephone \_\_\_\_\_

Year/Make/Model \_\_\_\_\_

Vehicle Features (optional) \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

*(Registration information is used solely for management of the annual Labor Day Car Show and not released)*

**Credit Card via PayPal**

[https://www.paypal.com/cgi-bin/webscr?cmd=\\_s-xclick&hosted\\_button\\_id=KBVGSXJG2HRHU](https://www.paypal.com/cgi-bin/webscr?cmd=_s-xclick&hosted_button_id=KBVGSXJG2HRHU)

**Cash or check made payable to Clifton Lions Club**

**Mail to: Box 41, Clifton, VA 20124**

In acceptance of the right to participate, I hereby release the Clifton Lions Club, the City of Fairfax, and all others connected with the management or presentation of this event from any and all known and unknown liabilities that may be suffered by any entrant to his person or property. Management will do all in its power to cooperate with participants to ensure a successful event. I also grant the City of Fairfax and other official show photographers the right to use images of my property or myself for publication or we-posting in association with this event.