

Henry's Horn

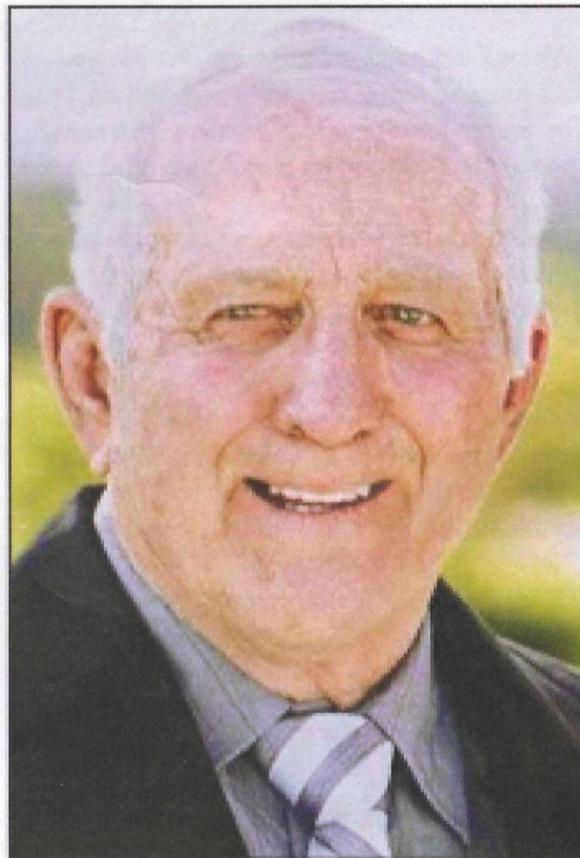
Henry's A's Monthly Newsletter

MAY 2025

Volume 48 Issue 5

Celebrating the Life of
Edward Shannon

June 12, 1940 - March 31, 2025



April 29, 2025
Funeral Mass
St. Raymond Parish
Dublin, CA

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Web Page: Aaron Louis
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GENERAL MEETING

General meetings of Henry's A's are held at 10:30 AM on the first Saturday of each odd month. (1,3,5,7,9,11)

Guests and visitors are welcome.

HENRY'S HORN is the monthly newsletter of Henry's A's Chapter, Model A Ford Club of America. We solicit articles and other items for publication in these pages; please submit, before the 25th of the month, to the Editor's e-mail address or the clubs mailing address:

weshuffman@ymail.com

Henry's A's
P.O. Box 46
Livermore CA 94551

A signup sheet will be at the next meeting for refreshments for future club meetings.

Can you volunteer to bring refreshments for the next meeting?

Henry's A's Activities Report

Please remember to bring \$30.00 for 2025 dues if you haven't already paid.

Next General meeting will be May 3 at Duarte's Garage in Livermore.

May 23-25 NCRG Capitol A's in Sacramento, Ca

How to get your Ford Model A ready for touring (driving) season.

<https://www.youtube.com/watch?v=7QpLicFrqM>
[w](#)

This Model A Fuel Was SO Old It Wouldn't Ignite!
Special Model A Lessons...

<https://youtu.be/oxX6jSlJ000?si=WVe8d7Qrdts-uxZj>

April 2025 MAFFI Minute

The Ford Model A Museum at The Gilmore, Hickory Corners, Michigan is the world's largest museum dedicated to the Ford Model A thanks to the Model A Ford Foundation Inc. Inside you will find the very first Model A ever produced, which was a gift to Thomas Edison. The Museum is filled with every “body style” Model A you can imagine, a Model AA school bus, and a plane!!! The museum expansion is well underway (see attached photo of progress), but we still need to outfit the interior of the addition. You can be a part of preserving history and supporting the museum by

1. Buying a plaque: For \$200, a donor will receive a plaque mounted on a museum wall segregated by year (1928, 1929, 1930, 1931) showing their vehicle, name, home area and vehicle body style. For more information on the "My A Program", please contact: Val Maron at 847-951-5858 or TheMyAProgram@gmail.com (Website: www.maffi.org, then Expansion, then Donation, then My “A”.)
2. Entering the Sweepstakes to win a 1928 Ford Model A 4-Door Phaeton. For more information on the Sweepstakes, please contact Jarrod Williams at [jarrodwilliams 81@gmail.com](mailto:jarrodwilliams81@gmail.com) or copy and paste this address : <https://www.tapkat.org/model-a-ford-foundation-inc/eE6e35?promo=MAFFIWS20> (Entries start at \$25.00)
3. Buying an engraved brick paver for the museum canopy (\$150). Your 4” X 8” brick will have the message you write in the blocks below laser engraved into the brick, making a message that will last for a lifetime. (Website: www.maffi.org, then Store)
4. Buying a T-shirt, hat, mug and more depicting our museum at ModelATShirts.com, and with each purchase that you make, 10% is donated to the museum. (Website: www.maffi.org, then Store.)
5. Becoming a MAFFI member—only \$35.00 annually (Website: www.maffi.org, then Membership)

Thank you for helping to keep Model A history alive and for driving those Model A's!

Cindy Ellenbecker
MAFFI Secretary

Articles in the Horn on how we became interested in the hobby.

Please submit your story?

THE MOST EXPENSIVE VEHICLE TO OPERATE, BY FAR, IS THE COSTCO SHOPPING CART.

@COSTCOBUYS

The older I get the tighter companies are putting the lids on jars

Every time we try to eat healthy, along comes Christmas, Easter, summer, Friday or Tuesday and ruins it for us.

REMODEL *aholic*

The fitness trainer asked me, "What kind of a squat are you accustomed to doing?" I said, "Diddly."



60 Years Capitol A's

The NCRG Roundup Registration is Open! Please join us in Sacramento, California on Memorial Day Weekend for an exciting time, greeting old friends, and making new ones at the 60th NCRG Roundup.

Come participate in your favorite activities including a Welcome Party, Fashion Display Judging, Fine Point Vehicle Judging, Restorer's Class Evaluations, Hubley Races, Gymkhana, Seminars, Fashion Boutique, Swap Meet, Tours, Awards Banquet, Hospitality Room, and Pick-a-Prize Room.

Registration Form: The form is in a fillable format. Open the registration form using the link below, then fill it out on your computer and print it or print it and fill it in by hand. Mail it to the address provided in the form.

Hotel Information: Our Host Hotel is the Hilton-Sacramento Arden West, located at 2200 Harvard Street, Sacramento, CA. You must use the group code or online reservation link to receive the discounted rate. Hotel contact information, our group code, and the online reservation link can be found on the Welcome and Hotel Reservations link below.

Merchandise Information: Order and pay for your event merchandise directly from our online store through Calico Graphics at: <https://www.storessimple.com/calicographics/32197>

Registration https://sacramentocapitolas.org/wp-content/uploads/2025/01/fillable2025_ncrg_reg_form_1_16_2025-final.pdf

Welcome and Hotel Reservations https://sacramentocapitolas.org/wp-content/uploads/2025/01/2025_ncrg_reg_summary-final-2.pdf

Fashion Judging <https://sacramentocapitolas.org/wp-content/uploads/2025/01/promote-judging-.pdf>

Questions? Registration Email: 2025ncrgevent@gmail.com

We look forward to seeing you in Sacramento, California for the 60th NCRG Roundup on May 23-25, 2025

Will Rogers, who died in a 1935 plane crash in Alaska with bush pilot Wiley Post, was one of the greatest political country/cowboy sages this country has ever known.

Some of his sayings:

- 1. Never slap a man who's chewing tobacco.**
- 2. Never kick a cow chip on a hot day.**
- 3. There are two theories to arguing with a woman. Neither works.**
- 4. Never miss a good chance to shut up.**
- 5. Always drink upstream from the herd.**
- 6. If you find yourself in a hole, stop digging.**
- 7. The quickest way to double your money is to fold it and put it back into your pocket.**
- 8. There are three kinds of men:**
 - * The ones that learn by reading.**
 - * The few who learn by observation.**
 - * The rest of them have to pee on the electric fence and find out for themselves.**
- 9. Good judgment comes from experience, and a lot of that comes from bad judgment.**
- 10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.**
- 11. Lettin' the cat outta' the bag is a whole lot easier'n puttin' it back.**
- 12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: When you're full of bull, keep your mouth shut.**

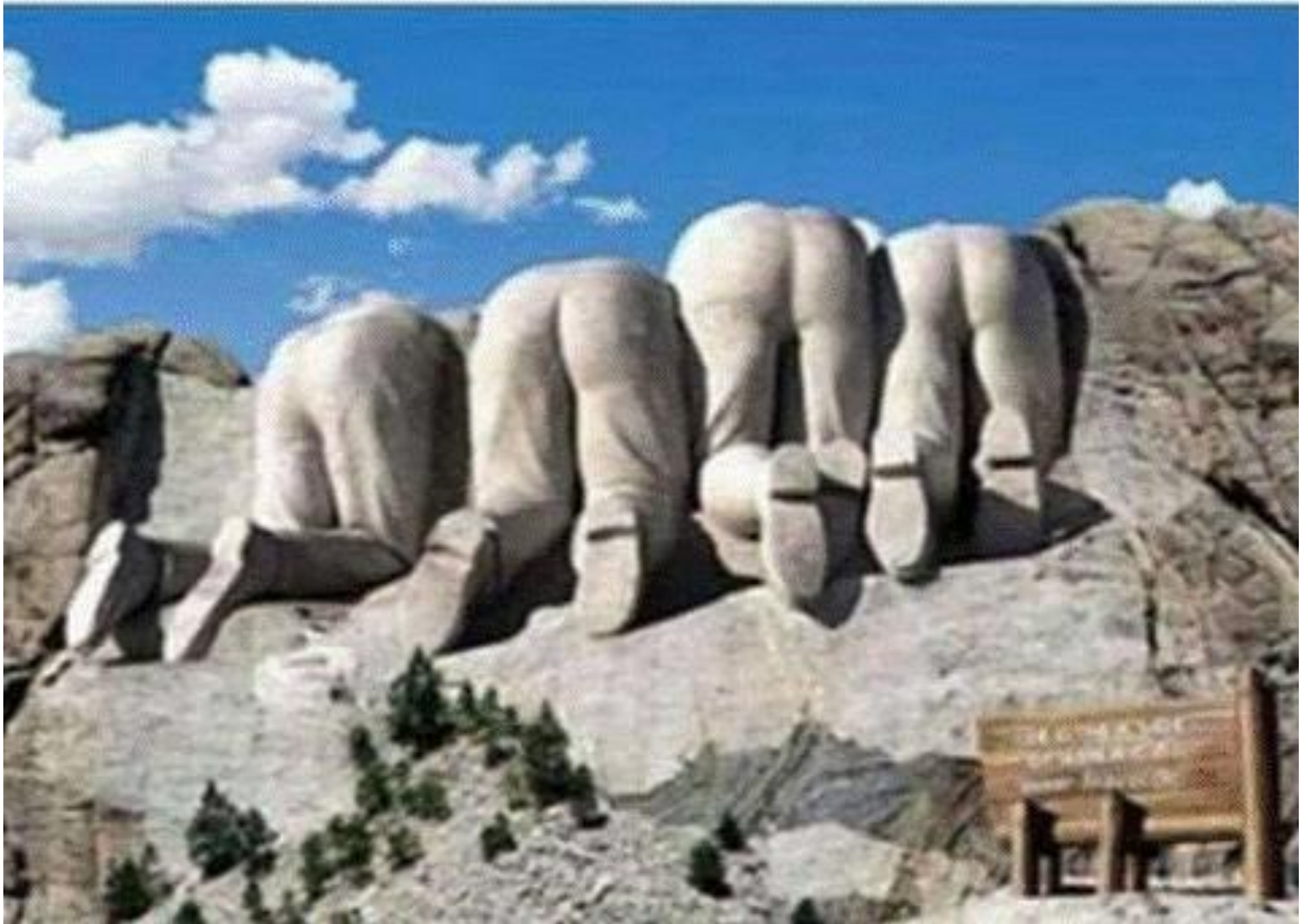
I get most of my exercise these days from shaking my head in disbelief.




We all know mirrors don't lie...

I'm just grateful that they don't laugh.

You know, there are some things that you just never think of like Mt. Rushmore from the Canadian side.



This is the biggest tyre cemetery in the world in Kuwait. This fire is always on and can be seen from outerspace. But Irish cows are responsible for climate change.



My friend said meet me at the vinyl shop in 45. I made it there in 33, which was record time.

Fat Boy
BBQPHLife.com

Two of the greatest qualities to have in life are:



PATIENCE and WISDOM

As a kid, did you ever knock on people's doors and run away before they could answer? Well, guess what...we are hiring



STARTING YOUR
DAY WITH AN
EARLY MORNING
RUN IS A GREAT
WAY TO MAKE SURE
YOUR DAY CAN'T
GET ANY WORSE
THAN IT STARTED

Cell phones
bring you closer
to the person far
from you. But
take you away
from the ones
sitting next
to you.

**Do you ever get the
urge to start
organizing and then
2 hours later you're
just looking around
at a mess like...
what the hell have I
done?**

No one in the
world needs an
elephant tusk
except an
elephant.



Sorry, but your password
must contain:
at least 8 characters
upper and lower case letter
a symbol or number
a hieroglyph
a haiku
a musical note
the feather of a hawk
and a drop of unicorn blood

**YOU CANNOT RAISE YOUR
CHILDREN THE WAY YOUR
PARENTS RAISED YOU.
BECAUSE YOUR PARENTS
RAISED YOU FOR A WORLD
THAT NO LONGER EXISTS.**

**A million kids want
to clean up the
earth.
A million parents
want them to start
with their rooms.**

**Correct each
other in private.
Defend each
other in public.
And keep your
personal
business off of
Facebook.**

Be Positive
Be Happy

**Always make sure
SOMEONE in the
relationship has
good credit. That's
why it's called
SIGNIFICANT other.
Sign/if/I/can't.**

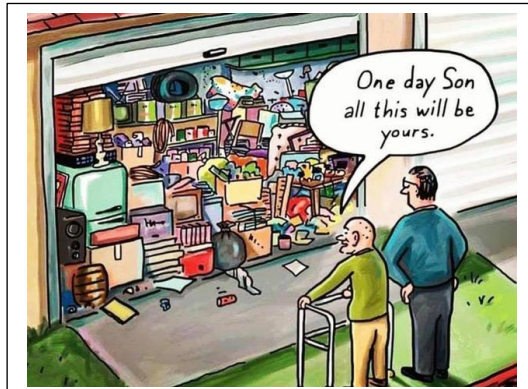
**Follow me for more
marriage tips**

**I wonder if the
people paying
\$300 for a colon
cleanse even
know about
Taco Bell's
\$4.99 deal.**

MAY 2025

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|---------------------|
| | | | | 1 | 2 | 3 Tom Crosby |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 Bob Codeglia |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 June Rosploch |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 Paula Nelson |

Henry's A's
P.O. Box 46
Livermore CA 94551



Wouldn't it be ironic if Popeye's chicken was cooked in Olive Oil.

Still trying to get my head around the fact that "Take Out" can mean food, dating or murder.

The Correct term for gluten-free sugarless vegan brownies is "compost".

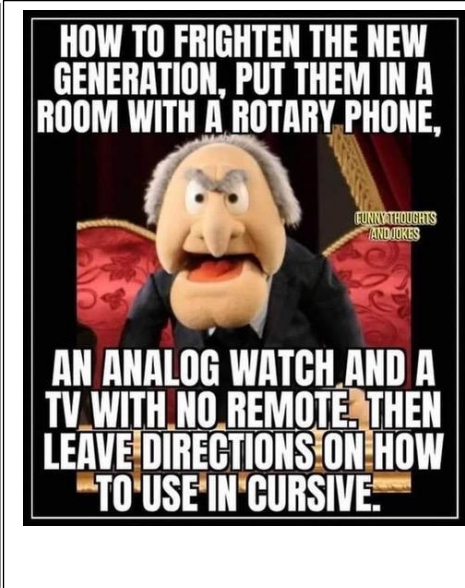


KIDS TODAY WILL NEVER KNOW THE STRUGGLES OF LANDING



AT 65 YOU CAN GO TO ANTIQUE SHOPS AND VISIT YOUR OLD FURNITURE.





1931 Deluxe Coupe
\$14, 000.00.

It runs very well with 92 psi compression in all four cylinders. I have no history on the engine, car has 4:11 rear end with 30% B/W overdrive, gone through by the late Ed Simpson who replaced several internal parts and the solenoid, about three years back. Car has good brakes and steers well. Rand Paul shocks rebuilt four years back. Guaranteed to leak. Car also has turn signals that need work, and air conditioning that will chill you on a Livermore hot day. It is a survivor, driver, 30-foot show car for those with failing eyesight, but not rusty. It rides on new 600 X 16 radial tire on powder coated black rims. Needs the top installed, material is here and top is ugly but doesn't leak. Drive as is or restore, your choice.

Dave Mc Arthur
925 820 0394

JERRYCAN

**A bit of history about an item so common to those who served
that we never even gave a thought to how it came about.....**

During World War II the United States exported more tons of petroleum products than of all other war material combined. The mainstay of the enormous oil-and gasoline transportation network that fed the war was the oceangoing tanker, supplemented on land by pipelines, railroad tank cars, and trucks. But for combat vehicles on the move, another link was crucial—smaller containers that could be carried and poured by hand and moved around a battle zone by trucks.

Hitler knew this. He perceived early on that the weakest link in his plans for blitzkrieg using his panzer divisions was fuel supply. He ordered his staff to design a fuel container that would minimize gasoline losses under combat conditions. As a result the German army had thousands of jerrycans, as they came to be called, stored and ready when hostilities began in 1939.

The jerrycan had been developed under the strictest secrecy, and its unique features were many. It was flat-sided and rectangular in shape, consisting of two halves welded together as in a typical automobile gasoline tank. It had three handles, enabling one man to carry two cans and pass one to another man in bucket-brigade fashion. Its capacity was approximately five U.S. gallons; its weight filled, forty-five pounds. Thanks to an air chamber at the top, it would float on water if dropped overboard or from a plane. Its short spout was secured with a snap closure that could be propped open for pouring, making unnecessary any funnel or opener. A gasket made the mouth leak proof. An air-breathing tube from the spout to the air space kept the pouring smooth. And most important, the can's inside was lined with an impervious plastic material developed for the insides of steel beer barrels. This enabled the jerrycan to be used alternately for gasoline and water.

Early in the summer of 1939, this secret weapon began a roundabout odyssey into American hands. An American engineer named Paul Pleiss, finishing up a manufacturing job in Berlin, persuaded a German colleague to join him on a vacation trip overland to India. The two bought an automobile chassis and built a body for it. As they prepared to leave on their journey, they realized that they had no provision for emergency water. The German engineer knew of and had

access to thousands of jerrycans stored at Tempelhof Airport. He simply took three and mounted them on the underside of the car.

The two drove across eleven national borders without incident and were halfway across India when Field Marshal Goering sent a plane to take the German engineer back home. Before departing, the engineer compounded his treason by giving Pleiss complete specifications for the jerrycan's manufacture. Pleiss continued on alone to Calcutta. Then he put the car in storage and returned to Philadelphia.

Back in the United States, Pleiss told military officials about the container, but without a sample can he could stir no interest, even though the war was now well under way. The risk involved in having the cans removed from the car and shipped from Calcutta seemed too great, so he eventually had the complete vehicle sent to him, via Turkey and the Cape of Good Hope. It arrived in New York in the summer of 1940 with the three jerrycans intact. Pleiss immediately sent one of the cans to Washington. The War Department looked at it but unwisely decided that an updated version of their World War I container would be good enough. That was a cylindrical ten-gallon can with two screw closures. It required a wrench and a funnel for pouring.

That one jerrycan in the Army's possession was later sent to Camp Holabird, in Maryland. There it was poorly redesigned; the only features retained were the size, shape, and handles. The welded circumferential joint was replaced with rolled seams around the bottom and one side. Both a wrench and a funnel were required for its use. And it now had no lining. As any petroleum engineer knows, it is unsafe to store gasoline in a container with rolled seams. This ersatz can did not win wide acceptance.

The British first encountered the jerrycan during the German invasion of Norway, in 1940, and gave it its English name (the Germans were, of course, the "Jerries"). Later that year Pleiss was in London and was asked by British officers if he knew anything about the can's design and manufacture. He ordered the second of his three jerrycans flown to London. Steps were taken to manufacture exact duplicates of it.

Two years later the United States was still oblivious of the can. Then, in September 1942, two quality-control officers posted to American refineries in the

Mideast ran smack into the problems being created by ignoring the jerrycan. I was one of those two. Passing through Cairo two weeks before the start of the Battle of El Alamein, we learned that the British wanted no part of a planned U.S. Navy can; as far as they were concerned, the only container worth having was the Jerrycan, even though their only supply was those captured in battle. The British were bitter; two years after the invasion of Norway there was still no evidence that their government had done anything about the jerrycan.

My colleague and I learned quickly about the jerrycan's advantages and the Allied can's costly disadvantages, and we sent a cable to naval officials in Washington stating that 40 percent of all the gasoline sent to Egypt was being lost through spillage and evaporation. We added that a detailed report would follow. The 40 percent figure was actually a guess intended to provoke alarm, but it worked. A cable came back immediately requesting confirmation.

We then arranged a visit to several fuel-handling depots at the rear of Montgomery's army and found there that conditions were indeed appalling. Fuel arrived by rail from the sea in fifty-five-gallon steel drums with rolled seams and friction-sealed metallic mouths. The drums were handled violently by local laborers. Many leaked. The next link in the chain was the infamous five-gallon "petrol tin." This was a square can of tin plate that had been used for decades to supply lamp kerosene. It was hardly useful for gasoline. In the hot desert sun, it tended to swell up, burst at the seams, and leak. Since a funnel was needed for pouring, spillage was also a problem.

Allied soldiers in Africa knew that the only gasoline container worth having was German. Similar tins were carried on Liberator bombers in flight. They leaked out perhaps a third of the fuel they carried. Because of this, General Wavell's defeat of the Italians in North Africa in 1940 had come to naught. His planes and combat vehicles had literally run out of gas. Likewise in 1941, General Auchinleck's victory over Rommel had withered away. In 1942 General Montgomery saw to it that he had enough supplies, including gasoline, to whip Rommel in spite of terrific wastage. And he was helped by captured jerrycans.

The British historian Desmond Young later confirmed the great importance of oil cans in the early African part of the war. "No one who did not serve in the desert," he wrote, "can realize to what extent the difference between complete and partial success rested on the simplest item of our equipment—and the worst. Whoever

sent our troops into desert warfare with the [five-gallon] petrol tin has much to answer for. General Auchinleck estimates that this 'flimsy and ill-constructed container' led to the loss of thirty per cent of petrol between base and consumer. ... The overall loss was almost incalculable. To calculate the tanks destroyed, the number of men who were killed or went into captivity because of shortage of petrol at some crucial moment, the ships and merchant seamen lost in carrying it, would be quite impossible. After my colleague and I made our report, a new five-gallon container under consideration in Washington was canceled.

Meanwhile the British were finally gearing up for mass production. Two million British jerrycans were sent to North Africa in early 1943, and by early 1944 they were being manufactured in the Middle East. Since the British had such a head start, the Allies agreed to let them produce all the cans needed for the invasion of Europe. Millions were ready by D-day. By V-E day some twenty-one million Allied jerrycans had been scattered all over Europe. President Roosevelt observed in November 1944, "Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitz of 1940."

In Washington little about the jerrycan appears in the official record. A military report says simply, "A sample of the jerry can was brought to the office of the Quartermaster General in the summer of 1940."

Richard M. Daniel is a retired commander in the U.S. Naval Reserve and a chemical engineer. Posted by [Jerry Can](#) in [Jerry Can](#) Tags: [5 gallon](#), <http://www.jerrycan.com/the-little-can-that-could/>



SO NOW COCAINE
IS LEGAL IN
OREGON, BUT
STRAWS AREN'T.

THAT MUST BE
FRUSTRATING.

Courage is knowing it might
hurt, and doing it anyway.

Stupidity is the same.

And that's why life is hard.

For those of you that were not able to attend the Ed's funeral. The rest of the Brochure started on the front page are provided for you.

Mass of Christ the Savior

Father Mark Hoc, Presider

Introductory Rites

Processional Hymn - *Amazing Grace*

Liturgy of the Word

First Reading: Ecclesiastes 3:1-8 Carli Disbrow, Granddaughter

Responsorial Psalm: Psalm 23

Second Reading: Romans 5:5-11 Bryce Disbrow Grandson

Gospel: John 14:1-6 Fr. Mark Hoc

Homily: Fr. Mark Hoc

Prayers of the Faithful: Denise Disbrow, Daughter

Liturgy of the Eucharist

Offertory - *Prayer of St. Francis*

Communion - *On Eagle's Wings*

Meditation - *Ave Maria*

Word of Thanks - Taylor Disbrow, Grandson

Final Commendation

Closing Hymn - *How Great Thou Art*

Pallbearers:

Brandon Disbrow, Taylor Disbrow, Bruce Disbrow, Ed Shannon

For Those I Love And Those Who Love Me

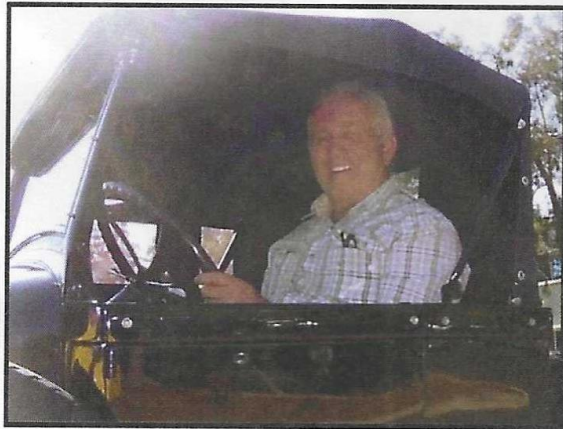
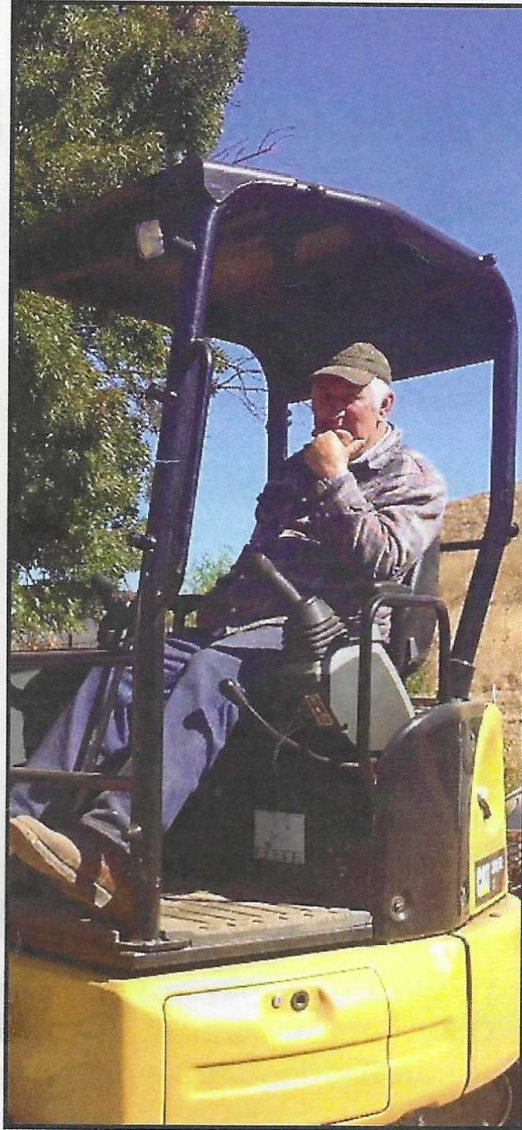
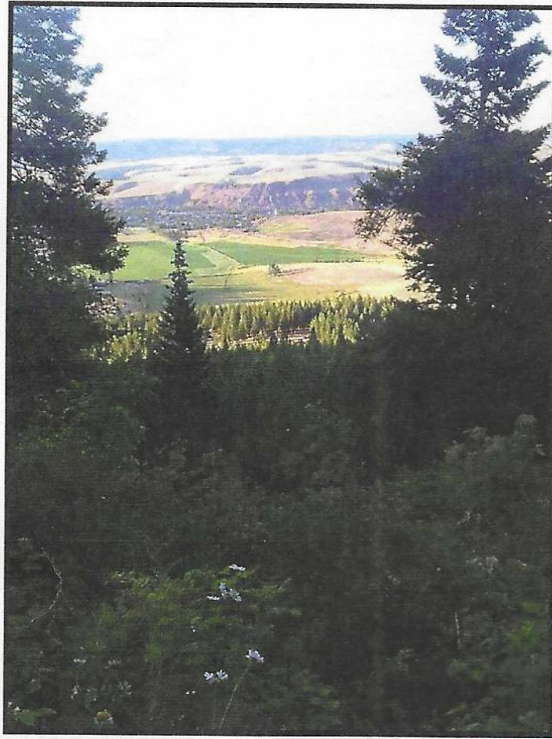
When I am gone, release me, let me go.
I have so many things to see and do,
You mustn't tie yourself to me with tears,
Be happy that we had so many beautiful years.

I gave to you my love, and you can only guess
How much you gave to me in happiness.
I thank you for the love you each have shown,
But now it's time I travel on alone.

So grieve for me a while, if grieve you must,
Then let your grief be comforted by trust.
It's only for a while that we must part,
Do bless the memories within your heart.

I won't be far away, for life goes on,
So if you need me, call and I will come.
Though you can't see or touch me, I'll be near.
And if you listen with your heart, you'll hear,
All my love around you soft and clear.

And then, when you must come this way alone
I'll greet you with a smile and a 'Welcome Home'.



Thank you for being with us during
this difficult time.
Your presence, prayers and support
have brought us comfort and strength.
We are deeply grateful
for your kindness and thoughtfulness.

In Loving Memory

Ed Shannon Jr.

June 12, 1940 – March 31, 2025

23rd Psalm

*The Lord is my shepherd; I shall not want.
He maketh me to lie down in green pastures;
He leadeth me beside the still waters.
He restoreth my soul. He leadeth me in
the path of righteousness for His name's sake.
Yea, though I walk through the
valley of the shadow of death,
I will fear no evil; for Thou art with me;
Thy rod and Thy staff they comfort me.
Thou preparest a table before me
in the presence of mine enemies.
Thou anointest my head with oil;
my cup runneth over. Surely goodness and
mercy shall follow me all the days of my life;
And I will dwell in the house of the Lord
forever.*

*Graham Hitch Mortuary
Pleasanton, California*

