



*The*



*Script*



*Volume 65, 5 – Santa Clara Valley Chapter of the Model A Ford Club of America – May 2024*

*Those April Showers*

*Bring May Flowers*

*Happy Mothers Day*



*Hi Mom!*

Hello SCVC,

I sure had a good time at the Salinas Train Museum tour and BBQ at Royal Oaks Park in Prunedale! I think that was my third or fourth drive on Old San Juan Grade Road and I forget how beautiful that drive is. Thanks to Dave to Susan Jones for coordinating with the GRAMPA group (Good Restored A's of Monterey Peninsula Area). And thanks to the GRAMPA group for showing us around and for supplying the hotdogs and hamburgers for lunch. It was perfect touring weather that was topped off with a wonderful BBQ and conversation with newly met fellow hobbyists. There was barely enough table space for all the side dishes and desserts that we brought to share. With all that food, neither Jill nor I walked away hungry.

That model train layout at the museum has to be the largest, most detailed setup I've ever seen. The size and scale were amazing. The neighborhoods and areas depicted that were tied to actual locations in the Salinas and surrounding area made it even more realistic. If you have a Facebook page, I think Jim Cowing took the most photos of the tour and destinations, be sure and check them out.

My last conversation with Dave and Susan left the actual number of attendees on the tour still up in the air. I'm sure we'll hear about that soon. While I don't want to jinx myself, I think it was the largest number of car problems on a tour in quite a while.

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I can't remember a larger group, it was somewhere near seven cars with problems. That number includes the tour directors who spent so much time coordinating and then missing the event. It will be interesting to hear the trials and tribulations of the prospective Hard Luck and Edsel trophy winners.



Be sure to take the upcoming opportunities to drive your Model A in the coming months. A journey with friends is always better than the destination.

Let's go out and drive, Mark

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.

Membership: For 2024, membership in SCVC is \$35 per year, per family.

Membership applications are available at 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

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GENERAL MEETING MINUTES 4/2/2024

Minutes from the General Meeting on April 2, 2024 by Lizanne [Leezohn] Polland

The meeting was called to order at 7pm by President Mark Barrett. Glenn Wildman led the flag salute. 59 families/99 chairs were in attendance.

**Greeter:** Susan Colbeck greeted club members, there were no guests.

**Newcomers:** Jay Day welcomed and encouraged us to participate in the greatest club in MAFCA.

**President:** Mark Barrett thanked Kathy Anberg for volunteering for the advertising position.

**Secretary:** [Leezohn] Polland. Corrections to the Board meeting minutes based on Doug Anberg's treasurer's report at the Board mtg: expenses and net income were corrected. No corrections to the March general meeting minutes as printed in the Script. Motion to approve made by Dave Jones, seconded by Chuck Christensen. Correspondence: Jill Barrett sent a thank you card to the club for a weather vane and Model A blanket she received at the Dec banquet (the card was misplaced and thus the tardy reporting). Correspondence this past month included two bank statements for the two CDs from Luther Bank, a note from Luther Bank indicating the CD maturing Apr 5 will rollover automatically, a letter from the Model A youth restoration awards program, and a renewal check.

**Vice President:** Mike Stevens identified the many taxes we are subject to including income, real estate, sales, capital gains, social security, gift taxes, value added taxes and special assessments. He quoted Arthur Godfried, "I'm proud to be paying taxes to the US; the only thing is-I could be just as proud for half the money."

**Treasurer:** Doug Anberg reported our income and expenses. He also informed the club that the Board voted to renew the CD when it matures and add an additional amount of funds to the CD balance.

**Editors:** Bob and Patti Meneely mentioned the Script is ready to go. The only item missing is the minutes.

**Membership:** John Seabury reported 104 paid member families. Some members moved out, others are giving up on the hobby. He will continue to watch for renewals. A revision to the club roster is on the website; please review it for accuracy and any changes. The cover page is graced with Fred Wilkinson's handsome car.

**Activities:** Dave and Susan Jones

**Past Activities:**

**Mar 8-10:** CCRG (which stands for Central California Regional Group vs NCRG) met in Clovis, north-east of Fresno. 160-180 families attended and SCVC brought in 20 families with mostly A's driven. The meet included Saturday tours, a museum, a Christmas tree farm with a locomotive system, seventy-two pieces of yard art on the driveway to a tiny house and the Sunday banquet

**Mar 17:** The alternate local tour was canceled because of the closure of a major highway. However a group did meet in Milpitas; 14 A's and one modern car drove to Agnews Historic Park (for historical building sightings), Moffett airfield and NASA Ames. They stopped and had lunch at the Google campus, enjoying its garden art. This tour stands as a testament to the saying, "it's not about the destination but about the journey"

**Upcoming Activities:** See Script article

**Seminars:****Fun/Fashion Seminar:** Liz Marshall/Liz Ng

Apr joint seminar at Elderton's on hubleys; how to tune them up and how to make pom poms

May 18 will be at Judy Cole's home. Laurie Elliot will present sportswear fashion.

Jeanne Peters will host a seminar on hats with Rinaldi

**Tech Seminar:** Rich Campbell

Apr 20 Hublely seminar. Bring your new or old hubleys. [Rich placed in a Colorado contest so he qualifies to teach on Hublely rules, regulations, and modifications to make your car run smoother (and how to ensure front bumpers are solid to survive instant stops)!] Pom pom and cheering squad teams will be fun additions at Hublely events. Rich also made a plug for the Apr 14th All Fords Swap meet

May 18 front axle seminar at Rich Campbell's. John Seabury along with Chuck Elderton will demonstrate alignment of front axle; Steve Bartolomei will bring hydraulic press and we will learn how to press an axle into shape. Will also go over the assembly of spindle bearings and spaces. Different stations will be set up. If you have a bent axle make sure you don't miss this opportunity

Jun possible topics: Contact Rich if (i) your car isn't working right, it can be the focus of a seminar, or (ii) if you know a good venue where our As might meet for car swapping; we will drive others A's to compare how our brakes or steering measure up.

**Librarian:** Karen Larsen and Rob Keefe. Rob reminds us that the library is cataloged on the website. They will deliver an item or bring it to a seminar or tour.

**Webmaster:** Wayne Innamorato (no report).

**Facebook Coordinator:** Shauna McGuiness (not present). One new member joined the FB page.

**Sunshine Program Coordinator:** Gina Anderson. Nine Get Well cards sent (three received 2nd card) for reported colds or viruses as well as other ailments. Will and Karla Lancaster (cold), Brian and Shauna McGuiness (Covid), Susan Jones and Susan Kafer (colds). Don Cole (reinjured his back), Sandra Casalino who has been in and out of the hospital got another card and she is home now.

**Vest Material:** Vicky Wildman has no vest material at the moment but does have patterns and she can shop with you to purchase material for the

simple three piece pattern. Vests are a distinctive way to identify club members on events.

**Participation:** Chuck Elderton. The March general mtg had 59 member families. The CCRG meet drew 20 member families with 18 A's. SCVCs St. Patrick's day tour included 17 member families driving 14 A's.

**Historian:** No volunteer yet

**MAFCA & MAFFI:** Chuck Christensen. MAFCA National convention in New Mexico is in June. Their Judging Standards committee is putting on a seminar on judging the Model A.

MAFFI is in the process of expanding its museum at Hickory Corners, MI. Please visit MAFFI.org to support their fundraising efforts.

**NCRG:** Jill Barrett (no report).

**Unfinished Business:** Mark Barrett thanks Kathy Anberg for volunteering for the advertising position.

**New Business:** None.

**New Cars:** Kenny Cross purchased a 1930 pickup truck.

**Trophies:**

**Hard luck trophy:** Mike nominated Rich Campbell who won the award with a myriad of problems on the CCRG tour: (i) broke his shock mount on the road to Clovis; (ii) battery operation switch turned off and stayed off; and (iii) blew a head gasket

**Edsel trophy:** Dave Anderson left his car on jacks to repair his wobbling front end and lost transmission fluid all over Gina's side driveway

**Good Samaritan trophy:** Mark Barrett thanks Chuck Elderton for the spare gas cap and his help transporting the Burtz engine; Mark also thanked Don Cole for his repair help. Gina thanks Barretts for helping her remember a CCRG member's name. Joe Goulart thanked Dennis Rinaldi and John Seabury for jump-starting his car twice. Kenny Cross thanked Brian McGuiness for help and Jim Cowing for loaning him a tool. Rodger Griffin thanks Ted and Susan Kafer for saving him from staying stuck in a low chair. Cin Barnes thanks Jill Barrett for monitoring FB to assist him in joining the meeting. Liz Ng thanks Patti Meneely for materials donated for Dress a Girl Around the World campaign.

**Good of the order:** Dennis Rinaldi mentioned one room available for reservation at the NM host hotel.

2024 SCVC Club Activities are shown in Bold.

May 3-5, Lake County A's Spring opener. Hosted at Konocti Harbor Resort in Kelseyville. <https://www.mafca.com/downloads/Events/2024SpringOpenerRegistrationForm.pdf>

May 4, Sat, Famoso Swap-o-rama (new home of Bakersfield Prewar Swap), Famoso Drag Strip, McFarland, CA

**May 7, Tue, SCVC General Meeting** on ZOOM, 7:00pm. Watch for the emailed link.

**May 18, Sat, Tech Seminar.** 10:00am at Rich Campbells home, 1310 Olympia Ave, San Jose. John Seabury will give a talk on straightening the front axle.

**May 18, Sat, Fun/Fashion Seminar.** 9:30am at Jeanne Peters home, 1439 Kinsport Lane, San Jose. Topic will be "sportswear" by Laurie Elliott and team.

**May 19, Sun, SCVC Tour to Friendship Day** hosted by Mid-Peninsula Old Time Auto Club, 441 Seaport Ct., Redwood City. 8:00am - 2:00, Model A admission is \$10 per car. Meet at McDonalds, 1721 E. Bayshore Rd, East Palo Alto(across from Ikea) at 7:45am, leave at 8:00.

**May 24-26, NCRG "Sagebrush Classic"** in Carson City, NV, a few folks are going, looks to be a good event. [www.sagebrushclassic.com](http://www.sagebrushclassic.com)

**May 28, Tue, SCVC Board Meeting** on ZOOM, 7:00pm. Club members are welcome, contact President for ZOOM INfo.

June 2, Sun, Auburn Swap Meet at Gold Country Fairgrounds, Auburn.

**June 8-9, Santa Clara Valley Model T Club 53rd Annual Endurance Run and Lowland Tour,** Meet in Lucky Store parking lot at 2175 Grant Rd, Los Altos. (just off Foothill Expwy) at 6:15am, leave at 6:30. [www.scvmtfc.org](http://www.scvmtfc.org) for registration forms.

**June 23-29, MAFCA National Convention, "Southwest "A" Ventures"** sponsored by the Southwest Model A's, Event being held in Ruidoso, New Mexico. [www.southwestaventures.com](http://www.southwestaventures.com)

June 24, Mon, Tour to celebrate 50th Anniversary of family ownership of the Enderby's Model A. We will drive from Redwood City to the Alpine Inn for a no host lunch. After lunch we will tour by points of family interest in Los Altos Hills, Palo Alto and back to Redwood City for cake. A fun set of questions to be answered along the tour. Meet at Enderby's home, 158 Fulton St, Redwood City at 10:00am, depart at 10:45.

GENERAL MEETING MINUTES 4/2/2024 (Cont'd)

**Apr anniversaries:** Cilkers, Days, Wildmans, Barretts, and birthdays: Judy Cole, Jill Barrett, Mark Colbeck, Kevin Enderby. (Mar birthdays missed last month: Cris and Jessie Holombo).

**Next board mtg:** Apr 30 at 7pm

**Next general mtg:** May 7 at 7pm Motion to adjourn by Tina Goulart and seconded by Rich Campbell at 8:29pm.



**COMING ATTRACTIONS**

**FRIENDSHIP DAY 2024**  
 Sunday, May 19th / 8am-2pm  
 441 Seaport Court, Port of Redwood City



[www.MPOTAC.com](http://www.MPOTAC.com)

We are the Bay Area's longest running family friendly car show.  
 The Mid-Peninsula Old Time Auto Club (MPOTAC), began in 1960  
 and Friendship Day started in 1963 (sixty years ago).  
**Sunday May 19<sup>th</sup>, 2024**

★ ★ ★ 2024 ★ ★ ★  
**SAGEBRUSH CLASSIC**



**MAY 24, 25, 26**  
**FUJI PARK**  
**Carson City, Nevada**

★ Banger A's ★ NCRG ★ MAFCA ★

**A LITTLE FASHION CORNER**

**HAT PINS**

Hat pins came earliest in the 15th century. But they really came into their own in the decade of 1890's! Flashy hats were in vogue and expensive and easily blown off into muddy streets! Hat pins emerged as important accessories in the Victorian era with sometimes the length 18 inches or longer. This continued to the 20th century. Subsiding only at the onset of WWII and obsolete in the 1920's when bobbed hair and turbans became the fashion.

By 1908 the lengths could not be more than 7 to 9 inches. Laws were passed in the U.S. that limited lengths of hat pins. There was a concern they might be used by suffragettes as weapons. Also by the 1910's ordinances were passed requiring hat pin tips to be covered so as not to injure people.

They were made by many available materials including paste, bone, precious metals, plastics and gemstones.



**MODEL A'S, RAILROADS AND BBQ**

Janet Lange & Angus Spiers

The April tour was postponed because of the possibility of rain. Two weeks later on a cool but sunny morning 29 SCVC families driving 20 Model A's gathered to drive to Salinas.

The first stop was in San Juan Bautista to meet up with the GRAMPA (Good Restored A's Monterey Peninsula Area) Model A club. The tour was a joint venture and our destination was the Monterey & Salinas Valley Railroad Museum. Our GRAMPA tour leader took us over the mountains on a scenic tour of the Salinas Valley and fertile farm lands.

Arriving at the museum we were amazed at the beautiful diorama of the Central Coast in miniature. As the trains chug along the HO scale track you can see local landmarks such as Cannery Row. The diorama was designed to look like life in the 1940's and 50's.

In total there is about 2000 feet of track and around 3000 feet of wire behind the switchboards.

In addition to the diorama there are life-size rail cars outside the museum. We toured the caboose, the refrigerator car and mail car and the locomotive. It gives the visitor an idea of what life was like in the Salinas Valley 100 years ago.

After the museum the group traveled to Royal Oaks Park for a BBQ. The GRAMPA club provided the hamburgers & hotdogs and SCVC brought snacks, salads and desserts.

Combining two clubs in one activity made for an interesting tour with members getting to know each other and sharing stories.



BBQ in the shade of the old oak tree at Royal Oaks Park, first visit there for our club.



We met up with the GRAMPA A's in San Juan Bautista.



On the road (bumpy) again, goin' places where we've never been,,, although I think we have been on San Juan Grade Rd before.



Isn't that a pretty sight? Cars for the guys, rolling grasslands for the ladies.





Arriving at the Salinas RR Museum, that was a working crossing gate, just had to push the button.



A bonafide mail car, mail picked up, delivered and sorted all on the run.



Four guys rode in the caboose, all had a job to do and now no caboose, how does that work?



Inside the old station, a model RR diorama of the entire Salinas Valley.



Have you heard that old adage, "a Ford army runs on its stomach"?



"and finishes at the dessert table."

### FROM THE BRIT POINT OF VIEW

Hi, my name is Angus. I'm a nephew of Janet & Rich Lange, visiting from England. I was lucky enough to tag along on the Model A tour to Salinas. In the UK I work for Great Western Railway as a train conductor. Going to the railway museum was a really nice treat for me personally. I loved the diorama, the attention to detail was incredible. I especially liked the light hearted approach such as the random British train passing around and the quirky touches such as the aliens that could be found in the military base section. The carriages and locomotive were lovely to see and evoked a true sense as to what life was like during a much more romantic era in rail travel. The crew members had it better I. I don't get a whole carriage to myself.



Thank you to everyone for making me feel welcome.

*Angus Spiers*

### THERE WILL BE A HARD LUCK WINNER THIS MONTH!

1. Colbeck's got halfway to the initial meeting location and had unknown issues so went home and came back with their modern.
2. Holombo's broke down shortly after entering Monterey Hwy. and for an unknown reason, left their car somewhere along the road and went home via a "a big yellow truck ride" after the tour.
3. Lovejoy's left home but had to turn back halfway to San Juan because his radiator was leaking so badly; they picked up their modern and met the group at the train museum.
4. Jim Cowing had his starter rod fall off and his car wouldn't start at the San Juan stop. He reattached it and all was well.
5. Dave Jones had the driver's side steering arm fail during the tour and came home on "a big yellow truck".
6. It was reported that Will Lancaster had a massive gas leak from his sediment bowl at the park. I don't know who this was, fortunately an unknown GRAMPA member had a spare gasket to fix the issue.
7. Lange's tailpipe broke in the driveway at home and they came in a modern.

HUBLEY RACERS TUNE-UP



Precision counts!



They're off! The old junk seems to be faster.



Action in the pit area.



Meanwhile on the back patio,,,,,, page 11



There were some casualties....

**BACK TO MY MODEL A ROOTS**

By John Seabury 04/28/2024

My involvement in Model As started in the late 1960's, when I was in high school. A gentleman in my home town (Orinda, in the East Bay) who had several old cars of his own (and several kids interested in old cars) somehow hooked up with a local car collector. Between the two of them the collector agreed to sponsor a group of high schoolers by footing the cash requirements for restoring Model As if the labor was free. A couple of my buddies and I heard about this, signed on and away we went.

The group had done a couple of cars before I joined, but the first car I was involved in was a 1929 station wagon. There was some rot in the wood body, which we handled, and then we used this as our "shop car" for restoring others. Even though it was not my car by title, I drove that car for a couple of years as my daily driver while we continued on. (I remember distinctly that I was working on that car in the driveway on Sunday July 20, 1969 and was listening to the radio as Neil Armstrong set foot on the lunar surface.) We built up a coupe, a pickup and a AA chassis that we rescued from a factory in Cowell (no longer exists, it's now part of the Concord megopolis).



In 1971 I went away to college. My dad was a die-hard GM guy and he would not stand for having all that Ford junk that I had accumulated around the house, so I got rid of all my Model A stuff. Thus putting a hiatus on my Model A hobby.

But I had not lost my love of old cars. Over the years I bought, made road-worthy, drove and then sold a 1958 Mercedes 220 sedan, a 1959 Triumph TR3, and my last ground-up restoration, a 1975 BMW R75/5 motorcycle. Still, my ears perked up and my heart raced every time I heard the distinctive chuckle of a Model A as it drove by. My wife and kids got tired of me regaling them with "when I was in high school..." stories.

Gradual forward to 2019, when decided that I'd like get back to my old-car roots and get a Model A. I found a gorgeous 1930 pickup in Burlingame. It had been restored in the late 1980's but had been driven only 4000 miles in the intervening 30 years. I spent some time getting it roadworthy again and enjoyed it immensely. Buying that truck was my impetus to join MAFCA. I needed some parts, hooked up with Bill Cilker, and he convinced me to join SCVC ("the greatest club in MAFCA") in June 2020 - right in time for COVID. I've never known an in-person SCVC monthly meeting.

When I approached retirement (February 2022) I started looking around for one last restoration project. I located an unmolested but barely running 1930 Town Sedan in San Bernardino, and brought it home in late 2021. I got it roadworthy and drove it until July 2022, when I began disassembling it for a ground-up restoration. Meanwhile, the 1930 pickup's doors had gotten smaller and smaller and both my bride and I found it increasingly difficult to get in and out. I reluctantly sold my pickup to a fellow SCVC member in June 2022 and later that year (after kissing many frogs) located my current 1931 S/W Town Sedan in Placerville. I now drive the 1931 Town Sedan while I continue the restoration of the 1930 Town Sedan. One of the Town Sedans will have to go once I get the restoration done. As I've been informed often, I can only drive one at a time.

*John*

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

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

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

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

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

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

Cindy Ellenbecker, Trustee/Secretary for MAFFI



As the first models of the venerable Model A approach 100 years since their introduction, I feel that the Model A Ford relevance to the collector car hobby is as strong as ever. True, we are gradually losing the generation that drove these cars on their first date, commuting to high school and/or college or were able to save up their own money to purchase one as their first car. As an attractive, serviceable and affordable entry into the collector car world, there are few cars that offer all the Model A does.



The many attributes of the Model A that have drawn ownership into its ranks throughout the years are still relevant today as they were in the 40's, 50's, 60's or 70's. In spite of how cars are driven today, the Model A is still a car you put on the road and go cruising. With the large network of suppliers, restorers, knowledgeable experts available for fielding "how to" questions, I cannot think of a better or easier car for getting into the old car hobby. Hence, the need for us "old guys and girls" to continue introducing the car to new members, younger members and even our youth.

In prior years MAFCA has clearly supported the concept that youth are essential to the Model A hobby's future and chapters are the means to introduce youth to the hobby. Establishing club activities that invite youth participation is a fundamental key to turning our youth into lifelong hobbyists. May of each year has been designated as Model A Youth Month. Now is the time for chapters to complete their planning and begin to publicize and hold their event.

Also, don't forget the two great organizations that are dedicated to introducing youth to our hobby: The Model A Youth Restoration Award, MAYRA, provides financial support to youth whose interest in the hobby is demonstrated by their efforts in restoring a Model A and the Model A Youth Scholarship Fund provides financial support to assist children and/or grandchildren of any MAFCA/MARC member in pursuing their undergraduate education, whether it be a state university, college or technical school. Both, or either organization will appreciate your support.

I would like to remind everyone that now is the time for you to decide if you are interested in participating in MAFCA's leadership as a National Director. Information is available [HERE](#) on our website. Additionally, each Director is available to answer your questions and help steer you in the right direction to run for office. The future of MAFCA depends on volunteers today. There is no better time to step up and become a National Director.

Our 2024 MAFCA national convention, Southwest "A"ventures, is scheduled for June 23 – 29 and is being hosted by the Southwest Model A's. Ray Gabaldon and the rest of the tour planning committee have planned a great list of activities and are working diligently to put together a great outing. Check their web page [SouthWestAVentures.com](http://SouthWestAVentures.com) for information on registration, including the registration forms, convention clothing items, raffle items and access to purchasing raffle tickets. Sounds too good to miss. I hope to see you there!

"See you down the road!"

Robert Bullard, 2024 MAFCA President

## SHADE TREE MECHANICS



Suggested Placement of Thermostat in your Model A Ford's Engine cooling system.

If you want to use a modern thermostat in your Model A Ford's engine cooling system I recommend purchasing a standard modern flat bodied thermostat. Then place the thermostat where the upper rubber hose attaches to the engine's goose neck. On my A the thermostat is the same diameter as the outlet of the engine's goose neck. Attach the upper rubber radiator hose as normal. It will slide over the thermostat mounted on the goose neck. Then to hold the thermostat in place when the motor is running, place a third standard hose clamp on the outside of the radiator hose just

above the thermostat. Tighten the hose clamp slightly to squeeze the hose just above the thermostat. This will hold the thermostat in place with the motor running. Why do all this special work?

Thermostats can fail after a long period. If you are driving your A on a tour and the motor starts overheating and you suspect the thermostat has failed shut, then loosen or remove the hose clamp holding the thermostat in place. The water pressure from the water pump will push the thermostat out of the way allowing the water to flow pass the thermostat to the radiator AS REQUIRED FOR COOLING.

Do not use a thermostat that has been provided with a supporting cylinder. If the thermostat develops a problem you have to stop your motor to let it cool before you can remove the radiator hose. Then remove the thermostat. This can add hours to your repair, compared to just loosening the extra hose clamp on the outside of your upper radiator hose.

*Fred Wilkinson*



**SCVC MEMORIES**

**60 Years Ago**

NCRG Round Up was held by Capital A Chapter in Sacramento.

Someone by the name of Bobbie Hoover was looking for baby sitting jobs. The fee was \$0.50 per hour plus transportation cost.

SCVC was invited to participate in an interesting club tour to Huddart Park by Mid-Peninsula Car Club.

Four SCVC ladies were expecting babies soon. Shows how young the club was then. Just think, those little ones are almost ready for social security now!

Have you heard this one? Would you know how to get 4 elephants into a Model A? Well, two in the front seat and two in the back seat, of course!

**40 Years Ago**

President Rodger Griffin reported that last year the club had 400 swappers at the swap meet. He asked the committee to evaluate the status of the yearly swap meet.

Seminars were discontinued during the summer months due to the large amount of summer activities.

**20 Years ago**

Al Jackson wrote an article on "Who or what is a Model A'er? He wrote that they have a love for a basic all American car, which was only manufactured for four years beginning in 1928!

Friendship Day was held at Foothill College on May 16. They were expecting 600 cars! How many will come this year?

**TWOULD BE  
MORE FUN  
TO GO BY AIR  
IF WE COULD PUT  
THESE SIGNS UP THERE**



Back when a nickle was made of silver and would actually buy something.

**A CHUCKLE A DAY.....**

A taxi passenger tapped the driver on the shoulder to ask him a question.

The driver screamed, lost control of the car, nearly hit a bus, went up on the footpath, and stopped inches from a shop window.

For a second, everything was quiet in the cab. Then the driver said, "Look, mate, don't ever do that again. You scared the living daylight's out of me!"

The passenger apologized and said, "I didn't realize that a little tap would scare you so much."

The driver replied, "Sorry, it's not really your fault. Today is my first day as a cab driver - I've been driving a funeral van for the last 25 years."



## MUSINGS OF VAGABOND GREEN



### MAPS ANYONE?

The other day, I was looking for something in the glove box of our Escape, and I realized that the thing taking up most of the space in the box was a stack of maps, western US, California, Nevada, Oregon, San Jose, Bay Area, Monterey, Central Valley and on and on. Then, I got to thinking, when was the last time I pulled out one of those maps and used it? Because, some years ago, my son-in-law handed Pat an iPhone and put a few handy apps on it. (Apps, high tech term that us technological junkies throw around to impress folks.) Anyway one of them is a maps app. And we discovered that there is an elf in the phone named Siri, who takes directions like; "Siri, take me to the nearest McDonalds." Then

one day, my son came home and pointed out that we could plug the phone into the Escape and get a map display with spoken point by point directions as we drove. Well, so much for the maps in the glove box, Siri knows everything, although sometimes we wonder where the heck she is taking us and why. I must admit, I used to have some concept of where am I, based on the mental picture of a map in my head, now I am just a sheep following directions. Anyway, my stack of paper maps is down to two, one for California, and one for the Western states, to be used only in extreme emergencies.

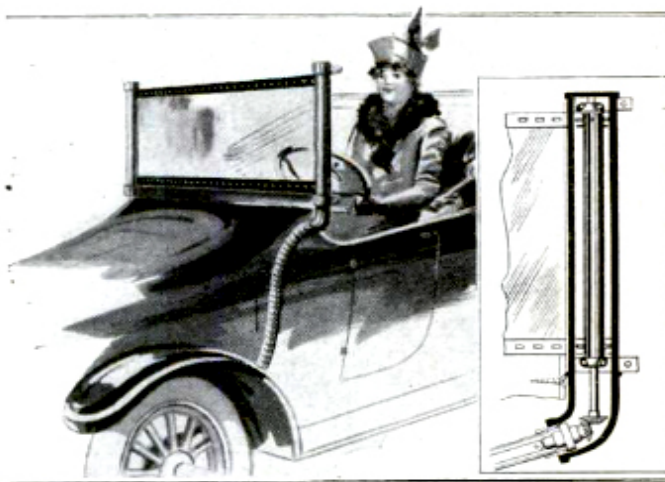
And by the way, when was the last time you had gloves in the glove box? Glove box was innovated by Pierce Arrow in 1915, when gloves were very necessary for survival in those open cars. Then somewhere along the line, the box became the place where we kept mostly maps and the car registration. But, have you noticed, that has given way to becoming the place where you keep all your charging cords? Evolution marches on, what next?

## IT SEEMED LIKE A GOOD IDEA AT THE TIME (from 1915 Popular Mechanics)

### DEVICE KEEPS WINDSHIELD CLEAR DESPITE RAIN

An attachment that assures the motorist a clear outlook through the windshield in spite of rain or snow, is the invention of a Chinese resident of Portland, Ore. An important part of the device is an endless sheet of transparent celluloid that fits around the windshield, covering it front and back, and passing about rollers at the right and left of the glass guard. Each roller is inclosed in a housing that is clamped to the windshield frame so that the attachment can be easily removed. One roller is connected by means of a flexible shaft and gearing with a sprocket wheel on the inner side of one front wheel. When the car is in motion the sprocket wheel turns the roller by means of the shafting, causing the celluloid sheet to travel round and round. Teeth near the ends of the

rollers engage perforations at the edge of the sheet and prevent it from slipping. As the celluloid passes through the housings, a rubber or felt wiper brushes off the accumulated rain or snow, so that the driver always has a clean shield in front of him.



Attachment Which Keeps Windshield Clear: The Revolving Celluloid Band in Passing through the Housings at Either Side is Wiped Clean of Snow or Rain, Giving the Driver an Unobstructed View

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:** 1931 Model A Deluxe Coupe (Rumble Seat). This was the first car my 88 year old Dad ever owned as a teenager. Years later he got a restored one for himself from Napa, CA and drove it for 3-4 years until the gas tank rusted. He purchased a gas tank and it has been parked in a covered in a barn for 30 years now. It ran well including the engine, steering box, radiator and spark plugs until the fuel tank needed to be replaced. New fuel tank included. Rumble seat, interior seat, body and roof in excellent condition. 69,900 miles. \$16,500. Stored in Davis, California (near Sacramento). Seller will be coming from the San Francisco Bay Area for showings. Serious inquiries only please. Kerry Hedrick Laird,

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04/24



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**FOR SALE:** Model A rear end complete with radius rods, backing plates and drums \$50. Rare Ames horn, \$150, rebuildable engine blocks, \$25, Rods, \$5, Crankshafts, \$10. Bob Meneely 650-948-9301 05/24

**FOR SALE:** 2 ea. HP 952XL cartridges for sale. Never used costco bought \$75, Will Lancaster , (408) 605-1315 05/24

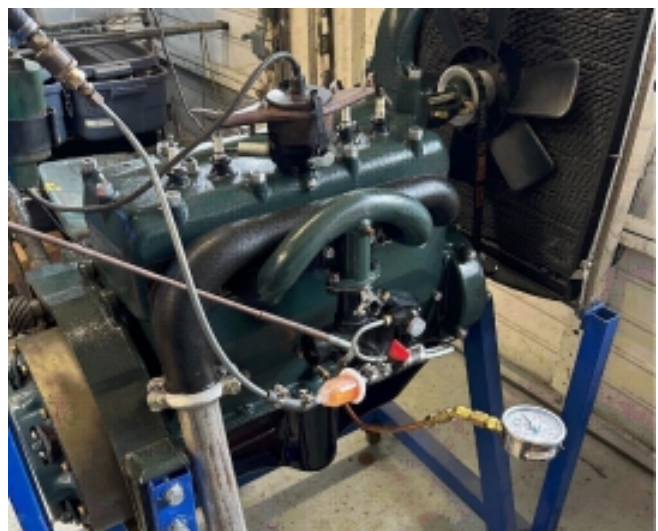
**FOR SALE:** 1913 Model T chassis. Brass Radiator. Aluminum Hogshead. Aluminum Manifold. 12 Rivet Rearend. Tapered Leaf Springs. Cast rear body mounts . Very complete. Motor turns and has compression. Nice set of wooden wheels, would make a great start to a Brass Era Speedster. Asking \$1,800.00 or Best Offer. Call Ben 510-427-0482 04/24

**FOR SALE:** Model A parts  
 Two '30 Standard Fenders, \$300 for both.  
 Two '30 splash apron nose shields, \$100 for both.  
 Pair of '30-'31 running boards, \$50 for both.  
 '28-'31 Dashboards, \$100 each.  
 '30-'31 Headlights, \$300 for pair.  
 '30-'31 Radiator, \$400  
 '30 Splash Shields, \$175 ea.  
 '30-'31 Left and Right Engine Pans  
 CarryKing Metal Trunk, \$125  
 Luggage Trunk for Rear Luggage Rack, \$100  
 16 gallon Shop Vac.  
 Ray Fontaine, 408-258-0186 04/24

**FOR SALE:** 1930 Model A parts for sale.  
 2 tooth steering box with steering rod. \$120  
 Universal joint. \$60  
 Original 3 spd transmission with shifter tower. \$180  
 Mechanical brake backing plates and brake parts for all 4 wheels. Many new brake parts, some extension springs broke during removal. Sold as a set. \$280  
 All items in working condition when removed but have not been cleaned. I am looking to make room in the garage.  
 Tom Burke (408) 218-7935 05/24

**FOR SALE:** Early 1930 Model A Coupe project car, needs to be finished (paint and assembly). Body and frame in good condition. Currently in primer. All modifications and fabrications are complete. Comes with 1930 plates. Bill of sale only. Needs to be verified for title. Converted to hydraulic brakes. Converted to 12V system. Engine has been rebuilt with Crager overhead valve modification and dual Stromberg carburetors (not started). 16" wheels. Tires are new, but have been sitting. Drop front axle. SoCal Speed Shop reversed eye rear lowering spring. Comes with original engine block, and many spare parts. Front seat has been re-upholstered. Rumble seat is just springs. Comes with brand new wood kit. Windshield and all glass has been replaced. \$15000. Call Nick at (408)313-8948 or email nkmandere@gmail.com 03/24

**Model B Engine for Sale:** Completely rebuilt with new Babbitt bearings and sleeved to standard. Come see it run on the test stand in our shop. Includes Snyders Touring Cam, counter-balanced "C" crankshaft, Burtz 6.5 to 1 Model A high compression head with improved water flow. Has Lighted Model B Flywheel and rebuilt pressure plate, new clutch plate. Outright \$5700 with no core. Less if you have a good core. Go to [www.amuffler.com](http://www.amuffler.com) under "For Sale", for a link to the video showing the engine running. Does not include manifolds, carburetor, generator, starter or distributor. Joe Davis, Aries Limited, 6 West Jackson Street, Medford, OR 97501, 650-279-6609 [www.amuffler.com](http://www.amuffler.com) 03/24



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