

# The Ford Script



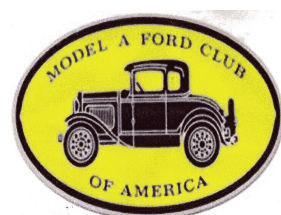
Vol. XLVI

August 2025

No. 8



July Membership Meeting



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 **September** should be e-mailed to the Editor at: [billhsims@gmail.com](mailto:billhsims@gmail.com)

**Next deadline: Tuesday, September 2**

## **PRESIDENT'S MESSAGE**

August is here and I am noticing the days getting shorter already. We are getting a lot of tomatoes and I have cantaloupes and peaches, so a productive summer. Also, productive car-wise.

I am greatly saddened to hear of Benny Leonard's passing. He was a club stalwart for many years, very happy to help anyone who needed it and the custodian of the club's tools. Condolences to Sharon and his family, who will miss him, along with the Model A community. With the next issue of *The Script*, I hope there will be more reminiscences and memories that we all can share amongst ourselves.

The board had already discussed where the club's tools would go, so we have at least thought through that part of it and hopefully we can get them relocated soon. James Kolody has agreed to be the tool custodian, although he needs a storage shed to keep them, for which the club has agreed to purchase the materials. The storage of the Smith compressor is another story. The club has not used it much in recent years, so we will discuss disposal of the compressor at the next club meeting.

By the time you read this, we will have had the tour to Terra Rubra, the Francis Scott Key birthplace, and the tour of the tractor and truck collection there. The Baltimore club is part of the group, as well as some members of the Model T club, so it should be a nice event for the collected clubs. I'd love to see a Virginia tour set up for September, so if anyone wants to volunteer to put something together, let me or Valerie know.

I have spent more time working on others' cars than my own recently, which I am very happy to do. I just need to work on my cars, too. I describe the work in another article in this *Script*.

I am participating in an AACA tour in northern Maine the first part of August. It is for 1932 and up cars, so I am taking my 1951 Ford and plan to drive it up there from here. A bit of an undertaking, but hopefully I and the car are up to it. I have spent the last couple of weeks working on the punch list for that car and I have made good progress.

The fall is always busy, with the Old Car Festival and Model A Days at the Gilmore in September. Registration filled up early for the OCF, so you snooze, you lose, which I did. I may attend without a car because it is such a nice event. I am undecided about taking a car to Model A Days, but I will attend, with car or carless.

Milford Sprecher

## **FROM THE ASSISTANT EDITOR**

Well, my engine adventure is turning more difficult. See the writeup below for more details.

Bruce Metcalf

## **FROM THE SMOKE-FREE ROOM (Virtually)**

George Washington Chapter & Region  
Model A Ford Club of America & Model A Restorers Club  
Board Meeting July 23, 2025

Milford Sprecher President called the GWC board meeting to order at 7:05 PM. Board members in attendance: Milford Sprecher, Don White, Doug Tomb, Jeff VanGorder, Valerie Faircloth, and Dave Greenwood. This meeting again did not have quorum so it was general updates and discussion.

## **FROM THE SMOKE-FREE ROOM (Cont.)**

Activities: Milford is coordinating a tour on the August 3 to Terra Rubra Farm in Carrol County near Keymar, MD, the Birthplace of Francis Scott Key, and has invited the Model T club, the V\* Club and the Baltimore club to participate. Val is working Ahooga Bingo for a future meeting (tentative October) it would be a fun night and would plan to include spouses. She also said the VFW reservations for the Christmas Party are made and she will be working on details soon.

Programs: Our August 20, 2025, meet will be at our regular monthly meeting site, the Mclean American Legion Hall. Milford is going to contact Norm Molter about doing a Carburetor seminar for a future meeting. He is also in discussion with Don Temple about doing a future program via Zoom.

Treasury: Doug has now deposited all recent checks and will have an update in the *Script*.

Board Quorum: We currently have 13 named Board positions, so it requires 9 board members present to have a Quorum. We discussed options to improve this and after a review of the Bylaws and the VA code for our Club, the best option is to get proxies prior to the Board meeting.

Therefore, we will now ask the Board members if they cannot attend a meeting to Notify the GWC Secretary via electronic communication designating who will hold their proxy for that meeting. The Secretary will report Proxy assignments at the meeting and in the meeting notes. The current GWC Secretary is Dave Greenwood and his email is [ourhomepc@aol.com](mailto:ourhomepc@aol.com). Dave suggests that if a member is planning to be away for several board meetings that they send a notice in advance covering the period. You can also Text or e mail him the day of the meeting if a last-minute change, his contact information is in the GWC directory.

General Discussion: The club should consider purchasing an induction heater for the Clubs tools. Milford will put a write up in the Script about selling the GWC Smith Compressor to determine if any member has an interest.

The meeting was adjourned at 8:05 PM

## **GWC MEMBERS MEETING**

July 16, 2025, 18 Members and guests attended and 1 attended online. Yes, you missed the opportunity to buy, sell and swap parts at our Annual indoor swap meet. Some deals are still out there.

Milford called the meeting to order at 7:45 PM with the Pledge of Allegiance.

Our business meeting began with the Sully Report: Jim Gray said his detailed report is in the *Script* but in general the County met their gate goal and we received our \$4000 portion. We do not yet have the vendor portion. Overall, it went well even though the number of no shows was high because of the weather threat. The weather was actually great, and the cars and owners were fantastic. We had 65 volunteers and the only area we were short was on judges.

Doug said his report will be in the *Script* but overall, for the year we will be \$300 in positive after paying out scholarships and income from the Sully show. We still maintain our reserves.

The Meeting was adjourned at 8:20 and the swap meet continued. We had five tables of prized possessions some of which changed owners, rumors were there were also deals made ahead of time and in the parking lot and before the meeting.

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

The cover of the August 2000 The Ford Script, has none other than a youthful Dave Henderson checking in a Model A Ford to the 2000 Sully Car Show.

The From The President's Desk column, is a message from newly installed GWC President Stan Johnson. It appears that the former president Chuck Manns had just stepped down from the GWC Presidency, due to time requirements, and Stan had stepped up as Vice President to fill the void.



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

The GWC Vice President position was now vacant. Stay tuned for news next month as to who filled that slot. Jim Gray was acting as Interim Newsletter Editor, and Bill Sims was going to resume his duties as Editor when he returned from his vacation in September. Some things never change.

Bill Worsham reported that the 2000 Sully Show had turned out OK, even though the weather prediction had been for a 70% chance of rain. They had 345 cars on the field, 69 vendors, and a 40 car, Car Corral. Wow, that would be nice to have these days.

There was a Looking Back – GWC Meeting July 1975, in this issue. At that Monthly Meeting, there was a presentation about the restoration of a 1931 roadster by member Bill Wood, an auction of members items without the normal Club 20% to the chapter, and a movie. There was talk about Model A activities in the area in 1956, when a group gathered and formed a club named "The Model A Ford Club of America", which later became the Potomac Chapter of MAFCA (now The George Washington Chapter of MAFCA).

It was reported that two TV sets were installed at the American Legion Post 270, for the benefit of the GWC members and the Legionnaires.

There were reports on the Last Smolenyak Car Show, the Annual Club Pig Pickin' at the Eisenman Farm, the August Club Flea Market meeting, and finally the Coming Events and Classified Ads.

For Sale were a 1951 Ford Business Coupe, a 1928 Tudor, and a 1966 VW Square Back.

The George Washington Chapter at its best.

Doug Tomb

### **GWC SCHOLARSHIPS**

This year the GWC awarded five scholarships for young folks continuing educations. Receiving \$1000 awards were Thomas Adcock, Madelyn Zadnik and Sophia Zadnik. Two \$500 scholarships were awarded to Atticus Gray and Hazel Gray.

Thomas Adcock's essay focused on his efforts to restore and repair a 1929 Roadster Pickup being handed down through four generations of his family. The truck took home a trophy for him in the Model A Commercial Class. He plans to use the award to buy a new laptop computer for his studies at the University of Tennessee this fall where he will begin as a freshman pursuing an aerospace engineering degree. Thomas Adcock also took first prize in Class 4, "Model A Ford Commercial - 1928 through 1931".

Madelyn Zadnik is a returning applicant for the scholarship this year. Her essay relates an experience with a flat tire on her father's Model A while out for a treat. She plans to use her award toward a study abroad program in Rome next year as she continues her studies as a sophomore at the University of Dallas.

Sophia Zadnik also is a return applicant as she begins her senior year this fall at the Franciscan University of Steubenville. She plans to use the award to fund a hands-on course in marine biology studying the animals in their habitat. Her essay relates the eventful tale of driving her father's A in the Independence Day Parade last year with Family.

Atticus Gray returns another application this year with plans to fund studies as a Junior at the University of Florida. The essay reflects the Ford Model A's ongoing place in American culture and history.

Hazel Gray's returning application likewise plans to fund her studies as a Junior at the University of Florida. The essay is an artistic impression of a Model A group drive.

I would also like to add that both Madelyn and Sophia actively supported Bill Benedict running registration packets to the cars as they drove onto the field. If you look at the picture of Madelyn you can see dad Randy in the background taking her picture.

I should have also noted that Thomas Adcock who got the scholarship also took first prize in Class 4, "Model A Ford Commercial - 1928 through 1931".

Jim Gray

## GWC SCHOLARSHIPS (Cont.)



Hazel Gray



Atticus Gray



Madeline Zadnik



Sophia Zadnik



Thomas Adcock with dad Blane

## ENGINE ODYSSEY

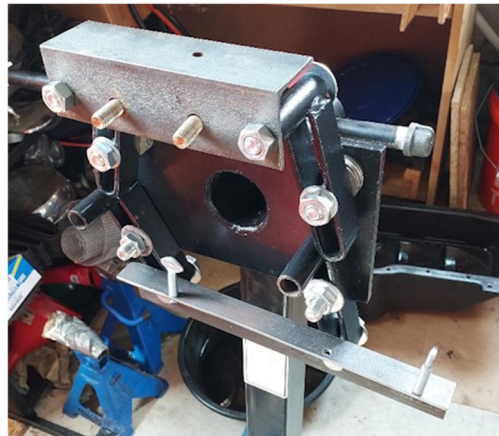
I continued with my engine pulling project and discovered that I needed to unbolt the front bumper to get the hoist closer to the center of gravity of the motor. I also needed to remove the front part of the two-piece fan pulley and the stock front motor mount. I had forgotten those steps from when I had the motor out in 2020. In previous engine removals, I supported the transmission with a jack stand; this time, I had a 2 x 4 across the frame rails and a ratchet strap around it and the transmission. I like this better. From there, I found a way to bolt up the engine stand bracket to the water inlet and sump pan rail with my homemade brackets. The oil pan was harder to get off than I thought because I must have used Hylomar on both sides of the gasket. I ended up driving a fairly thin putty knife into the joint at different spots. My old engine stand had three wheels and always seemed a bit unstable, so I got a four wheeler. Very stable, except that it was too wide to fit deep enough between the legs of the engine hoist. A stand with a narrower set of casters would be better.

I have the engine at Gunther's Machine in Woodsboro, MD. <https://gunthersmachine.com/> , only an hour away. They measured things and it will mean new rods with inserts from Bert's, new inserts for the main bearings, some crank grinding, and new pistons. Worst of all is there are a couple of cracks in the block. I am hunting for a "new" block and we'll see how that works out.

I came up with a pretty simple wooden cradle that has been handy and I refined my stand adapter.  
Bruce Metcalf



Block on the stand with cradle attached



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## ROCKVILLE SHOW

October 18, Early registration starts 7/7/25

<https://www.rockvillemd.gov/667/Rockville-Antique-and-Classic-Car-Show>

## **JULY SUNSHINE**

### **Benny M. Leonard**

It is with a heavy heart that we announce the passing of our father, Benny M. Leonard, on July 30, 2025. He passed away peacefully at home, surrounded by his family. He was 88 years old.

Benny was born on January 15<sup>th</sup>, 1937, to Perry and Estelle Leonard of Fairfax City, VA. He attended Fairfax High School, graduating in 1956. He met Sharon, his bride of 67 years, while in high school. They married in November, 1958 and lived in Falls Church, VA where their first child, Sandy, was born. They moved to Vienna, VA in 1963 where their second child, Robyn, and their third child, Mark, were born. During this time, Benny was actively involved in the community and worked many side jobs, including maintenance for the Vienna Woods swimming & tennis club, bartending at the Vienna Inn and many others.

Benny served in the Virginia Army National Guard for 38 years until his retirement in 1992. He was additionally employed in the Cartography Department of the Department of the Interior's Geological Survey from 1957 to 1993.

Benny and Sharon moved out of Vienna in 1999, and built their retirement home in Fairfax Station. Always a volunteer and a doer, he became a member of the Historic Fairfax City Inc. organization.

Benny was a self-made genius who educated himself and others through books and trial and error until he found YouTube. He loved laughing, learning and enjoying many of those videos with Mom.

In 1954 he bought his first two cars, (for \$.99 each.), which started his passion and hobby of automotive restoration. In 1978, he began restoring a 1963 VW and attending car shows. This led to his restoration of a 1930 and then a 1931 Model A Ford. He joined the George Washington Chapter (GWC) of the Model A Ford Club, and quickly earned the reputation as the "go to guy" for troubleshooting and repair. It was not uncommon for him to get calls from other club members, then go to their homes or use his garage(s) to help resolve a wide range of mechanical issues. He enjoyed participating in car shows and actively attending meetings, community events and going on local and long distance road trips and tours with his friends in the GWC.

Benny was a man of many talents -a mechanic, a bartender, a social events planner and a jack of all trades.

He loved music, dancing, and most of all his family. He was passionate about going on family vacations including boating, camping, or other memorable events. He enjoyed life to the fullest, always found time for his family and being active in his kids' sports, fixing their first cars, or just being a part of their daily lives.

He struggled with kidney disease for many years, while also suffering from many other chronic conditions. He fought his way through them all with the aid of wonderful care givers who provided both him and his family support through to the end.

Benny is survived by his wife, Sharon, his children Sandy (Kevin Jester) two grandchildren Nick (Ashley) and Zach; Robyn (Mac Church) one grandchild Taylor; Mark (Sharon Leonard) three grandchildren Mallory, Will (Molly), and Ryan (Lara) and two great grandchildren David and Henry and many grand pets.

Memorial services have been arranged for August 6<sup>th</sup> from 9:00-11:00 at Fairfax Memorial Funeral home. A Celebration of Life will take place afterwards at the American Legion Post 177, Fairfax City from 12-2:00. All are welcome to attend and remember this one-of-a-kind great man. In lieu of flowers, donations can be made in his name to the American Kidney Fund.

Fairfax Memorial Website: [fmfh.com](http://fmfh.com)

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Fairfax, VA 22030

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American Kidney Fund

<https://give.kidneyfund.org/donate-now>



## **HELPING MEMBERS**

Lately I have come to believe that the more you do with old cars, the more you want to do with old cars. Sometimes I go weeks without driving or working on my cars. I often go out to the garage just to perform some task that an old car needs just to keep moving forward.

Another old car activity is helping someone with their old car. I have received a few requests recently and I have enjoyed working on someone else's car and learning what I can during the process.

A month or so ago I went to help a non-club member get his car started. It was a ten minute job around the fuse. I also helped my friend with his Ford 9N tractor. It was a ten minute job that took an hour, but there was a lesson re-learned - do the simple stuff first.

A couple of weeks ago, I got a call from club member Marcus Underwood about a steering problem he had. He had bought a rebuilt steering box from Snyder's. He drove the car to the Rockville car show and on the way home it started binding when turning to the left. Wes Kirk had gone down to help, but the problem had not gone away. Dave Greenwood, Dave Jenkins and I met at Marcus's home in Oxon Hill to see what we could do.

Marcus has a 1930 with a two tooth gearbox. We removed the steering column and box and worked on the three adjustments. We got it loose and it wasn't making noise. We didn't test drive as Marcus had some other things he wanted to do on the car. Later in the week he called and the steering was too loose, so we went back again. This time we left the column in place and performed the adjustment on the side of the box. We got the looseness out of the steering, but it was binding again. The next option was to replace the steering box with another supplied by Dave Greenwood, which we did on the third trip. The car now steers better and the old box will go to Snyder's to get checked out.

It is possible that something happened to the rebuilt box or it may be that we just weren't adjusting it properly. Discussions with Donnie Temple and Larry Shepherd didn't provide any breakthroughs. It did give me the idea to work with Donnie to provide a meeting program on adjusting the steering with Donnie coming in over Zoom to provide some remote instruction.

This week I was asked to help work on Jim Baker's touring slant window Fordor sedan. You may recall that Jim's car was heavily modified for touring. It would not start. Jim Gray went over and drained the tank and cleaned the fuel filter, but the car would not turn over.

Dave Jenkins and I went to the Baker's to see what we could do. The Baker's friend Bob De Brast was visiting from Arizona, so the three of us went out to see what was going on.

I tested the electrical system and it had proper voltage, but the starter did not engage when you pressed the button on the floor. After fiddling a bunch and taking the starter switch off, I jumped the starter and it cranked. After adjusting the starter rod, we were able to get the starter to engage, but no fire. We were at a good stopping place, so we agreed to reconvene the next day after familiarizing ourselves with all the electrical modifications on the car.

The following morning we reconvened and I was confident we could get it started. It had good spark, so it must be a fuel problem.

The car has an electrical fuel shut off, so we focused on that. The day before we had determined that no fuel was coming out of the fuel line at the carburetor.

From what we could see, the electrical shut off was not working, maybe because we could not figure how it turned on and off. I took the solenoid out of the system and connected the fuel line up. As soon as we turned

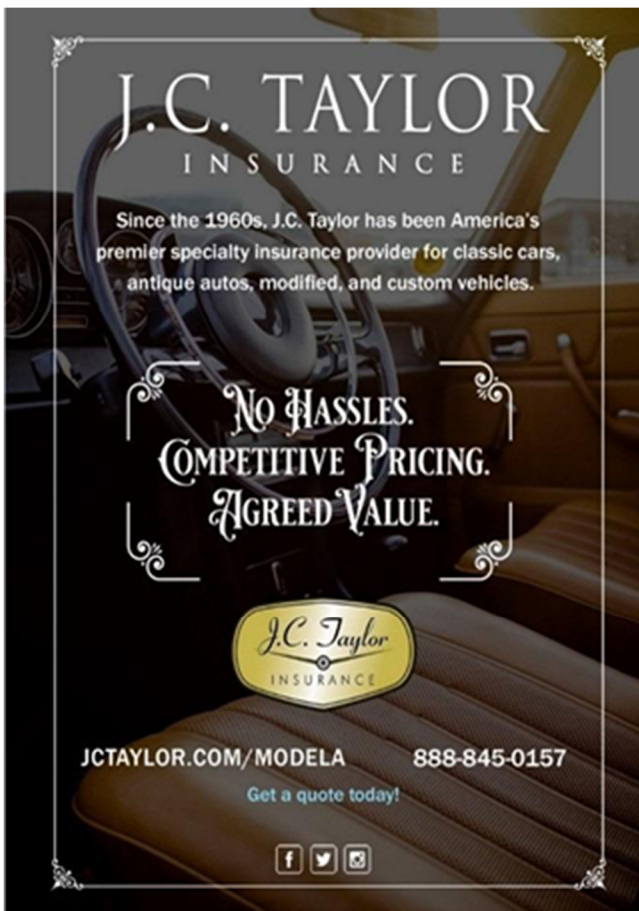
## HELPING MEMBERS (Cont.)

the fuel on, the car sputtered to life and ran well. We did discover that the shutoff valve had a problem. It is usually on when the lever is perpendicular to the fire wall and off when it is parallel to the firewall. This one worked midway between the two settings.

The last problem with the car was that the transmission was not shifting into gear. The car has a non-Model A transmission and the last time it was driven, it made a noise and would not shift into gear. Unfortunately, we could not get it to shift into gear once we got it running. A task for someone other than the club repair crew, I believe.

These efforts are great experiences for the participants. I always learn something, so I am happy to join in. I know that there are times when club members spend significant time on cars that do not belong to club members or that are going to be sold, so the efforts sometimes do not get cars back on the road for club activities. Connie Baker may sell Jim's car, but Jim was a very active member of the club, so it is great to help her get the car ready for a new owner.

Milford Sprecher



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## **MAFCA NOMINEE INTRODUCTION**

MAFCA's voting cards for the 2026-7 Director Nominees will be mailed soon! Be on the lookout.

Hello and hope you are enjoying touring season. I am **Gene Tallone**, one of the Nominees for a Director position. I am honored to share my Model A experience and leadership with our National Organization and you. My family and I have been active Model Aer's for many years. Some of you may know me from being an Officer with both Minuteman Club of MA., and Old Dominion in VA., or as Trustee/Treasurer for MAFFI (Model A Ford Foundation Inc). Over the many years participating in our Hobby my family has organized or attended numerous successful events hoisted by active Clubs across the Country.

MAFCA will be publishing a more in-depth Bio for you to review and **I WOULD APPRECIATE YOUR VOTE.**

Thanks Gene T.

## **TO TWO-PART PULLEY OR NOT – THAT IS THE QUESTION!**

By Paul Bjarnason

My freshly rebuilt motor came with a two-part crankshaft pulley made of cast iron. After hearing of some cast iron crankshaft pulley failures, including one on GWC member Jim Baker's European trip, I decided to change my engine's pulley out in favor of a billet steel pulley. The reputed advantage of the two-part pulley is that, in the event of failure, it may be replaced with another new two-part pulley without removal of the radiator. If true, this would be a big advantage on the road. But, I decided it would be even better to install a pulley which would never fail, so that I would not have to exercise that advantage. Billet steel is almost impossible to crack. In the seemingly simple task of changing out the crankshaft pulley, my first step was to remove the cast iron two-part pulley. To remove the first part, I removed the crankshaft pulley bolt and the first part of the pulley came right off. So far so good. Then, I tried to pull off the second part, using vice grips and channel locks, but it wouldn't budge. I tried heating it, but it still wouldn't budge. At this point, I was glad I was not out on a road trip, but in my own garage.

I then made a special tool out of a 1.5" water heater heating element removal wrench, which I bought at Ace Hardware. I cut a few slots in it to spread it to get over the pulley shaft – it was still a tight fit, but it fit. GWC member and fellow Squad Member James Kolody welded on a big washer for me, so that I could use my slide hammer. Without removing the timing cover, I attached the new tool to the pulley shaft using a water hose strap clamp. But, it didn't hold on well enough.

It appeared that I needed access to more of the shaft, but it was inside the front timing cover of the motor. So, I removed the cover. Also, I removed all of the oil pan bolts and dropped it about 2 inches, at which point I was able to get a 1.5 inch muffler clamp on my new special tool, for a real tight and strong fit. One pull on the slide hammer and off came the second part of the two-part pulley. (Just think about how difficult that job would have been had I been on a road trip!!) Now, I was ready to install the billet steel pulley. By the way, once I had the second part of the two-part pulley off, I noticed that they did not fit together tightly. I think this would have eventually led to the failure of the pulley.

Because of the front cross member there was no room to get the billet steel pulley onto the end of the crankshaft. So, I had to remove the front suspension spring clamp and raise the engine a few inches. To raise the engine, I had to loosen the rear motor mounts so the engine hoist could pull the motor up a few inches. The rear mounts were Floatomotor mounts, so this was easy. Now there was enough clearance to put the pulley on the crankshaft.

So that it would turn easily inside the rope front seal, I greased the billet steel pulley – and then I put it onto the crank shaft, ensuring that the slot in the pulley went over the key on the crankshaft. Tightening to 100 ft lbs would have to wait until later, because the car's wheels were off of the ground. I pulled up the oil pan and installed the bolts – then, I put on the timing cover, using a little (very little) black silicone sealer, which is specified for automotive use. Finally, I installed the Nu Rex timing scale. I then noticed the timing scale on the Nu Rex didn't match up with the timing marks on my new pulley. This was because although I had set the motor to top dead center, the TDC timing mark on my pulley was 15 degrees off from the TDC mark on the Nu Rex scale. Bummer.

But, after thinking it through, I realized that Nu Rex and the manufacturer of my billet steel pulley (Scalded Dog Model A Parts) no doubt had not coordinated the placement of their respective timing marks. So, since I had

## **TO TWO-PART PULLEY OR NOT – THAT IS THE QUESTION! (Cont.)**

set the engine at top dead center for the No. 1 piston (using the pin), I just filed a new top dead center mark into the billet steel pulley and put a dab of white paint on the new spot. Problem solved. Success. I will now be able to use a timing light to set the timing. (I have a modern distributor with centrifugal advance.) Also, I will feel more secure while on a road trip, knowing that my motor's pulley is made of billet steel. If anyone wants an unused two-part pulley, let me know – it's yours for free.

Paul Bjarnason



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# Quick Technical Tip

## Replacing the Steering Arms

*by Doru Popescu and Tim Litzenberger, Lehigh Valley Model A Club*

Standard procedure to replace the steering arms and/or the tie rod, as documented by Les Andrews in the Red Book, is to first remove the backing plates from both front axles. However, if you don't need to service the front brakes, there is a shortcut that will save you a couple of good hours.

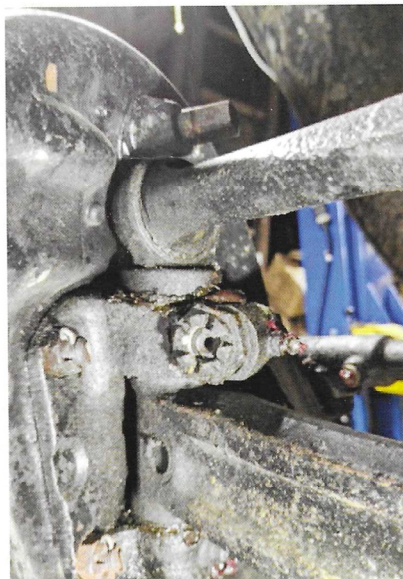
First step after you lift up the front end is to remove the drag link and turn the wheels all the way to one side. As you can see in photo 1, there is not enough clearance to unscrew the slotted plug.

However, if you loosen up the castle nut which secures the steering arm (photo 2), and tap the arm out about ¼ inch, you will get just enough clearance between the end of the tie rod end the backing plate.

That will then allow you to unscrew the plug (photo 3) and disassemble the tie rod from the steering arm.



**Photo 1**



**Photo 2**



**Photo 3**

Repeat on the other side, and then replace the steering arms and/or the tie rod. Follow the same steps in reverse. Once you reassemble the tie rod and tighten the plug, tap the steering arm until it's fully seated, then tighten the castle nut. Voilà, you just saved yourself hours of work!

Now for a full disclosure, we happened on this shortcut by mistake. We were reassembling the front end on a Model A after replacing the steering arms. We reinstalled both backing plates and brakes before realizing we no longer had the clearance needed to reinstall the tie rod.

It was getting late in the day, and the thought of taking the backing plates off again was not something we were looking forward to. And then... Eureka, we saw the light!





# 2025 MAFCA NATIONAL AWARDS BANQUET



In Mobile, we will celebrate our 2025 National Award Winners and meet the 2026 Board of Directors.

- Enjoy seminars by Sherry Winkinhofer and Paul Shinn
- Hear the history of Alabama's roadways
- Tour the beautifully lit Gardens of Bellingrath, all decked out for Christmas
- Visit the USS Alabama and enjoy lunch under the planes
- Explore Mobile's history by Trolley

Join us in  
Mobile, Alabama

December 3 - 6

Renaissance Riverview Plaza Hotel

Click on link below for the  
Registration form  
<https://tinyurl.com/2025-MAFCA-NAB>

Info Video - <https://youtu.be/uGqvKedfWTs>



George Washington Chapter 2025 Approved Budget - AS OF 7/31/2025  
**OPERATING BUDGET #2**

Budgeted Income	Contact	2024 Actual	2025 ACTUAL	2025 JULY
Membership	VanGorder	\$ 3,162.00	\$ 2,193.00	\$ 95.00
Misc Income (Donations)	Tomb	\$ 280.00	\$ 50.00	
Programs & Technical Seminars	White	\$ -	\$ -	\$ -
Club Tours & Activities	Faircloth	\$ 1,430.00	\$ 1,510.00	\$ 200.00
Script Advertising	Bass	\$ 650.00	\$ 550.00	\$ -
Hands on Seminars, Repair	Leonard	\$ -	\$ -	\$ -
Sully Income	Gray	\$ 12,839.00	\$ 10,151.50	\$ -
Total Income		\$18,361.00	\$14,454.50	\$295.00
Budgeted Expenses				
Membership	VanGorder	\$ 1,027.38	\$ 286.84	\$ -
Club Programs	White	\$ 52.73	\$ 15.99	\$ -
Club Tours & Activities	Faircloth	\$ 4,876.88	\$ 3,738.56	\$ 439.96
Tool Shed / Tools	Leonard	\$ 428.52	\$ 81.93	
Sully Car Show Expenses	Gray	\$ 4,153.17	\$ 3,466.90	\$ -
Web Hosting Expense	Shepherd	\$ 165.22	\$ 189.22	\$ 45.34
Presidents Fund	Sprecher	\$ 1,049.51	\$ 810.58	\$ -
Secretary Supplies	Greenwood	\$ -	\$ 200.35	
Treasurer Supplies & Insurance	Tomb	\$ 2,802.70	\$ 2,007.50	\$ 25.00
Total Expenses		\$14,556.11	\$10,797.87	\$510.30
UNDER/(OVER) Revenue		\$3,804.89	\$3,656.63	-\$215.30

**2025 CONTRIBUTION BUDGET**

MAFFI	Board	\$ -		\$ -
MODEL A YOUTH REST AWARD	Board	\$ -	\$ -	\$ -
SCHOLARSHIP	Board	\$ 1,500.00	\$ 3,500.00	\$ 2,500.00
AFRH	Board	\$ 500.00		\$ -
MILEAGE AWARD EMBLEM	Board	\$ 263.92		\$ -
TOTAL		\$ 2,263.92	\$ 3,500.00	\$ 2,500.00

**WELLS FARGO BANK CD + RESERVE FUND (Information only)**

WELLS FARGO ONE YEAR + CD	Board	\$ 10,781.73	\$ -	\$ -
=====				
		\$ 10,781.73		

Total Expenses	\$16,820.03	\$14,297.87	\$3,010.30
=====			
Sum Income and Expenses	\$1,540.97	\$156.63	-\$2,715.30

Current Bank Balance, as of 7-31-2025	\$ 23,869.26
Beginning of year Balance (01-01-2025 Actual)	\$ 23,712.63

**Jim's Tech Tips**  
**"Assembling Front Brakes"**

There are some very good Shop Drawings available that show an exploded view of the front brakes. It is good to refer to them when reassembling everything. However, I find the location of the small felt washer shown in the drawings to be ambiguous. The drawing makes it look like the small felt that goes on the Brake Actuating Pin goes on the pin above the Operating Wedge. That is incorrect.

Look at the photo to the right. The pin goes up into the hollow kingpin, and the felt goes on the pin BEFORE you install the backing plate. (The bottom tip of the rod goes into the hole shown in the backing plate, above the nut.) This sandwiches the felt between the backing plate and the kingpin, providing a good seal at the bottom kingpin bushing.

I have opened up front brakes on several cars and found the small felt floating on the pin on top of the wedge. It does nothing for you there.

I hope this helps you get your brakes back together and working correctly.



Photo by Mitch Hartka, [www.VintageFordForum.com](http://www.VintageFordForum.com)

Until next time...     *Have a Model A Day!*

Jim Cannon



# 2025 Model A Days

## 2-Day Swap Meet

Fashion, Seminars, Car Corral,  
Driving Class\*, and MORE!!

**September 19 & 20, 2025** 9-5pm

**The Gilmore Car Museum**  
**6865 W. Hickory Road**  
**Hickory Corners, MI 49060**

Technical Seminars, Fashion, Hall of Fame Induction, Ride the Classics\*  
**Please Join Us for a Special Friday Night**  
**Museum Expansion Event!\***

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

**Celebrating  
the Model A  
Museum  
Expansion!**



For event info, seminars and Swap Reservations  
Mark Maron 847-302-7900

\*Requires PRE-Registration



## Tape to Protect Brake Shoes

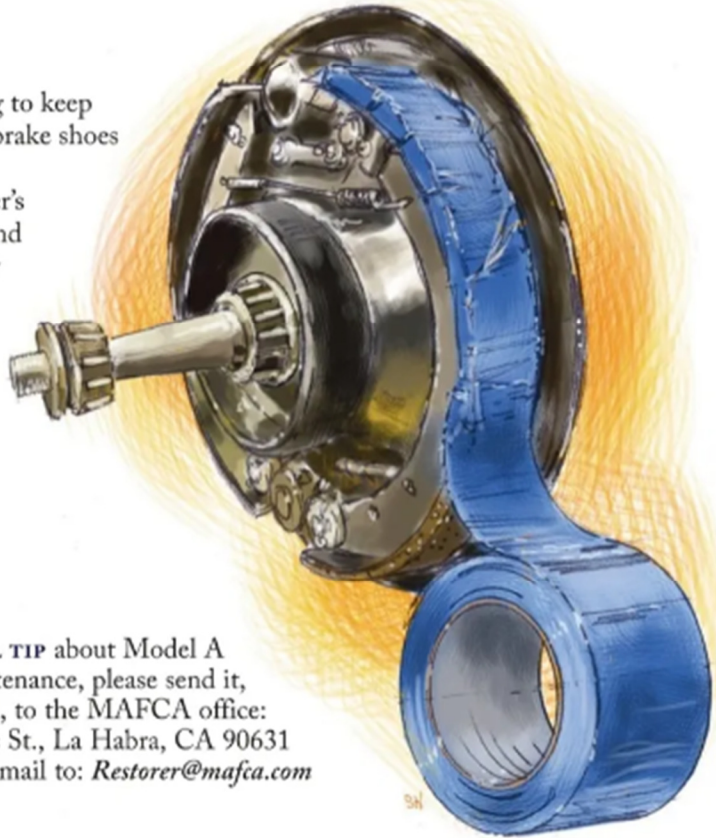
Idea submitted by Garth Shreading, Stevensville, Montana  
Illustration by Stephen Holt, Urbana, Illinois

**Tiny Tips**  
From MAFCA Members

**R**EGARDLESS HOW CAREFUL I am in trying to keep my greasy fingerprints off the brand new brake shoes I'm installing, it seems it just isn't possible.

Then I attended a recent Big Sky A's chapter's monthly seminar. The subjects were rear seals and brake actuator angles. But my friend and fellow Big Sky A Chapter member Mike Judisch showed me this trick.

Simply cover the brake shoe with blue painters tape. Then, just before installing the hub, remove the tape. ☺



**IF YOU HAVE A HELPFUL TIP** about Model A restoration or maintenance, please send it, with a photo or sketch, to the MAFCA office:  
250 S. Cypress St., La Habra, CA 90631  
or email to: [Restorer@mafca.com](mailto:Restorer@mafca.com)

## 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!



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## FROM THE ACTIVITIES CHAIRMAN

### COMING EVENTS

#### August

- **August 13 – CDC Breakfast – Fair Oaks Silver Diner (2nd Wednesday) – 12251 Fair Lakes Parkway – 9:00am**
- **August 20 – Monthly Membership Meeting (3rd Wednesday) – American Legion Hall, McLean – 7:30pm**
- **August 27 – Board Meeting (4th Wednesday) – Zoom 7:00pm**

#### September

- **September 1 – 26th Annual Labor Day Show in Fairfax City, VA - 8am to 2pm; registration opens at 6am if you are showing your car.**
- **September 10 – CDC Breakfast – Fair Oaks Silver Diner (2nd Wednesday) – 12251 Fair Lakes Parkway – 9:00am**
- **September 17 – Monthly Membership Meeting– SWAP MEET (3rd Wednesday) – American Legion Hall, McLean – 6:30pm**
- **September 20 – Orphan Car Show – Lyceum – Alexandria, VA – 10am to 1pm**
- **September 20 – 49th Edgar Rohr Memorial Car Meet – NOTE: Location Change! Historic Manassas Rail Station – 8am to 3pm**
- **September 24 — Board Meeting (4th Wednesday) – Zoom 7:00pm**
- **September TBD – Fall Picnic at John Leydon's home at Oak Hill**
- 

#### Save the Date!

**December 6 (Saturday) – Annual GWC Christmas Party at American Legion Hall – Fairfax, VA**

## WANT ADS

### For Sale

Here are items I have for sale but don't plan to bring to the July flea market due to size, weight, or other handling reasons, please announce. Thank you.

"How to Restore Your Model A, all 9 volumes	\$60
30-31 coupe front floor pan	\$50
30-31 radiator apron	\$20
30-31 hood	\$250
30-31 front fenders, pair	\$600
30 restored radiator shell	\$500

Dave Henderson 703 938 8954

### Wanted

The radiator on my 1931 has developed fatal leaks. I removed it and took it to Smitty's in Hyattsville and they told me it wasn't worth fixing. So I am asking if anyone has a radiator for sale. Also for suggestions regarding sourcing a replacement. I plan to see if there are any at Gettysburg.

Don White, G - 703-623-9805 Mobile  
[don@dbwhite.com](mailto:don@dbwhite.com)

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)



**ANNUAL LABOR DAY  
CAR SHOW**

**SEPTEMBER 1<sup>ST</sup>, 2025**

**8:00 AM TO 2:00 pm**

**4081 UNIVERSITY DRIVE, FAIRFAX, VA**

**[www.labordaycarshow.org](http://www.labordaycarshow.org)**

## WANT ADS (Cont.)

### **For Sale**

Selling Tom Terko's 1929 Model A Ford Town Sedan. Older restoration. Runs great. Schwalm's rebuilt, balanced engine. NuRex alternator, aluminum fan, Aires stainless steel muffler, cast iron brake drums, Mitchell overdrive. Dual side mount spares, Mechanically excellent. Some paint blemishes, but car looks very good. Comes with a locking front storage box, trunk with a fitted picnic table, car cover, bud vase and clock mounted in the rear view mirror and the original engine. Needs tires. New tires available separately. Odometer reset when restored.

Car owned by a master Model A mechanic. Driven on many tours, including to Tennessee and Oregon. Won awards at local shows. Trophies included.

Asking: \$18,000

Contact:

Milford Sprecher

301-830-2198

Milford.Sprecher@gmail.com

