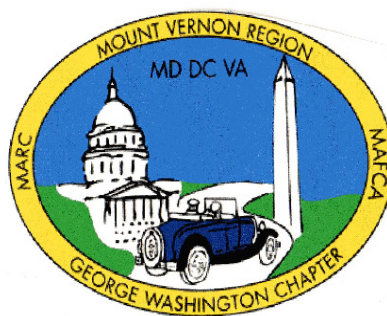


The Ford Script



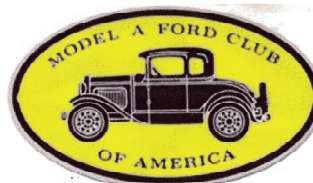
Vol. XXXIV

December 2013

No. 12



We close out 2013 with some of the Club's active female supporters:
Laurel Gauthier, Judy Worsham, Betty McCormick and Sharon Leonard



Dedicated to the restoration and preservation of Model A Fords for 50 years

The Ford Script

Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the Mount Vernon Region
of the Model A Restorers Club
3903 Old Lee Highway
Fairfax, VA 22030

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.gwcmofa.org
Web Master: Greg Shepherd

Board of Directors—Officers

President	Charlene Beckner	703-791-3795	gbeckner@verizon.net
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Activities Chairman	Clarice Shaw	703-503-5782	momsph8ton@verizon.net
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Youth Development	Suzan O'Neale	540-748-0659	oneale31@gmail.com
National Liaison	Howard Minners	301-530-1441	minndax@aol.com

Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Sunday prior to the first Wednesday of the month to: billhsims@gmail.com

Next deadline: Sunday, December 29th

FROM THE QUAIL'S PERSPECTIVE



It was good to see so many members present at our annual business meeting on November 20 during which the 2014 officers and the revised bylaws were approved. In addition, members were treated to an outstanding presentation by Stan Johnson about the transition of the Model T manufacturing processes to the Model A Ford. The presentation included photos from the Library of Congress showing the inside of the Long Beach Assembly Plant and era movie footage of the Rouge River Plant in Dearborn, Michigan.

It hardly seems possible that I have served three years as President. The last year has passed quickly with another very successful Father's Day Sully Car Show, Antique Car and Train Day at the Clements' home, Small Parts Day at Janet Merkel's home, two flea markets, wonderful picnics at the Jaeger and Warhurst homes, several informative programs given by Club members at our meetings and the granting of three GWC scholarships presented at Sully. Let's not forget our 50th Anniversary celebration, which was yet another hallmark for our Club. All of these memorable events were made possible by the participation of the membership, which has sustained the Club for more than 50 years. I am sure it will continue long after my departure.

The 2014 officers will be reintroduced to the membership at the Christmas Party. We thank departing officers Gil Beckner, Treasurer, and Clarice Shaw, Activities Chair, for their service to the club. We welcome new officers Jim Gray, Vice President and Program Chairman, Paul Gauthier, Activities Chair, Jerry Olexson, Secretary, Jim O'Neale, Assistant Treasurer, and Bruce Metcalfe, Assistant Editor. Two Board members changed positions: Doug Tomb to President and Woody Williams to Treasurer. Board members continuing to serve in their positions include Bill Worsham, Annual Car Show Chairman, Bill Sims, Editor, Greg Shepherd, Membership Chairman, Suzan O'Neale, Youth Chairman, Howard Minners, National Club Liaison, and Benny Leonard, Club Property Manager.

Our annual Brown Bag Gift Exchange will be Wednesday, December 18 – always fun-filled with numerous "Kodak moments" that should not be missed! If you would like to contribute to the evenings snack fest, please bring some finger food – appetizer or dessert.

Thank you for the privilege to serve as the first lady President these past three years. I encourage other ladies to actively participate in both Club functions and leadership of the Club. I am sure that those who have already stepped forward will agree that being involved is very rewarding.

Wishing you and your family happy holidays and safe, fun times in your Model A,

Charlene Beckner
President

FROM THE EDITOR

As the year ends, I want to thank all those who submitted articles, columns and photographs to this publication. Jim Gray, Dave Henderson, and Chuck Kunstbeck were my main steady contributors, but many more of you also contributed and made The Script a newsletter that the membership looks forward to getting every month. An editor is only as good as the material he works with, and the material I get is top notch. So thank you and have a Merry Christmas and happy New Year. On to 2014!

FROM THE SMOKE-FREE ROOM

The meeting was called to order at 6:30 PM by President Charlene Beckner at American Legion Hall with the following present: Charlene Beckner, Gil Beckner, Bill Worsham, Benny Leonard, Bill Sims, Clarice Shaw, Suzan O'Neale, Greg Shepherd, Doug Tomb and Woody Williams.



The Christmas Party will be December 7th. Toy donations for Toys for Tots will be taken at the Christmas Party. Toys must be new and unwrapped.

A treasurer's report was presented and approved. Due to an Acacia Bank sale, the Board voted to withdraw the Memorial and Rainy Day Funds and deposit them in the club's Wells Fargo checking account until a suitable account can be found. The Board also voted to make a 2014 additional \$500 donation to the MAFFI Endowment Fund from the Memorial Fund.

A Skyline Drive Tour may be organized for either July or August.

December 2nd is the deadline date for the Script.

With no further business to discuss, the meeting was adjourned at 7:15PM.

Submitted By
Woody Williams

J.C. Taylor
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THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

What a year 1988 was. Our first 25 years, and it was filled with superlatives and firsts. The anniversary celebration attracted the most members and Model A's ever to attend a chapter social event. Sully was the best to date with over 400 cars on the field, and record receipts from the show brought our treasury to an all time high. Fairfax County Channel 8 taped the show, and Andy Pogan volunteered to make copies for anyone who would furnish a blank tape.



With excellent programs, activities and seminars, our membership reached a height never before attained. A ground-breaking appointment to the board was Jean Henderson, the first lady to join that body. Another first was having a bingo party. President Peyton Randolph thanked members and the board for their enthusiastic support and gave them credit for all the good things that had happened. . "What comes around goes around" was in play too. In '88, just as again today, the bylaws were being reviewed and revised. And just as in '88, Bill Worsham and Howard Minners were in on it, serving on the committee. Howard was turning over the reins of Script editorship after 4 years of service there, and was praised for all his multiple services to Model A'ers by his successors. Yes, that's plural. A tough act to follow, it seems that not one but three members would share the Editor position for the upcoming year.

We hadn't yet incorporated the "Brown Bag Exchange" event, which is now traditionally held at the December meeting. Instead, Howard Minners conducted an illustrated discussion of early Model A advertizing, and a review of events that culminated on the introduction day. He said the early ads were confined primarily to newspapers, brochures and probably radio, with magazine ads not appearing until June of 1928.

Val Zadnick wrote about his '31 Model A tudor, which he purchased at age 17 in 1951 for the princely sum of \$20, and was used to take his high school sweetheart out. Also, being a farm boy, it served to haul various things, including pigs and bags of sawdust, plus even more sawdust after the bags ran out. The stuff, being free and from a distant sawmill, was just shoveled in, sometimes all the way up to the roof! The old A had been treated to a green brush paint job and some tar on the roof to stop leaking. After years of faithful service, the radiator and shell were damaged in a minor accident, causing a leak. Since Val was leaving home for several years and would have little use for the car, the decision was made to sell it: Price \$15. But.... no takers with that leaky radiator. So, the car sat for 24 years in a barn on the farm. No sad ending for this A though. Val finally towed it to his home in Arlington and restored it. The leaky radiator that prevented the car from being sold for \$15 years before had turned out to indeed be the "lucky" leak. Val memorialized it all by preserving the small dent that the radiator shell had suffered in the accident. .And he still takes his "high school sweetheart" out for rides in it.

In the swap column, Dick Johns placed a want ad for old golfing items and a stainless scroll outside door handle for his '31 cabriolet. That was 25 years ago. I don't know about the golf stuff, but I just sold him the needed handle this year!

Dave Henderson

MODEL A CLUB CHRISTMAS PARTY REMINDER

WHEN: Saturday, **December 7**

WHERE: American Legion Post 177
3939 Oak Street, Fairfax, Virginia 22030

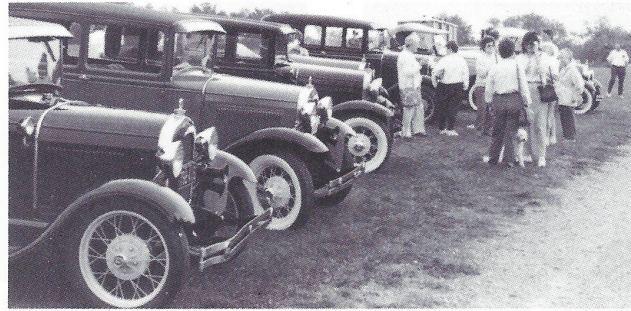
TIME: **5:30** – Doors Open **6:00** -- Dinner will be served



George Washington Chapter is 25!

by Barbara Johns and Chuck Zierdt

"The past is prologue," and "coming full circle" are two phrases to describe the history of Maryland/Virginia Model A Ford Clubs. A public chapter was formed in 1952 with no name at first. In 1956 they named it Model A Club of America, but gave this up in 1958, becoming Potomac Chapter - MAFCA. Old Dominion Chapter - MAFCA branched from Potomac Chapter in 1959, and George Washington Chapter - MAFCA from Potomac Chapter in 1963 (25 years ago!). The George Washington Chapter



Some of the many Model A's ready to participate in the car games.

(Fairfax, VA) labored under a membership ceiling until 1973 when the ceiling was voted out; and new, vibrant leadership caused the club to take off. An award-winning *Ford Script* newsletter, innovative monthly programs, unselfish help given to members to restore their A's, ambitious and successful "whole club" restoration projects on distributors, carburetors, brakes, front suspension, and generators, and an unusually large pool of talented officer material all contributed to a club that is closing in on 300 members.

Other important factors in the club's success are, first and foremost, the fun that we all have together, the respect that we have for each other, and the unspoken philosophy that all members are equal. We ignore titles, and income is of no relevance. To complete the circle, the Potomac Chapter is having a revival; many of their members are also members of the George Washington Chapter and vice versa; and, as a prologue, two new Chapters have spun off from George Washington Chapter: the Southern Maryland Chapter, started by Fred Morse, and the Model A Ad Collectors Chapter, started by Howard Minners, which has recently been named a MAFCA Body Style Group.

The George Washington Chapter's 25th Anniversary Celebration - an old fashioned pig-pickin' jubilee - was a tremendous success with something for everyone. The youngest enjoyed the playground equipment while the older kids and adults enjoyed a variety of activities from horseshoes and lawn darts to volleyball and a game of kickball. A few even wandered over to the putting green and honed their golfing skills.

We were entertained by a country band and the fancy footwork of some talented square dancers. Among them were our own Art and Ara Storer and Richard and Gerry Pickering. Those of us who have square-danced on occasion were in awe of them for keeping up with some very fancy "calls" by Charlie Lee.

Bobby Harrington had arrived at 5:00 a.m., afraid that he might miss some fun if he arrived any later. And boy did he have fun! Where else would you be allowed to sweat over a burning grill for 8 1/2 hours (without having to fight off too many people for the privilege) and then be allowed to carve

roast pig and ham and serve it to about 200 people? He did allow Paul Rice to have fun along with him.

Before lunch, everyone had time to walk along and admire the 35 old cars which made the trip. If you watched the mini-series "War & Remembrance," you saw Buzz Potter's 1936 Ford Convertible Sedan. Apparently Buzz had only a few minutes to instruct one of the actresses on how to drive it and watched as she drove off at a fairly good clip - all in first gear (more lessons followed)!

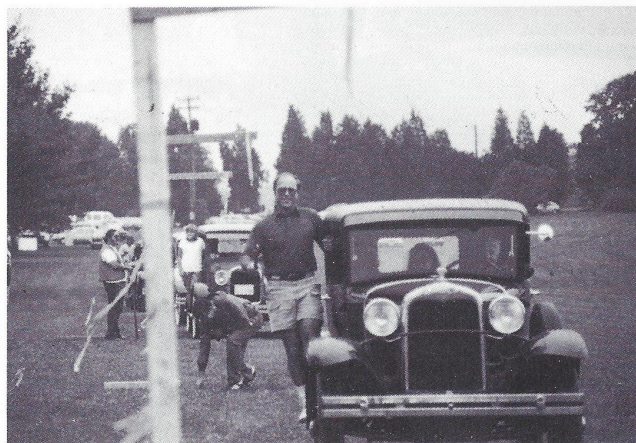
Time for lunch arrived earlier for some than for others. The ladies in charge of judging the desserts got a headstart on the rest of us. An enviable job for about the first 10 desserts tasted - then a challenge. Is that what is known as too much of a good thing?

The Model A shaped brownie was brought by Judy Springer. Millard (sheet-metal whiz) Springer had made the pan for her but had forgotten to PLAN AHEAD. Apparently the pan was larger than the oven! Undaunted by the fact that the oven door wouldn't close completely, they cleverly covered the open spaces with foil and taped it in place. As we all saw: success!

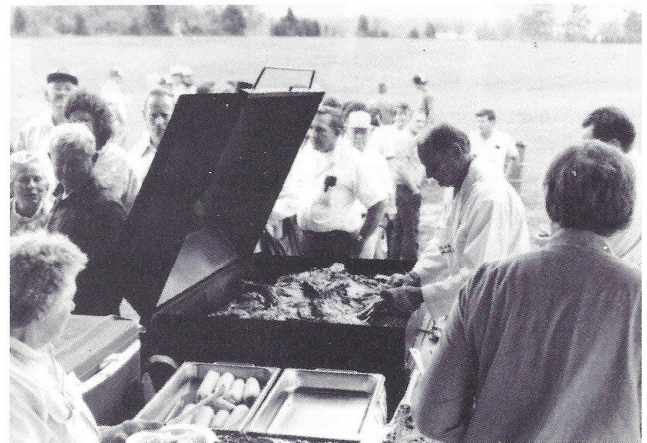
Lunch itself was bountiful and delicious. All of Bobby's hard work paid off. I think the pig-pickin' expression might come from the fact that many of us were picking pieces of that pig off the grill before we got in line for the full course. And what a feast: pig, ham, potato salad, cole slaw, corn on the cob, hot dogs, sausages and beans, followed by an all-out attack on the dessert table. A special thank you to Susan Phillips for baking and decorating the huge 25th anniversary cake. It was beautiful and delicious!

Following lunch it was time to burn off a few calories by participating in some car games - or by laughing at those who did. The jousting competition (in which a good eye and a steady hand by the jouster were definite assets) was won by driver Hap Todd. The roll-and-coast event was won by Jerry Breedlove. A few of the coast-to-a-stops were assisted by some squeaky brakes (and therefore eliminated)! In fairness, these drivers were ignorant of the rules the first time through, not out to cheat! The final car game was backing blindfolded, and the winner was Steve Gross. I'm confident I could have won this one - I normally back up like I'm blindfolded anyway. The games weren't slowed down at all by the slight drizzle that had started falling.

The afternoon concluded with the awarding of the prizes and door prize drawings. Art and Ara Storer won the prize for best costume (Ara should have won a prize just for the number of *changes* she made)! We should all be so enthusiastic! Finally, it was the end of a great day. A big thank you to all who worked so hard to make this day such an enjoyable one for all of us, especially to Bobby Harrington. Well done!



Past president Walt Bratton prepares for the "jousting" car game.



Chef Bobby serves the roast pig so beautifully prepared for us all.

MEMBERSHIP REPORT

We had 1 new family join this month:

Dan & Terry Kaseman
611 S. 32nd St.
Purcellville, VA 20132
540-338-0479 (H)
dkaseman@verizon.net



Please welcome them to the club and update your rosters with their information. They own a 1930 Sedan.

We have had good response on collecting dues for next year, about 1/3 of the membership has already gotten their money in, but that still leaves us with 2/3rds outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those without. The membership application that can be used for renewal is included in the Script and is combined with the applications for MARC, MAFCA and MAFFI if you have not joined these wonderful organizations yet.

Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc...) when you mail the check in. Also included in the Script is the Sully sign-up sheet for 2014. You can print and fill this out to include with your renewal check.

Please make the check out to 'GWC Inc.' and send them to:
Greg Shepherd (GWC Membership Chair)
3715 Brices Ford Ct
Fairfax, VA 22033

Please get your dues in soon as 2014 is a year that we will be printing a hard copy roster and you don't want to miss out as being included.

SUNSHINE REPORT

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. I can always be reached at Shepman@gmail.com or 703-476-6496.

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SEEN AT NOVEMBER'S MEETING

President Charlene Beckner picking a successor—well, no; actually she's picking a winner of a free dinner at the Christmas banquet. Two free dinners were handed out as well as 2 free annual dues memberships for 2014 as an incentive to bolster election night attendance to ensure the club had a quorum of at least 39 members in attendance. The free giveaways lured 41.



Sue O'Neale doing the 50/50 drawing before an attentive audience.



Stan Johnson presenting the night's program on the transition of the manufacturing processes from the Model T to the Model A.

THE MYSTERY OF AUTOMOTIVE RESTORATION

Roughly a year ago, the concept of professional automotive restoration was brought up at a Model "A" meeting. A fellow club member asked the general membership what, if any, "rules" or "protocol" existed for professionally restoring an antique automobile. Recently I have felt compelled to address this question in the hopes that it might be insightful for some. I also thought that some practical insight into current relevant topics such as this might be a little more interesting than the usual Script fare (and a little more approachable to the layman than my usual technical article).

Although almost too broad a question to ask, some members expressed their ideas on the matter at the time. One idea that caught my attention was that the best way to go about having any business perform work on your antique vehicle was, regardless of the kind of work, "get three estimates, go with the lowest, and hold the contractor to this". My immediate response was, "That's a great way to ensure sub-par work." One has to remember, we aren't building a house here. These are 80-plus-year-old cars in some cases and require a lot of time, money and care to bring them back to like-new condition. Also, a house doesn't travel down the road with other potentially lethal 3,000-pound weapons. These cars need to be restored properly. If you want a vehicle that is unattractive and, more importantly in my opinion, unreliable and dangerous, by all means..."get three estimates, go with the lowest, and hold the contractor to it".

You might ask how holding a contractor to an estimate is potentially dangerous and why a restoration shop would need to go over its estimate? If you asked any top restoration shop to give you an estimate on doing any part of the restoration of any antique automobile, they would tell you it was almost impossible to do so. Every part of every antique vehicle is in different condition than the one before it. You have a limited idea as to what kind of condition the vehicle is in before you disassemble it and remove its paint and materials. Some shops have to give estimates because it can mean the difference between being profitable or going out of business. In other words, budget work is better than no work. Estimates can, however, place the restorer in an uncomfortable situation and the patron in a dangerous one.

For example, if components of the running gear of a particular vehicle are found upon disassembly to be more worn or damaged than initially thought and the estimate is not adjusted at that time, the restorer may be forced into cutting corners just to stay under budget. Cutting corners with regards to mechanical restoration is a certain recipe for disaster. Imagine a brake job or front suspension rebuild done with cost in mind instead of quality. That's a scary thought. How about only replacing some of the wiring? That's a fire waiting to happen. Or an engine rebuild done with cost in mind instead of quality. You can count on that motor leaving you stranded.

Cosmetically, cutting corners will more than likely just produce an unattractive vehicle. Whether initially due to poor body work and un-experienced paint application, or rearing its head several years later due to the same, it is certainly not something that would cause you to be in any danger (just potential embarrassment), that is unless the bodywork is so bad as to jeopardize the soundness of the body structure. Solid replacement of rotted out sub-rails or floor pans are an obvious must when restoring a vehicle. In other words the cost of solid metal work is well worth it in this area. Falling through a weakened rotted floor is just as dangerous as the previously mentioned budget brake job or front suspension rebuild in this particular case.

>>>>>>

THE MYSTERY OF AUTOMOTIVE RESTORATION (Cont.)

There is much more that could be said regarding this subject, however I will attempt to keep this article relatively brief. I don't believe there is any "rules" or "protocol" to professionally restoring an antique automobile, however I do believe there are some keys to a successful and pleasant restoration shop experience.

First, choose a shop with good references. Meet with the owner and chat about your specific project. Make sure you are both on the same page and agree on the approach and ultimate vision. The second key is shop communication. Your shop should contact you regularly with updates as to progress and cost. If they can't communicate regularly, that is a sign they don't really care or aren't paying enough attention. I have found in my experience that it is very hard to pay people any amount of money that will make them truly care about your project. It's sad, but unfortunately true these days. I often remark that automotive restoration is more of a passion for me than a business. I consider myself more of an artist than a mechanic. I put my own money into these cars because I care about the final product and refuse to do sub-par work. I often break even on restoration projects because of my uncompromising work ethic and occasional underestimation. I communicate obsessively with my customers because I actually care.

The other obligation is you as a customer. The truth is you shouldn't get involved with a good restoration shop without some extra money in the bank (and being prepared to spend it). Our time is worth just as much as yours and quality parts are expensive. Also, similar to the shop, you need to be accessible for questions and concerns. You need to be thoroughly involved in the process. This ensures you end up with the product you expected when the dust clears.

George Smolenyak Jr.

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DECEMBER'S PROGRAM: BROWN BAG CHRISTMAS GIFT EXCHANGE

The December program will again be the rip-roaring Brown Bag Gift Exchange. We will operate under the same rules used over the past several years.

Each person will bring a nice gift, "wrapped" in a brown bag – and this bag will be your admission to the event. Lady-specific gifts should be marked on the outside with a large "L". The bags are placed on a table in front of the room. Each member gets a ticket stub in exchange for his bag. The other half of the ticket goes into a bowl.



"Nice Gift" means "No Junk!" - Find something among your Model A holdings that you would like to get as a gift if you didn't already have it. If you can't find something, a new part or tool in the \$10-\$20 range would be just right. (For example, last year one GWC member purchased two hood prop kits, one for his own car and one for the brown bag gift exchange.)

Then comes the fun! When the meeting begins, a ticket is drawn from the bowl. The holder of that ticket comes to the front and selects a bag from the table, turns around and opens the bag so that everyone can see the gift. When the *oohs* and *ahhs* have subsided, he/she draws a ticket from the bowl, hands it to the Master of Ceremonies, and returns to his seat with the gift. The new number is called out and the holder of that ticket comes forward and announces his/her decision, 1) Take a gift that has previously been unwrapped, or 2) Select and open a new bag. If he/she takes the previously opened gift, then that person (who relinquishes the gift) comes back to the front to 1) take a bag or 2) a previous gift, but not the one just relinquished.

Each subsequent ticket holder comes forward and has the chance to take any previously opened gift or take an unopened bag from the table except that the third holder of a given item gets to keep that item. (Example: Tom opens up a carburetor, Karen takes the carburetor from Tom, Benny takes the carburetor from Karen and gets to keep it).

The fun is always increased when someone opens a gift that multiple people are eager to own. So wrap a gift up in a brown bag and come to the meeting ready for a good time. In the end you will go home with a nice gift and pleasant memories.

MORE ON THE PASSING OF STAN LEIZEAR LAST MONTH

Regarding the announcement of the passing of Stan Leizear in the Nov. script, Stan had been a member quite a while longer than since '05. He first appears in the 1991 roster.

Incidentally, I have an 88-year-old friend who grew up next door to Stan in the Maywood section of North Arlington. He says he has a picture of himself from the early '40's sitting in what is believed to be the mentioned Model T that the family is keeping!

Dave Henderson



GRAY WITH AN A

The between; that's where we are at the moment. Between Hershey 2013 and Hershey 2014... and also between Thanksgiving and Christmas of 2013; between our club's elections and the Holiday Party; between programs on the magnificent new Model A Museum and our annual Brown Bag night. Between. Sometimes good stuff comes between.

Without a big car event to report on, I started thinking about the distant past, and its influence on both our Model As and our modern cars; a genteel gathering I was recently honored to attend at George Mason University; and a couple of fun outings on the immediate horizon.

Clem has often suggested we should consider more cross-hobby events. My distant past thought underscores that point. If it hadn't been for the persistence of the Olympic Pole Vaulting gold medalist from the 1908 London Olympics, we might still be starting our cars – and wiping their windows – by hand.

The theories underpinning turning electricity into an electromotive force go back centuries, but, as with making many brilliant ideas realities, the devil's in the details. In 1909, a young Yale Medical School graduate decided to follow his heart and founded a toy manufacturing company, which he called the Mysto Manufacturing Company. His company was successful beyond his wildest dreams, and he found himself regularly commuting by train from New Haven, Connecticut, to New York. In 1911, he watched the installation of the girder support systems for the electrification of the railroad, and had an idea for a new product for his company: a girder building set. Two years later, the first Erector set was introduced. It wasn't long before Alfred Carlton Gilbert realized he'd need fractional horsepower electric motors to keep these building sets interesting. All the big electronic manufacturing companies said it was impossible – you'd need incredibly fine insulated wire to make the rotors and stators; they'd tried all manner of coatings (including cotton and silk) to produce such wire, but without success. Even if you had fine coated wire, they told Gilbert, each rotor and stator would have to be wound by hand – a time-consuming, and therefore prohibitively expensive undertaking.

Gilbert pressed on. His chief engineer, John Lanz, focused on developing a process to enamel the wire – the first “un-doable” thing, while Gilbert himself focused on designing an automatic winding machine. In 1916 his company had succeeded not only in enameling fine wire, but in designing and building a winding machine to automatically wind rotors and stators. His company's invention and production process not only helped him produce an affordable electric house fan, but also small motors for his Erector sets. Enameled wire and Gilbert's automatic winding machine led to an explosion in the manufacture and use of small, medium and large electromagnetic devices, eventually including such wonders as our Model A generators, starters and electric windshield wiper motors. All this from the founder and first president of the Toy Manufacturers of the U.S.A.; “The Man who saved Christmas” during WWI; and the man who later brought us S gauge American Flyer trains.¹ Cross- hobby, indeed.

On a more recent note, I've reported on the Herndon car show over the past year or so, and mentioned that the money the Dulles AARP raises supports scholarships for George Mason Nursing students who are specializing in geriatric care. With the support our club and the Early V-8 club gave this year, we helped them achieve the largest number of registrations to date, and to raise the most money they've ever raised - enough to grant \$4,000 scholarships to 6 deserving students. On November 8, I was honored to be invited to attend the award ceremony for these 6 young scholarship winners.

>>>>>>

GRAY WITH AN A (Cont.)



The six scholarship winners; foolishly, I neglected to get their names... an oversight I need to correct.



This is one of George Mason University's rather frightening animatronic training simulated patients. Don't get too close, or it'll start talking to you and complain about a whole host of medical problems. When I met this particular faux-gal, she kept asking me about my car. It was kinda' spooky.

If you get a chance, try to join us at the 24th Annual Model Train and Antique Car Show at the Fairfax Station on Saturday, December 7 (from 10:00 AM – 5:00 PM) and Sunday, December 8 (from 12:00 noon – 4:00 PM); our next Caffeine Double Clutch breakfast meeting is set for 9:30 on December 10 at the Silver Diner near Fair Oaks Mall in Fairfax, VA.

Finally, I'm still torn about whether I should restore my ~90-year-old Gray radiator emblem. The enamel is crazed, and some (as you can see) is already gone. I've had great results on other enamel on copper items with a company in the UK, but I'm torn about restoring this rare emblem. I've gotten two inputs about restoration versus keeping it as it is; are there any more?

Jim Gray;

jrg240z@cox.net

1. *The Man Who Lives in Paradise*, A.C. Gilbert with Marshall McClintock, Rinehart & Company, Inc., New York & Toronto, 1954, pages 113, 114, 141, 372 and 373.

COMING EVENTS

Dec. 7 Annual GWC Christmas Party. This Saturday!

Dec. 7/8 24TH Annual Fairfax Station Train Show. The layouts are to be in their same locations as last year: Standard gauge, O gauge, HO gauge, S gauge and El Geib in the station. N gauge and Monty's LEGO layout in the caboose. Large sale in the outside yard. LOCO doctor as always. The "Bob Tuft's" S layout is to be invited back again. Antique cars are welcomed to the usual station yard area

December 10 For your event planning , the December Caffeine Double Clutch breakfast get together with the NVRG eV-8 Club, the GWC Model A Club and train folks on Tuesday, 2013, at the Silver Diner, intersection of Fair Lakes Parkway and West Ox Road. Start time is 9:30 AM. If the weather is good, some of the car guys may drive their antique vehicles. Ladies are most welcome and conversation seems to cover anything and everything. If you're going to attend, let Clem know so he can have SD assemble a large enough table to accommodate everyone. Last-minute arrivals are, of course, welcome.

Dec. 15 Annual Holiday party for the Burke Historical Society in Burke, Virginia. This year's theme for the party is the "Roaring 20s", which we've loosely interpreted to extend into the early 1930s. Begins at 2 PM. Will feature an excellent live jazz band, dancing, silent movies, a silent auction, potluck snacks and beverages, and a prohibition era speak easy! Come in your Model A! For more info, contact: Andy Bennett at benn6120@att.net or his cell phone 571-359-1723

Dec. 18 Brown Bag Night at the General Membership Meeting. See guidance on p. 11.

Jan. 4 Joint meeting of old and new Boards at the Beckners'.

Jan. 15 Winter flea market in lieu of monthly general meeting.

WANT ADS

For Sale



1930 Ford Model "A" Deluxe Roadster partially restored. Before recently becoming ill, the current owner had George's Automotive Restoration overhaul various engine components, completely rebuild the brakes, restore the fuel system and a majority of the electrical system. Initially a true "barn find", this vehicle now runs well, steers well and stops like brand new. Nothing was done to it cosmetically, however, and that was how the current owner wanted it. It continues to wear most of its 1970's bronze paint job and interior; however the original factory blue paint is still on the firewall!

Vehicle can be enjoyed as is, cosmetically restored, or torn-down completely for a fresh restoration. This is a great opportunity for someone to buy an affordable 1930 Ford Model "A" Deluxe Roadster, the model everyone wants, for half the price of other ones out there, and enjoy it immediately! We are asking \$12,000 or best offer; however, the current owner needs to sell as soon as possible, so please call George at 703-969-1715 with offers, questions or to schedule a test drive today.

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WANT ADS (Cont.)

1930 Sport Coupe, completely restored several years ago, including motor and interior . Owned car for 47 years. Always garaged. Car is in Bethesda, Md, and can be seen by appointment. Completely original Leaving for Florida soon and would like to find a buyer by end of October. Asking \$19,500 but anxious and will accept a reasonable offer. Call Skip Monsein at [240 418 5510](tel:2404185510)

Matched Pair of Maryland 1929 License Plates. Older restoration: good to very good condition. \$175, which includes shipping. Contact Bud Pratsch at 703-620-2518.

Wheels, heads and manifolds—five 1931 wheels with tires that I took off my pickup = \$250 for all five. Four engine heads @ \$20 each. Mated intake (drilled for vacuum line) and exhaust manifolds = \$25. Contact Woody Williams at 703-858-1192.

I have (6) 19" Goodyear tires and assorted tubes in fair condition for a Model A. I need them out of my shop so I am offering them to club members for \$80 OBO for all (6). I can also deliver them to anyone in the D.C. area for \$100 which includes delivery. Please contact George P. Smolenyak directly at: [703-969-1715](tel:7039691715); gsmolenyak@aol.com

License Plate Topper

Benefits the Model A Ford Foundation Endowment Fund



\$15.00 ea. Plus \$2.00 for shipping and handling.

Check to: MAFFI
4532 Merridock Ct
Santa Maria, CA 93455

Questions to Jay McCord (805) 598-8133

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).

George Washington Chapter Inc. Model 'A' Ford Club Application

Names- First _____ Spouse _____
Last _____
Address _____ City _____ State _____
Zip _____
Phone (H) _____ (C) _____ (B) _____ E-mail _____

Model A's owned 1) _____
2) _____ 3) _____

For members with email the dues are \$20.00 per year but are prorated over the year: Joining after March 31st = \$15.00, Joining after June 30th = \$10.00, Joining after September 30th = \$5.00. This is the preferred way as it helps on club costs as well as emails are sent about club events, invitations and other related activities.

For members without email the dues are \$30.00 per year but are prorated over the year: Joining after March 31st = \$22.50, Joining after June 30th = \$15.00, Joining after September 30th = \$7.50.

Please visit us at: www.gwcmodeleda.org

Any questions can be directed to our membership chair Greg Shepherd

Send check payable to the GWC and completed application to:
GWC – Membership Chair
3715 Brices Ford Ct
Fairfax, VA 22033

