



*The*



*Script*



**Volume 66, 8 – Santa Clara Valley Chapter of the Model A Ford Club of America – August 2025**

When the dog days of summer hit, there's only one thing to do....



**GO CAMPING!!!**

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Gone fishin', see you next month,,,

### 2025 SCVC OFFICERS

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### ABOUT THE NEWSLETTER

**The Ford Script** is published on the **first day of each month** by the Santa Clara Valley Chapter of the Model A Ford Club of America, P.O. Box 6918, San Jose, CA 95150. This newsletter is to aid in the restoration and enjoyment of the Model A Ford automobile and keep club members informed of events and activities. All members are encouraged to submit articles of interest. Permission is granted to other publications to copy material, provided that acknowledgment is given. E-mail, mail or deliver all newsletter items to the editor by the **deadline on the 25th of the month** for inclusion in The Ford Script. Items submitted after that will be held for the next month. All correspondence concerning The Ford Script can be sent directly to the editor; suggestions, photos, write-ups and articles are welcome. E-mail: [rmnly@yahoo.com](mailto:rmnly@yahoo.com).

**Membership:** For 2025, membership in SCVC is \$35 per year, per family.

Membership applications are available at [www.scvcma.org](http://www.scvcma.org). Membership in MAFCA is a prerequisite for membership in SCVC. Send \$50 MAFCA dues to Model A Ford Club of America, 250 S. Cypress St., La Habra, CA 90631-5515 or join on the website: [www.mafca.com](http://www.mafca.com)

The June General Meeting Minutes are published on the website in the **MEMBERS ONLY** section under **General Meeting Minutes Archive**.

## COMING ATTRACTIONS

**2025 SCVC Club Activities are shown in Bold.**

**Aug 5, Tue, SCVC General Meeting on ZOOM, 7:00PM**, watch for the email link.

**Aug 16, Sat, SCVC Tour to Operation Freedom Paws**, 13920 Llagas Ave, San Martin, meet at Peets (Almaden Expwy & Blossom Hill, SJ) at 8:15AM, depart @ 8:30. Group will reform at 9:45AM at McDonalds, 201 Vineyard Town Ctr, Morgan Hill (Monterey Rd near Tenant) so we all arrive together for a 10:00AM tour.

**Aug 23, Sat, SCVC Tech Seminar**, Safety Check, parking lot of Church of Jesus Christ of Latter Day Saints, 150 Bernal Rd, SJ, refreshments first, seminar will start at 10:00AM.

**Aug 23, Sat, SCVC Fun/Fashion Seminar**, Zipper Pulls at Susan Colbeck's home, 2380 Park Ave, Santa Clara. Meet at 9:30AM. Fun/Fashion starts shortly after.

**Aug 26, Tue, SCVC Board Meeting**, 7:00PM on ZOOM, all members are invited, Contact President for ZOOM info.

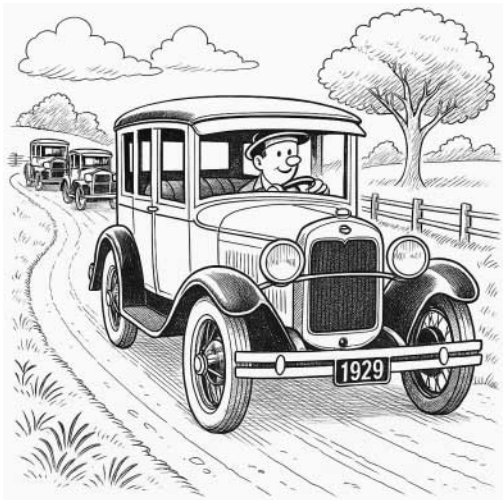
**Sept 2, Tue, SCVC General Meeting on ZOOM, 7:00PM**, watch for the email link.

**Sept 13, Sat, Cars in the Park**, San Jose History Park, 693 Phelan Ave. San Jose (At the corner of Senter Road & Phelan Avenue), Gates open at 8:00AM. Arrive at your own leisure before 10:00AM. . Bring snacks to share and chairs, and this is also National Model A Day.

**Sept 21-26, NWRG Hub Tour**, "Sea the Waves in Your Model A", Long Beach, WA. A convoy is forming, are you up for it?

**Oct 11, Sat, SCVC Presidents Tour** to Harry's Hofbrau, Redwood City, mark your calendar, more later.

**Dec 7, Sun, SCVC Installation Banquet** at the Three Flames Restaurant, 1547 Meridian Ave, San Jose. Mark your calendar, more later.



**Saturday, August 23:**

**POTLUCK BBQ**

**THE SOUTH VALLEY MODEL T CLUB**

**Invites you to our**

**THIRD ANNUAL BBQ & POTLUCK**

Mt Madonna county park in the Hilltop picnic site  
11:00 am to ?

What to bring:

- \*\$6.00 CASH to expedite park entrance
- \*Something to BBQ and something to share
- \*Your favorite beverage, utensils, and a chair
- \*We will have, Fire, BBQ Utensils,

Garlic Bread & Ice

A WELCOME TO THE:

- \*Santa Clara Model T Ford Club
- \*Santa Clara Model A Ford Club
- \*Past members of Valle del Sur Antique Automobile Club



## Cars in the Park

The largest annual antique & classic auto show in the West

"A Living History Day"



*Join us for the largest annual antique and classic auto show in the West. Please pass this information to your family, friends and club members.*

The 25th annual Cars in the Park presented by the Santa Clara Valley Model T Ford Club and History San José will take place on Saturday, September 13, 2025, from 11:00 AM to 4:00 PM. This event fills History Park (Kelley Park, 693 Phelan Ave, San José, CA) with 200 period-correct through 1949 vehicles, fire equipment, bicycles, and motorcycles of all makes.

### *Requirements for entering an antique or classic vehicle.*

There is no registration nor fee required to enter a vehicle. Just bring your antique vehicle to the [gate at History Park](#). All vehicles permitted on the grounds of History Park, from 11:00 AM to 4:00 PM, existed between the late 1800s through 1949 and are period-correct. No vehicle that doesn't meet these requirements will be allowed on the grounds of History Park during the show.

The featured vehicles this year are Race Cars and Speedsters through 1931.

Saturday  
September 13,  
2025



## **HOW MY MODEL A FOUND ME AND I FOUND SCVC**

by Rodger Griffin

It was early in 1968 that Norene and I had talked about buying an old car. I was very active at the time in model railroading and my son Sean, who was 18 months old, thought they were toys to play with which was not very compatible with that hobby. So, it happened that Norene and I went to Reno for a long weekend and we went to the Harrahs auto collection in Sparks. At that time we found he was gonna sell a 1928 Plymouth so when we returned home, I went to see this fellow who had a bunch of old cars in a Barn and chicken coops along Bascom Avenue. It turned out to be Jack Passey and when I went to see Jack, the first question that I asked him was: "what do you think it would be worth?" Now I understand how silly a question is without background, but he actually recommended and suggested that if I'm going to get an old car, get a Model A. I said, "A Model A, they're so common.",

Anyhow, I went back to talk to Norene and we kind of chit-chatted about it. Anyway, at that time, I had a project up in Woodside that I would go up and inspect once in a while and I would stop off at Relic Auto, an antique auto supply store in Palo Alto owned by Pete Rich. On the bulletin board was 3 x 5 recipe card with an ad for a 1930 Model A two-door \$750. I took that card and I went home to talk to the wife. She said, "Let's go look at it." So we drove up to Los Altos Hills and the car was under a tarp in the driveway and the fella was kind of surprised how we knew about it. When I told him, he said that card had been up there for over a year and he'd been on an icebreaker up in Alaska with the Coast Guard ever since. We talked a little more, checked that the car ran and we offered him \$725. We finally settled on \$730.50, so we started it up, got in the car and left for home. I got about to Loyola Corners along Foothill Expressway and ran out of gas. Norene went ahead to Loyola corners to the Richfield station that was there at the time and talked the guy into borrowing a can. She filled it with gas and brought it back. We put the gas in the car and drove over to the station, filled up and proceeded to go on home.

It was around Thanksgiving in 1968 when I was out front on a step ladder washing my proud Model A and this Jeepster pulled up and it was Don Hauff, a club member who is no longer with us. He told me about a local Model A Club. I didn't even know there was a National organization, let alone local Club, and he told me they meet on the first Tuesday of the month. I made arrangements to go to a meeting where they held them in Campbell. I think it was the old library. It was the December meeting and at that time it was election night. They used to hold the elections in December and John ??? (a police officer) was elected president and I think Jim Riley was elected vice president. I went back to Norene and she said, "Well, that sounds like fun." So we went to the January meeting together and we decided to join, turned in our application and soon thereafter we were very active in the club. At that time, if we were heading over the hill towards the west towards Santa Cruz, we would meet along Los Gatos Blvd, park along in front of Paul Swanson Ford.

For the November tour, Norene was overdue for Colleen our second child and I remember Jim Riley saying, "Well, we'll shake that kid out of there and sure enough that Sunday night Norene went into labor. Monday morning. I had a daughter. We quickly became very active in the club and made a lot of good friends. I recall the second convention we went to was in 1974 at Long Beach aboard the Queen Mary and it took two days to go down, and we had a nice time at the convention. On the way back. We all stopped in Santa Maria at the Santa Maria Inn, and I decided that it would be fun to stay in the old part because they had a new part and they had an old part. The old part was very old. It even had skeleton keys for the rooms. Soundproofing was unheard of. It was very noisy, all hard surfaces. Norene wasn't too enthused about it, but she went along with me and we checked into the room and unpacked and had a relaxing evening and when it came to time to retire, Norene went over to the door and put the skeleton key into the lock as you could look through the keyhole all the way into the room. She had learned from watching movies as a child, this trick that she showed me. You put the skeleton key in the keyhole to keep somebody from seeing through. But that wasn't good enough, so she hung her purse on the door handle so if somebody pushed the key through, it would fall into a purse instead of falling on the floor where somebody could retrieve it under the door. So anyhow, we went to bed and we were sleeping till about 2-3 in the morning, there was a terrible commotion in the in the hallway with a lot of noise and conversation and door slamming and a lot of footsteps running down the hallway. I went back to sleep but I don't think she did. In the morning we got up, I was in the shower, showered and shaved, and came back out and there she was sitting on the end of the bed, her knees together her purse on her lap, her arms folded over her purse. Everything was packed up. She was ready to go. She wanted out of

there, so we packed up, got in the car and left pretty early in the morning. Later we got the story of what happened. Somebody had tried to get into one of our members room and opened up the door which made for a pretty exciting time. Just one of many stories.

So, all in all, the Model A got us to this Club, but the people, all of ya'all are the reason to stay.

*Rodger Griffin*

### **COMMENTS WRITTEN AT SCVC 65TH ANNIVERSARY PICNIC ABOUT PAST TRIPS.**

Comments have been taken at random from the sheet of paper provided at the above picnic.

10,000 miles with little trouble to Nashville and back in '76.

Kanab, Utah - sunrise on the rock walls.

Maine 2015 - so many miles, so many memories; good friends & good roads.

2005 Colorado Springs High Country. Mesa Verde + Chama R.R. side trips.

Marquette, MI - Yoopers & Trolls.

Albuquerque 2024 - Great Museums!

Boston 2006 - Plymouth Rock, Niagara Falls.

Driving flat out on Hwy 1 in top gear!

Kanab, UT - lots of red & green. Bryce, Zion, Grand Canyon.

First trip to Carson City -1984-. Blew head gasket - strangers took us in overnight. Changed our head gasket and sent us on our way. Never worried about break down after that. Rinaldi's.

Southwest food.

Coming down from Pike's Peak: A's with mechanical brakes o.k.; moderns had to stop - brakes hot.

Albuquerque Hub Tour 2024. Food, views, museums, friends, rain storms, & lots of great memories with friends!!!

Death Valley; snow on the mountain tops on our 1st morning. Puyallup, WA; very fun!

Lobsters & Lighthouses, ME.

Flat tire in Kerrville, Texas.

Milpitas 2014.

Tidal bore/Bay of Fundy.

Traveling across the USA 2006 & 2015. All the trips.

### **WE HAVE A GREAT MODEL A CLUB AND OUR HISTORY PROVES IT**

By Rich Campbell

The Santa Clara Valley Chapter was formed in 1960 by 9 old guys who were likely born around the same time that the Model A Ford was born. The fledgling group got information on how to start a club from the Model A Ford Club of America which was only formed 3 years earlier in 1957.

The members of this club have done some very impression things in the club's 65 years. We, as newer members, have some mighty big shoes to fill to keep the club's legacy growing.

The Northern California Regional Group put in its first roundup in 1963. Our great club jumped right in and hosted its first Northern California Regional Roundup in 1965 after only 5 years of existence. Our club used Los Gatos Lodge to stage the 1973 NCRG and again in 1978 the club put on the 16th NCRG at Great America. The club got a taste of hosting a national event by helping with the 1980 Reno National.

In 1984 SCVC started what turned into a nationwide event. The club was feeling great about getting 72 Model As together in one day, so, the Santa Clara Valley Chapter challenged all other MAFCA clubs to beat their record. The same year the Wisconsin chapter beat us with 104 cars BUT the very next weekend, Fort Worth club beat Wisconsin with 124 Model As. The challenge spread. Colorado assembled 135, then Evergreen (Washington state) had 142 and the next day, Fort Worth somehow found 23 more Model As to set the record at 147. Our club's challenge really woke everyone up. The Wisconsin club decided to crush the Fort Worth club and produced a whopping 254 cars. That record stood until 1990 when Dallas, with a lot of hard work, amassed 291 Model As. And our club started it all.

In 1985 SCVC went "big time" and hosted a MAFCA National event in San Jose and in 1988 the club put on the 26th NCRG that was a huge fun event at Buck Norred Ranch. In 2005 we did the 43rd NCRG in Morgan Hill and at the same time our own Chuck Christensen was the National Tech Director appearing regularly in the Restorer magazine. The last NCRG that the club put on was in 2014. Are we ready to do another NCRG? How about 2028? May be Monterey? Think about it!

*Rich Campbell*







## HOT ROD HEADS FOR THE MODEL A

If you missed it, you missed a good one!

Rich gave another informative Tech Seminar on Saturday, July 26th, with 33 members attending. This time we learned about a number of "bolt-on" Hot-Rodding techniques to increase the horsepower and overall performance of your Model A four-banger, with a focus on high compression heads.

Many of the after-market high compression heads available to boost engine performance were discussed, along with how placement of the spark plug position in the cylinder can affect combustion and power. Some rather extreme engine modifications that were implemented for setting Model A engine powered speed records at the Bonneville Salt Flats were also talked about. The discussion was interactive with some attending members relaying their experiences with different engine modifications.

Rich included a detailed discussion on the pros and cons of the different Model A water jacket designs used on the '28 to '31 engines, along with potential issues with some head gaskets that could lead to water leaks and blown head gaskets (some from his personal experience). There was a table displaying various different head combustion chamber designs used to achieve higher compression, and examples of a cracked head and blown head gaskets.

Rich's talk also touched on performance improvements that can be achieved by using higher voltage coils, electronic ignition, higher performance carburetors, less restrictive mufflers and different style spark plugs. Overall, another very informative seminar to help keep our A's on the road (and occasionally, even on the freeways)!

And remember, you can view a video of all the seminars from the past four years online at our SCVC website. It's a great way to review subjects you may need to brush up on for regular maintenance, trouble shooting, a restoration project, or for prepping for a long tour (there's even an index listing the seminars by subject and presenter, so you can go directly to the video of interest).



*Doug Anberg*



Hi there SCVC. Saturdays seminar was on heads for our Model "A"s

We learned what to buy, what to do and above all how to save money with head gaskets. Some of the heads offered are stock, and modified. Horse power is what heads are all about along with add-ons. Carburetor, cam, headers... All contributors were very informative. *Jay Day*





## COOL NECK WRAPS



To make a cooling neck wrap, cut fabric into strips about 4.5 inches wide and 42 inches long, then sew them into a tube, leaving an opening to fill with water-absorbing polymer beads. After filling the tube with the beads, sew up the opening, soak the wrap in water, and it's ready to use for cooling relief.



What happens when 15 Model A ladies, with 3 sewing machines, 2 irons & lots of chatter get together?

We met @ Judy Rinaldi's home in July to make "Neck Coolers". Those who have been on Model A tours and not have the good fortune to have air conditioning in their Model A's during high heat waves, will appreciate these neck coolers. They are narrow strips of fabric filled with Miracle-Gro Water Storing Crystals, tied around your neck. These tiny crystals absorb water and will cool you down as they dry out the cotton cloth around your neck. The reusable neck coolers, can be soaked in water for a minute or two and stored in your cooler or refrigerator, ready for any warm summer tour. *Susan Colbeck*



## THE BLUE COUPE AND ME - by Bob Beaman (part 1)

I think that things happen in life for a reason. Some inconsequential moment may affect your life later, maybe years later. My Model A is a testament to this I think.

My Uncle bought the Coupe in High School in about 1939. Then upon graduating H.S., he drove it daily from Watsonville to Salinas J.C., along with his friend, my future- to -be father in law. (30 + years later) During WWII , my grandfather drove it while performing security duty at Oakland Shipyards. After my uncles return from the war, the Model A was parked on the street in Berkeley with a flat tire and it was ticketed. My uncle paid the ticket but had no money left for a tire, so he moved the car to the back yard in Berkeley and decided to completely dismantle it and rebuild and restore it. But, lack of money, time, and ambition,... it sat and slowly rusted away in the salty air of Berkeley over the next 25 or so years. I remember playing in it when I was about 3-4 years old. When he died in 1979, I bought the rust pile from my aunt. I didn't know what I'd do with it and it sat for another 20 years in my garage. Again, no money, no time, and no ambition. At some time along there, we took the kids to San Jose History Park and on our way out of the park, we walked past a large contingent of Model As. I took the kids up close to the cars so they could see what our "rust pile" could look like someday.. I was hoping someone would approach me so I could find out more seemed more busy eating, so we later, I learned that was my first

Finally, I decided that It needed to old clipping I had saved from the was for Del Swansons Model A Ford he didn't have the shop but to talk. We had a long discussion and that's already restored. I said So, he said he'd give me a phone he could help.

Well, Alfi came and looked at it and Get rid of it and buy what you want. of it and he said, "SURE, LETS GET

go look at a car that he just finished a repair on, so I went and met the owner and examined the excellent workmanship. After the Model A was completed, Alfi suggested that I join the SCVC Model A Club. I think he was aware that I knew absolutely NOTHING about Model As.

So, Mary and I discussed it, and decided to try a meeting at Harry's Hofbrau. This brings us up to 1999. We had nothing to lose, and it only took a short time before we felt welcome at the meeting. We both agreed earlier, that we would just leave if it wasn't friendly. We were now members.

Our first tour with the Club was to Half Moon Bay to the big car show. Since our coupe was still being restored, Clair and Philippa Thorne asked us to join them and we could experience riding in a Model A. We drove to their house , and when we arrived, I said to Mary that this place looks familiar, but didn't know why. We all jumped in their Model A and started our first ride in a Model A. I was peppering Clair with all kinds of questions, and he started

telling me how he wrecked one of his Model As, and how Alfi fixed it. A light bulb in my head went on! I yelled to Mary, " These are the same folks we visited years ago to see the Model A that Alfi fixed!"

The best part of being part of SCVC I think, is the tours, specifically, the long distance or overnight tours. You really get to know your fellow travelers.



My grandparents



Me 50 years ago



This month I thought I'd share a bit of the history to be found in the museum at Hickory Corners, where the very first Model A is housed --to whet your appetite to visit and see ALL the history found there along with the completed museum expansion. Model A Days are September 18-20, 2025. Join us!!

"The first Model A " Serial Number: 1, 1928 Ford Model A Tudor changed to a Phaeton. Motor: 4 Cylinder, 201 CID, 40 HP. Brakes: Mechanical. Transmission: 3 Speed Manual non synchronized. Body: Ford Motor Company. Maximum Passengers: 5. 6 Volt Battery w/ positive ground. Tire Size: 450-21. Fuel Capacity: 10 Gal Gasoline. Weight: 2,212#. Cost new: Gift

This car is the first 1928 Ford Model A produced. It was assembled on October 20, 1927 and given to Henry Ford's best friend Thomas Edison. It was originally a Tudor Sedan and Thomas preferred an open car. Henry had the Tudor body replaced with a Phaeton body. Outside door handles were not produced for the early Model A cars. With the existing changes to the car, a restoration process was never attempted. Photos of Henry stamping number 1 on the engine are available.

Henry Ford told Thomas Edison that his name would always be with the Ford name and in the logo for Ford, the cross in the letter F forms a letter T in the distance. The swirl on the end of the cross forms the top of the letter E with the letter O forming the bottom of the letter E.

Cindy Ellenbecker, MAFFI Trustee/Secretary

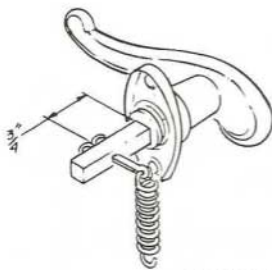


The Restorer over the years is full of little tips and tricks for the Model A owner. Here are a couple that bear repeating from time to time.

## Tiny Tips

To keep door handles from "drooping," drill a hole through the inside rod and insert a cotter pin 3/4" from the handle escutcheon. Attach a small spring to the head of the cotter pin and hook under the edge of the door latch bracket.

Dean Larson, Hanson, MA, International Victoria Assn.



ILLUSTRATED BY HOWARD BARNES

Last week's mail bag brought three interesting suggestions:

1. From Tom Gough, of Colonial Heights, VA: He prefers to keep his eye on the distributor while fishing for the timing pin detent, so instead of using the crank, he uses a tool he made by cutting off part of an ordinary 3/4" drive, 12 point, 1 3/8" socket, saving about 1 1/8" of the open end and welding it to a piece of 1/4" flat stock, 12" x 1 1/2", for a handle. Now he can turn the engine over with the crank ratchet nut, working from inside the engine compartment.

2. Egon Lamprecht has two ideas:

a. He doesn't like having to lift the floorboards to remove the battery, so he carefully sabre-sawed a 9" x 12" piece out of the board, directly above the battery; then mounted some scrap pieces of angle aluminum in the hole which supports that piece - now a perfectly fitting and easily removable access panel!

b. He points out that water accumulated inside the bell of any Model A horn (even the repros) can lead to serious rust and corrosion of both the bell and the diaphragm. So, he says, make sure the drain holes are not blocked by rust or dirt; and, while you're at it, give the diaphragm a good coat of rust-inhibiting black paint. Also, many repro horns don't have the drain hole, so get busy with the electric drill on these!

Lanigley, D.C. V42 111

## Tiny Tips From MAFCA Members

Submitted by Ted Kuchta, Centerville, Ohio.

Illustrated by Dick Lewis, Lawrenceburg, Indiana

### ***Installing Rubber Grommets or Rubber Windshield Frame Gasket***

Installing rubber grommets and tight rubber gaskets that must slide in a track can be a difficult task without something to help them slide into the right place. Use a little full strength liquid dish washing detergent directly on the rubber that needs to slide into position. The soap will help the rubber slide and not deteriorate the rubber like grease or other petroleum products.

**When installing the gaskets in a windshield, allow the gasket to sit overnight before doing the final trimming and mitering of corners.**

The pulling has stretched the rubber and if you cut to length right after installing, the contraction will yield a short gasket and you will not be happy with the fit.





## MUSINGS OF VAGABOND



### PROGRESS

My Model A is what I call a "heads up" car. My modern car is what I call a "heads down" car. How so? I can drive my Model A without ever taking my eyes off the road. I can turn on the lights, change the mixture, and honk the horn all by feel. Everything I need to touch is within reach and has a distinctive shape. Even my Bronco is a "heads up" machine. Knobs for radio and heating/AC all distinctive to the touch and within reach, operate without even looking at them. So what happened? I'll tell you what happened, some damn fool decided to put a touch screen in the new car design. And as time goes on, the touch screens are getting bigger and have more stuff on them. The touch screen in that new SUV out in the driveway has 21 things you can touch on the home screen. And some of those will take you off onto another screen. If you touch radio, 17 more come up, if you touch settings, 22 more come up. That is not all, the steering wheel has 17 possible things to touch. I think I need a co-pilot, all these things require you to look down away from the road.

How many accidents have this kind of thing caused? So our fancy technology has created a monster, but wait, more technology will solve that

problem. That new SUV has lane following, it will steer you back into your lane if you start to wander. And it also has automatic braking in case you are not looking ahead. Wow, nothing to do, grab a nap, people have done that. Now automatic braking is a good thing, every car should have it, but I am a little nervous about competing with a system that can steer the car on its own. Is it smarter than me? Is it stronger than me? It doesn't matter, if it makes a mistake, I am surrounded by airbags, now isn't that comforting? Also seems like more things to go wrong with your car.

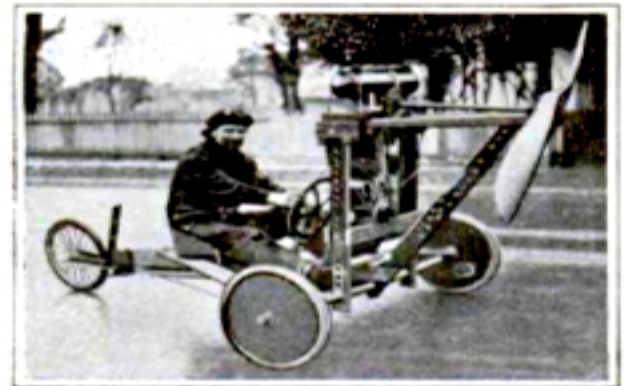
Bottom line, I like driving my Model A, it is not competing with me, and it sure keeps me awake.

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## IT SEEMED LIKE A GOOD IDEA AT THE TIME

### AERIAL PROPELLER FOR AUTOMOBILE

A speed of 50 miles an hour has been attained by two Vancouver youths in a novel craft equipped with



Curious Auto Driven by Aerial Propeller

an aerial propeller. The machine has three wheels. Upon the front axle, carrying two wheels, the engine is supported and drives a 6-ft. blade at the rate of 700 revolutions per minute. The rear wheel is set 7 ft. behind the front axle and is used to direct the course, being operated by a steering wheel in the hands of the driver. Only 4½ hp. is developed by the engine, but as the propeller blade has a pitch of 5 ft., sufficient pulling power is produced to give high speed. It is stated that the aerial propeller is much cheaper to operate for the power developed than ordinary automobile gearing. It is proposed to build larger and more powerful tractors using this form of propulsion for commercial purposes.

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## A CHUCKLE A DAY

A blind man visits Texas. When he gets to his hotel room, he feels the bed. "Wow, this bed is big!" "Everything is big in Texas," says the bellhop.

The man heads downstairs to the bar, settles into a huge barstool and orders a beer. A mug is placed between his hands. "Wow these drinks are big!"

The bartender replies, "Everything is big in Texas."

After downing a few, the blind man asks where the bathroom is. "Second door to the right," says the bartender.

The blind man heads for the bathroom but accidentally enters the third door, which leads to the swimming pool, and he falls in. Popping his head up from under the water and flailing his arms, he shouts, "Don't flush, don't flush!"

## SCVC MEMORIES

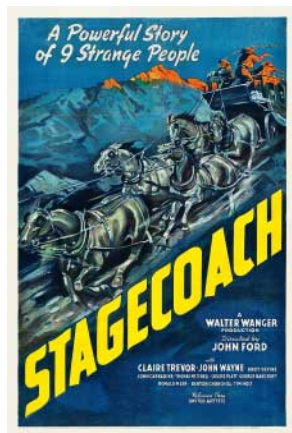
**60 Years Ago:** Abe Simmons was president. A beach party was held for SCVC and very much enjoyed! George, Dunjski's cabriolet won the best of show at the Reno meet. Ten family members attended. It was great! Some good advice and a tidbit from Pat Sherman, "the best place for your bathroom scale is in front of your refrigerator!"

**40 Years Ago:** President Ed Purvis, and nine lucky other family members are on their way to Alaska! Ann Boyd stayed home while her husband Tom went on a walrus hunt and promised to bring her back an Eskimo that could cook for her! The July tour was an overnight to Napa! Every corner in town had a deli, so good food was much enjoyed. Sunday morning they all toured to Sonoma for a wine tasting and lunch! Dave Jones had brought about 50 gallons of ice cream to share! Edsel Trophy was won by Terry Burtz for running out of gas on the way to the general meeting this month!

**20 Years ago:** President Patti Meneely encouraged members to put on a new hat and help lead SCVC for 2006. She insisted it could be challenging, exhilarating, different, and even fun. So throw your hat into the ring! A celebration to thank the members for all of their work on the NCRG round up was held at Ponderosa Park. It was a firefighters barbecue! A super seminar was held at the Elderton's for both ladies and men. 18 ladies and 26 men participated in this event. One group worked on installing a roof on Kermit, which is a closed cab pick-up. Another group worked on etching decorations on glass. Ray Fontaine brought three sizes of glass to use. Much fun was had! A big lunch was supplied by Bill Rose and Shirley Hazleton. No one left this seminar hungry.

## JOHN WAYNE MOVIES

John Wayne made 169 feature length films, 84 of them were western films. His character usually wore a Stetson hat, a vest and a neck bandana. Want some good family entertainment, Look them up on netflix and amazonprime. Prepare for the good guy to win. Here are a few classics.





Stuff for sale or trade. The Script will be published on the first day of each month. Send all ads to the editor by the **deadline on the 25th of the month** for inclusion in the next Ford Script. Items submitted after that will be held for the following month. Submit your ads to Bob Meneely, 26044 Duval Way, Los Altos Hills, CA 94022, (650) 948-9301, [rmnly@yahoo.com](mailto:rmnly@yahoo.com). Ads will be run for 3 months unless cancelled.

**FOR SALE:** Excess Model A engine parts.

NEW: Set of std bore 3-ring piston with fitted pins, end lock type. Bratton's part # 8240. (Currently \$124.95/set) Asking \$95.

NEW: Set of std bore rings by Hastings. "The Hastings brand have more preload on the upper and middle rings providing a better seal to the cylinder wall than other brands. The bottom oil ring is fool proof to install versus the other brand which can overlay if not careful when installing." (Bratton's part # 8400 - Currently \$69.95) Asking: \$47.00. Karen Larsen - 408-829-7162

06/25

**FOR SALE:** Late '31 gas tank, has been cut open, cleaned, welded together, and sealed with Red-Kote. \$150 OBO, Chuck Elderton, [elderton@comcast.net](mailto:elderton@comcast.net), 408-270-7206 06/25

**FOR SALE:** 1930 Sport Coupe, H&H engine, Mitchell overdrive and synchromesh transmission, rumble seat, luggage rack. \$19000. Ron Bueno, 408-353-9430, [rwbueno@gmail.com](mailto:rwbueno@gmail.com) 06/25

**FOR SALE:** I am moving and need to sell these items!!! Mullins "Red Cap" fiberglass trailer with Model A wheels and taillights - \$2,250.

5 - new 30-31 tube metal valve stems (stem, bridge washer & nut) - \$20.00

1 - 1930-31 Model A Front Belt rail moulding (dash rail) no holes original black paint - 45.00

Brake pedal-late 1930-31 extremely nice - \$5

2 - Beam Model A bottles - Coupe and Police Paddy wagon - \$25.00 each

Pair of 30-31 headlight buckets - \$70.00

2 - Hubley models - Roadster and Phaeton - \$25.00 each

1 - Revell 1930 Model A Woody plastic model - \$10.00

5 - 30-31 hood side panels - FREE

Model A trailer hitch - designed to be used with a full width rear bumper - \$35.00

Book - The cars that Henry Ford Built by Beverly Rae Kimes (like new) - FREE

New running boards-from Rootlieb - late 1930-31 \$600

2 - Original Model A Radiator - \$30.00 each

Frame center cross member - \$20.00

2 - late 1931 front fender brackets - \$15.00

5 - file boxes of Restorer and Model A News - \$50.00

7' metal CB antenna - Free

Outside orchids in 4-gallon pots - Free

Early 1900's folding camping table - Free

Coleman camping items - 2 stoves & 3 lanterns - \$25.00

Make me an offer on anything.

Bill Cilker, [wcilkerjr@comcast.net](mailto:wcilkerjr@comcast.net), 408-263-0692

06/25



**FOR SALE:** Brassworks radiator for '30-31 A. Runs 4-7lb, needs refurbishing. \$1k to replace new. \$300. Rodger Griffin, 408-691-3707, [rgriffin1930@mac.com](mailto:rgriffin1930@mac.com)

07/25



**FOR SALE:** 1930 Deluxe Fordor Sedan (170 B). Original interior, fair condition. 12 volt w/alternator, dual side mounted spares. 1,000 miles on powder coated wheels, Goodyear white walls, new tubes & valve stems. New battery & coil. Steel rims on rear. YOM plates & trunk. New car cover. Paint is fair. Located 35 miles East of Sacramento. \$15,000.

Steven Johnson, sdj933@icloud.com, 916 990-5814

08/25



**FOR SALE:** 1931 Town Sedan, newer engine, 12V alternator, Weber carb, F-150 steering, juice brakes, sealed newer radiator, 2 tail lights, high compression head, safety glass, luggage rack, modern starter, step plates, \$17,000, Ray Fontaine, 408-258-0186 or Floyd, 408-251-6525. 06/25





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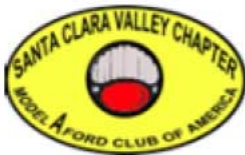
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