

# The Ford Script



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Celebrating St. Patrick's Day in Alexandria



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.gwcmodela.org](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

#### Board of Directors

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Editor	Bill Sims	301-891-3616	<a href="mailto:billhsims@gmail.com">billhsims@gmail.com</a>
Asst. Editor	Bruce Metcalf	540-955-8312	<a href="mailto:kesedeme@aol.com">kesedeme@aol.com</a>
Secretary	Jerry Olexson	703-538-4054	<a href="mailto:ggjjoo@cox.net">ggjjoo@cox.net</a>
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National Liaison	Howard Minners	301-530-1441	<a href="mailto:minndax@aol.com">minndax@aol.com</a>

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Club Librarian	Jay Melton	703-237-6953	<a href="mailto:jmelton58@verizon.net">jmelton58@verizon.net</a>
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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](mailto:billhsims@gmail.com)

**Next deadline: Sunday, March 30<sup>th</sup>**

## **THE PRESIDENT'S CORNER**



Dear Members,

It's that time of year, mid winter. I am starting to get restless. I went to Clem's Train Day, but I needed some Model A activity to get back to normal. I decided to take action.

First, eight members and I attended the Water Pump Seminar at Jay's Garage (Melton, not Leno) and it was a big hit. We learned a lot about water pumps, how the shaft is held in place, how to make sure your water pump housing is rebuild able (ours wasn't), plus we had a group of members there to help.

The March Monthly Meeting will have a presentation to show the rest of the membership what all we did. James Kolody and Benny will be the presenters, and it will be an interesting presentation. You will just have to plan to be there to find out the rest.

Well, I realized I needed more. I decided I had to at least start my own Model A. The only problem is that my Model A is up near Boston. Solution, just go up there. And that is what I did. We flew up to Boston (Beverly came too) and went to Mom's garage and I sat in the Model A. It was Mom's 90th Birthday, and the whole family came in too to help celebrate, but that was just a coincidence.

I took the Model A out for a drive, and as usual, it was a magnet for car fanciers, both old and new. (See the attached a picture.) It was cold, but my bear skin coat came in handy. The two Model A admirers didn't seem to even notice the cold. My nephew Jonathan said he would like to start looking for a good Model A some time. He lives in Vermont, so I trust he will be able to find one in a barn up there. Gannon, in the middle, said he would like to have a Model A Right Now! I told him he may have to wait until he is old enough to drive (he is four). It shouldn't be long, just twelve more years.



Jim Gray and Paul Gauthier are planning a couple of one day Model A excursions, and the Cherry Blossom Parade, among others. There will soon be plenty of excuses to drive that Model A come Spring. So, go out to the garage and start that Model A Now, and make sure it is ready for the first sign of Spring, and even go for a drive. And have some Fun.

Doug Tomb

## **FROM THE EDITOR**

Another day; another snow storm. I cannot WAIT for this to be over so I can get my A out of the garage and drive it around. For reasons of weather and travel, last year was a lean year for putting miles on my car. I look forward to getting out on some day drives in warmer weather.

Way back in 1964, when I was a plebe at The Citadel in Charleston, SC, I belonged to the Alpha Phi Omega Boy Scout service fraternity (even though I'd only done 2 years in Cub Scouts). Our frat threw a party one Saturday night at The Citadel Beach House (chaperones and no booze). The school arranged for a bevy of girls from the local boarding school to be bussed out. I wound up at one end of a long table, and a young high school junior named Alice was at the other end. After the meal, we got to talking. On March 7 we'll be at the beach celebrating 50 years since that night. Time sure flies when you're having fun.

## FROM THE SMOKE-FREE ROOM



The February GWC Board Meeting was held at the Fairfax County Library. In attendance were Doug Tomb, Jim Gray, Greg Shepherd, Woody Williams, Howard Minners, Bill Worsham, Bill Sims, and Bruce Metcalf. Doug noted the absence of a quorum, and so discussion of matters requiring a vote was postponed.

Vice President Jim Gray reported for Paul Gauthier, Activities Chairman, that the Club has 6 cars, carrying 10 people, signed up for the Cherry Blossom Parade on April 12<sup>th</sup>. Applications for the Memorial Day and Independence Day Parades have been submitted and are pending. Jim and Edna Cross have asked the Club to come out and see their sawmill in Leesburg May 3<sup>rd</sup>. Members would have to bring their own food, but they are right next door to a winery for those who want to spice up their picnic.

The Winmill Carriage Museum near Leesburg is a possibility for a tour.

Janet Merkel's tour to the Blue Ridge Mountains will be July 25-27. This will replace the usual September tour to the Apple Butter Festival up there because this year it will conflict with the MARC National Tour in North Carolina being held at the same time.

Jim reported on the water pump rebuild at Jay Melton's Garage on Feb. 22<sup>nd</sup>. James Kolody filmed it for the March general meeting program.

Jim Gray then reported on programs for 2014. This month will be the film of the water pump rebuild and will be narrated by Benny Leonard and James Kolody. The April program will be preparation for Small Parts Day. There will only be 3 tables to rotate among instead of 4. Jim will look for volunteers to man the tables. May will be the judging seminar. June will be a discussion of what was good and what needs improving at Sully, which will have occurred the previous weekend. The July flea market in lieu of a general meeting might be moved to the weekend with other clubs asked to participate. The August meeting we will find out what we need to do in preparation for the MARC Tour in Cary, North Carolina, in September. Nothing has been lined up for September, October, and November yet.

Treasurer Woody Williams handed out his report for February, which detailed what funds came in and were spent in the previous month. Train Day and Sully pin costs were mentioned as well as income from the sale of Sully pins, the meeting's 50/50, and dues.

At this time there was a brief discussion of a request from MAFCA that our Club put on their national meet in 2017. The consensus was that hotel and other venue costs are too high in the area, and traffic congestion would render the conduct of a mandatory tour a logistical nightmare. Bill Worsham mentioned that the one time our Club did do a national meet, in 1978, the Club lost money and promised reimbursement from MAFCA never materialized.

Membership Chairman Greg Shepherd reported that there are still 15 members who haven't paid their dues yet and will be dropped from the rolls on March 1<sup>st</sup>. He then passed around a mock-up of the 2014 roster for the Board to look at and comment on. He also priced out the Model A coloring book we pass out to children at Sully as ranging between \$170-\$200 for 100.

Bill Worsham, Sully Chairman, told the Board he had met with the people at Sully in February. The Club is still looking for sponsors to field the cost of the trophies but noted that Gil Beckner has already found two. Bill also noted that a local pie company will be handing out free samples of its product from a 1914 Model T at Sully. Sully brochures will be available at the March general meeting.

National Liaison Howard Minners reminded the Board of upcoming MARC national meets in St. Louis (Membership Meet) and French Lick (National Meet) and also mentioned meets in Essen, Germany, and Perth, Australia, as being something members might well find most interesting and truly enjoyable.

Editor Bill Sims reminded the Board that the next Script deadline is March 2<sup>nd</sup>.

Bill Sims (Acting Secretary)

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Money matters were in the spotlight. First, Membership Chairman Jean Henderson reported that while 206 members had sent in their dues, 50 had not. Laggards were warned that the March Script would be their last unless they coughed up. As an economy move, it was decided that the roster would be distributed at the meeting rather than being mailed.



Worse yet was that the Fairfax American Legion Hall rent was about to make a huge jump, from \$150 a month to \$250. This caused strong consideration to be given to finding a more reasonably priced, centrally located new meeting place. President Harrington advanced the proposition that the club consider owning our own club house. Such an undertaking would require funds of a magnitude the club didn't have. In a pep talk appeal, he said that "nothing would ever happen unless we work together and make it happen." Assistant Treasurer Howard Minners advanced a possible solution: a "Futures Fund", which could be established to offer members, families and friends an opportunity to contribute money or other valuables to promote the long-term objectives of the chapter. It was mused that within a few years the fund could translate into a sizeable amount of money, and if at that time the board and membership decided, we could construct our own club house. President Harrington stated that he planned to appoint a committee to look into the establishment of such a fund, and, referring to a past controversial matter, that "it will not be another club car fiasco".

The generator rebuild day at Hank Marsh's nicely equipped shop resulted in 30 members, including our own Donna Zadnik, gathering there. About the same number of generators got the full treatment. Tummys got that treatment too, with a delicious lunch prepared by Hank's wife, Eileen.

Two very interesting articles appeared this month. One recalled an experiment conducted by the Ford Motor Company that involved a reverse assemble line. Even some of the assembly machinery was used in reverse in the process. Ford bought clunker Model T trade-ins from the dealers in the Detroit area, carted them back to the plants on the empty trucks that had delivered new Fords, and proceeded to disassemble them, sorting the different metals, and melting it all down to make more Fords. There was no mention of how the experiment came out.

A second article from a long-forgotten road test compared the speed and economy of '28-'29 Model A's to '30's. Differences in the tire sizes mattered. The winner was.....'28-'29's!

Dave Henderson

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## **SULLY CAR SHOW TROPHY SPONSORS**

The Club is again looking for sponsors to help offset the cost of trophies for our annual Sully Antique Car Show. This year J. C. Taylor Auto Insurance was the first to step up to the plate. J. C. Taylor Insurance <http://www.jctaylor.com/> specializes in auto insurance for both antique and modified cars as well as being a long-time supporter of the Club with their monthly ad in our *Ford Script*. The Sully car show has 38 car classes with 1<sup>st</sup> thru 3<sup>rd</sup> place trophies. These trophies cost in excess of \$1,200 a year, so if you, your company or someone you know would like to be a sponsor, please let me know. Sponsored trophies will be tagged to reflect the sponsor's name or corporate logo. Please get the word out and if anyone has a question, please contact me directly.

Gil Beckner  
Sully Trophy Chairman  
703-791-3795  
[gbeckner@verizon.net](mailto:gbeckner@verizon.net)

## **SULLY 2014**



Plans are now shaping up for our 41<sup>st</sup> annual car show at Sully Plantation on June 15<sup>th</sup>. The fliers are ready and can be picked up at our general meeting on March 19<sup>th</sup>.

If you have not done so, please sign up to help with the show. Help is needed in all areas. If you can't make it to the meeting, please call a committee chairman.

It may be cold now but the warm June weather will soon be here.  
Thank You,

Bill Worsham  
Annual Meet Chairman

## **THE STEERING COMMITTEE – 2012 SULLY MEET**

ANNUAL MEET CHAIRMAN	Bill Worsham	(703) 250-5474	billworsham@aol.com
SHOW CAR REGISTRATION	Bill Benedict	(703) 430-2441	carolabenedict@aol.com
FLEA MARKET (Vendor liaison) (Field set up))	Bruce Metcalf	(540) 955-8312	kesedeme@aol.com
CAR CORRAL	Paul Gauthier	(703) 323-0009	gokie1@verizon.net
CONCESSION/SNOW CONE	Andy Jaeger	(703) 490-4846	elanjaeger@aol.com
OLD CAR PARKING	Greg Shepherd	(703) 476-6496	shepman@gmail.com
JUDGING CHAIRMAN (Chief Judge)	Tom Terko	(301) 949-7329	tterko@verizon.net
(Judges liaison)	Woody Williams	(703) 858-1192	vamodela@verizon.net
TROPHIES	Jim O'Neale	(703) 894-0658	oneale50@gmail.com
PUBLICITY	Gil Beckner	(703)971-3795	gbeckner@verizon.net
SPECIAL DISPLAYS	CHAIRMAN NEEDED		
INFORMATION BOOTH	Benny Leonard	(703) 278-2994	ben5@cox.net
FRONT GATE	Dan/Donna Lyon	(301) 330-5564	maneline@comcast.net
HELP WHERE NEEDED	Bill Jaeger	(703) 929-7599	Billy8n@aol.com
	Laurel Gauthier	(703) 323-0009	gokie1@verizon.net

## **MEMBERSHIP REPORT**

We have 2 new member families this month. What a great way to start off the New Year. Please update your rosters with their information and welcome them to the club.

### ***Daniel & Elizabeth Norton***

2036 Dewey Drive  
Stafford, VA 22554  
540-288-8075  
[boomerusmc@verizon.net](mailto:boomerusmc@verizon.net)

They have a 1928 Sports Coupe and came to the February meeting, so it was nice to meet them and chat for a bit. Sounds like another Model A found a good home. Welcome!

### ***Brad & Kirsten Minners***

10130 Gary Rd  
Potomac, MD 20854  
301-299-1930  
[The New ford@hotmail.com](mailto:The New ford@hotmail.com)

I think a lot of members have already met Brad at meetings or up at Hershey as he is the son of long time member Howard Minners. Brad and Kirsten own a 1931 Tudor, 1931 Cabriolet and 1931 Drauz. Welcome!

## **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](mailto:Shepman@gmail.com) or 703-476-6496.

## **BRATTON'S ANTIQUE AUTO PARTS**



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## **HISTORY OF THE CAR RADIO**

[Forwarded from Greg Shepherd. No attribution.]

Seems like cars have always had radios, but they didn't.

Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

What's in a name?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the

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## HISTORY OF THE CAR RADIO (Cont.)

antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio. Whatever happened to the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!*

AND

*It all started with a woman's suggestion!!*

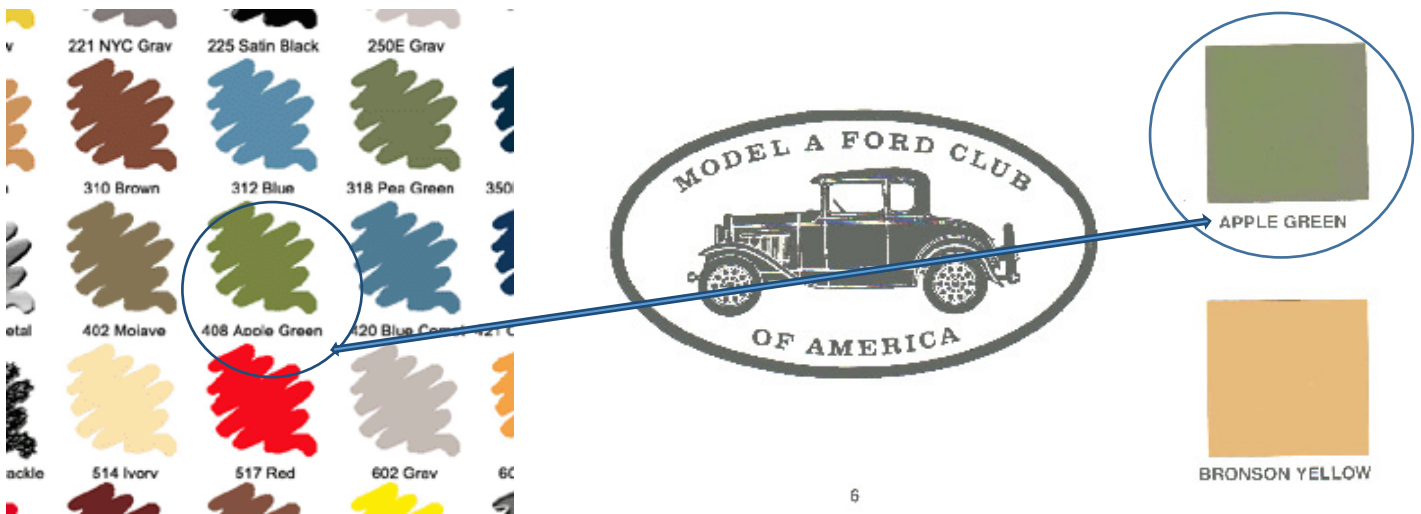
## GRAY WITH AN A

February 2014 is now history, yet we continue with arctic winter. Did you note the recent report that January 2014 was the 4<sup>th</sup> warmest on record... except for the US East Coast? They sure got that except part right.

On one of our few not-too-cold days (February 19), Clem shared his enthusiasm for model train collecting with us at the club meeting. From my vantage point as computer geek, I counted over 40 GWCers paying rapt attention as Clem compared and contrasted the hobbies of old cars and old trains. Clem's fascination with old trains predates his fascination with old cars by a bit – he showed us the Lionel engine his father gave him at age 3; his first car was a "Forty Merc" that he got more than a decade later.

Advancements in technologies fed the competition for market share dance that we see in a free market, with one significant difference I noted. Lionel and his competition (American Flyer, Marx, Ives, etc.) rushed to protect their advancements with patents, whereas much of the automobile industry generally ignored patents. Did you ever see a Ford Model A part stamped with a Ford patent mark? If you did, it was a fake; Ford generally didn't believe in patents, either for his advancements or those of anyone else. About the only automobile manufacturer I found who lived by the rules and constraints of patents was Packard, may that marque rest in peace.

The similarities in paint colors reflected the market appeal of the times, I guess. Clem told the story about my Coupe before she was painted Rubelite Red in 2003. In 1996 she was black with a green pin stripe and Apple Green wheels... wheels that needed a lot of touch up. I looked in my paint cabinet and found a perfect match – it was a can of Lionel pre-war paint color #48... Apple Green.



[pictures.olsenstoy.com/partsbybin/bin035/Paint.gif](http://pictures.olsenstoy.com/partsbybin/bin035/Paint.gif)

Model A Ford Paint & Finish guide, 2<sup>nd</sup> Edition, Revised, pg. 6

Today the "old tin" of model trains has been largely resurrected by Mike's Train House (MTH), but at a price. While the rolling stock looks and works in much the same way as it did nearly 100 years ago, the locomotives now have digital command systems and complex sound systems that make the model railroads of today sound more train-like. It also makes them more expensive and nearly impossible for the collector to fix at home or to get fixed at a local hobby store. Kinda' made me think about the comparison between the Model A and cars of today; we can do some of the very basic stuff on a "modern," but not much.

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## GRAY WITH AN A (Cont.)

This February program was a precursor to Clem and Sandy's 41<sup>st</sup> Annual old Car and Train Day on Sunday, February 23. That this event even happened this year is a testament to the old saw about having friends in high places. Clem obviously has a direct line, since our mini ice age took a 60-degree-day break so we could enjoy the show.

The crowd seemed a bit thinner this year, but there was a lot more coming and going. The train room stayed full of life and laughter, and the food downstairs was wonderful. I counted about 40 GWCers throughout the day, including first-timers Doug and Beverly Tomb. Fellow clubber Tony Hawker (along with our AACA friend Franklin Gage) stayed until the very end and helped Clem get the floor trains up off the garage floor and Clem's '39 pickup and '30 Cabriolet back into the garage.



**Pictures courtesy of Gay Harrington, "My First Train Day", Valve Clatter, March 2014, pg. 6**

I got this slightly abridged "Remnants and Remembrances" report from Clem:

"I have always loved the day after. Getting up and wondering about that "What happened feeling"; so full of seeing friends, making new friends and chatting and catching up on what have been going on throughout the long cold winter. A token snow pile reminds us that we had SOME SNOW this winter. The warm sunny air yesterday was a true Godsend for us. Neighbors and friends brought neighbors and friends and we all chattered like ole buds catalyzed by the toys and yard art to enjoy. Did I mention the damage done to the chocolate fondue bucket? Did you all get Ms. Sandy's secret recipe for the fondue? Here it is: 11%\*\* (o@)!<>!3.7 and a pinch of love.

Our yard was garnished with several cars the foot prints of which were light tracks in the greening grass where champions of the past had graced us with their presence. I hear the Hi sheriff [referring to Jim McDaniel, president of the Northern Virginia Regional Group of the Early Ford V-8 Group in his 1950 Ford Florida Police Cruiser; Ed] was about, firing up his sireen and arresting only the worstest of criminals. Had he hauled in all the violators of something or other we woulda' been outa partiers.

Our new neighbor came over to help set up. We told him to expect the unexpected. He kinda said yeeeh... He was stunified by all the warmness and chatting and happenings. He brought several friends who loved the toys. Who was the fire chief? Some young one has separated all the fire engines out and had them formed up on the garage rugs ready for duty. Aaaaaaah and the chalk: we started this idea many years ago and kids just love to draw. I drew the welcome signs and the note "KILROY IS HERE!" (I don't think anyone got that). I also drew a happy face which I was told was not good. Somebody signed my name to it rather than improve upon it!

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## GRAY WITH AN A (Cont.)

During my talk I spoke of TCA's rules and the fact that altered or restored train pieces must be marked. Jim Cartmill asked me to show him one on my trains. I couldn't find any, proving that all my stuff is boxed mint at least.

Did I mention the great food? My, oh my. Thanks all for such a wonderful selection of goodies.

In the train room, I gave a stunningly good spiel, as usual. (I know it was good because I didn't have to listen to it; Sandy knows it was good as she didn't have to listen to it either). I didn't tell one lie. Ya' hadda' be here to gain from the pure and truthful flow to knowledge and interesting facts. New items for this year (That I haven't hid from Sandy) include a homemade brass searchlight car, the cheese box snow plow with ERG (Early Rain Gutter scoop), the airport rotating beacon made with a cowl light from something (Not Chevy or Buick or Ford according to Jim Cross and others) and the magic train, which stunned us all with its transformations. [Clem is referring to an O gauge Lionel train where he has restored one side but not the other; as it traveled the layout, it looked awful on the rear of the run and great on the front; Ed.] John Cardwell spoke in the poetic language of the Norwegians to unlock the magic of the transforming train. I know because he told me; I who can't so good articulate the English version of what I was born wit, let alone Norwegian.

Although we never identified the airport beacon fashioned from what appears to be an automobile cowl light, Luke Chaplin confirmed that the one homemade loco uses a Model A General Industries Manufacturing (G.I.M.) horn motor. Trains and cars do come together for sure as do their respective hobbies. Bruce Greenberg briefed us on the status of our on-going train studies.



**An automobile cowl light; but whose? Photo: Clem**

What is it about a collection of colorful trains and antique cars that fosters such warm and friendly chatter? I designed my train room layout in a dog bone so folks could gather and talk about anything that needs discussing; I witness that magic although I don't understand how it works.

The sounds of happy kids a'playin' trains and racing to and from Ms. Sandy's chocolate fondue pot will ring again and again thru our home. Only 3 wanted to grow up to be just like Mr. Clem and their mothers scolded them to forget such nonsense... no fondue or kids were left at the end of the day. We love all kids, and although we are too old and cranky to raise another brood of trainiacs, we'll never be too old to have them playing trains at Ms. Sandy's home. Sandy and I truly enjoyed putting on the Old Car and

>>>>>>

GRAY WITH AN A (Cont.)



Photo: Gay Harrington



Photo: Beverly Tomb

trains days for the 41st time. We hope to continue practicing until we get its right.”

I'm sure there'll be cars on the lawn again, and gawking in the train room. And don't worry, Doug, just like Jim Cross did this year, you really can park a Buick on the lawn, just not on the layout.

Jim Gray

An advertisement for J.C. Taylor Insurance. At the top is a logo with the text "J.C. Taylor INSURANCE" inside a yellow and green oval. Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is written in blue. The central image is a vintage dark blue Buick sedan with white-walled tires and green wheels. At the bottom, the phone number "1-888-ANTIQUE" and the website "JCTAYLOR.COM" are displayed. A small Facebook logo is visible in the bottom right corner.

## BENNY LEONARD'S REBUILD

Benny is currently rebuilding his coupe. Here is a description of his work so far and some photos of his paint job:

It took 2 years to do the body work, including new subrail on both sides and a new rear body cross member , 4 patch panels, rumble hinge braces, and all new floor pans. I rebuilt the front seat frame, replaced the door and rumble sheet metal, cut out all of the fiberglass in rear inner fender wells and installed a metal one, installed 2 new rear body corner patch panels and new windshield header The fenders took 8 months to get the dents out and weld the breaks in the metal. The running gear was rebuilt with all new parts, cast iron brake drums with all new brake parts. The transmission and rear end were completely rebuilt with all new parts. Now I am in the process of putting the gas tank and rumble deck in place, then the top. That is all for now, let you know when it's finished.

Benny



**BENNY LEONARD'S REBUILD (Cont.)**



## MICKEY'S MODEL AS

As you recall, I was a pretty young Model A owner at 13 in 1941. After a bit of a struggle, I'd gotten the old gal to run pretty well, so now it was time to make her pay for her keep.

I was a big kid, and, in the lingo of today, a jock. I was especially mad for football. But football takes a lot of time when you're a kid – you've gotta' fit it in with school, homework, girls and chores. Chores? Yep, you heard me right – back in my day, all of us had chores.

If you recall, our house in New Haven was an old one on a big lot with a carriage house. The previous owners apparently felt the area between the two structures needed to be paved; so 50 yards wide by 50 yards long later (I knew exactly how big it was in football terms), they had a huge concrete pad poured to connect them. When it snowed, my father wanted that pad cleared. Even for a big kid like I was, that took quite a bit of time.

Now that we'd been drawn into the war with the "Day of Infamy" at Pearl Harbor, everything had changed. Things had to have a purpose. There would be rationing; scrap metal, rubber and cloth drives; and blackout drills. More and more I read newspaper reports of ships being torpedoed and sunk and it filled me with dread. My father had been in the Navy in WWI, and perhaps that added to the purpose I felt to save those whose ships had been sunk. But how? It became a drive that motivates me to this day. Mitigating that dread was the need to keep the pad cleared of snow. I think it was when I was working on one of those broken head studs that it hit me: I could make a snowplow! Sure, it wouldn't take much; all I'd need was to build a frame out of something; make a blade out of something; and then hook it all to the Model A somehow... yep, easy as pie! Necessity really is the mother of invention.

O.K. A frame. I poked around the carriage house looking for materials. Over in one corner was an old cast iron bed frame. In my mind's eye I envisioned a plow frame.

Do you remember those old "eggbeater" types of manual drills? Well, that and a hacksaw was all I had tool-wise to get this thing morphed from one previously useful thing into a newly useful one. I remember thinking how tough that old metal was to cut; then I started to drill it.

The cutting of the top, bottom and side rails all took a good deal of time; but the killer was drilling bolt holes through all those pieces of cast angle iron. Hours became days, days became weeks; still I drilled... breaking bits, trying to sharpen them, and so it went.

I thought about the war as I worked, and it somehow encouraged me to keep going. Finally after nearly a winter's worth of work, my plow was taking shape. A 6 foot piece of angle iron for the top and bottom connected with stove bolts to 2-foot pieces of angle iron for the sides formed the frame. After all that iron drilling, drilling the mounting holes through the 2 X 6s that would be my blade really was easy as pie. My mounting system took a bit more work.

I fashioned a large "X" of angle iron, which was attached to bumper brackets and extended above the top of the radiator. A rope through the X was attached to the top of the blade and extended back through the window to the driver's seat. A Rube Goldberg combination of bed frame angle iron and Model A parts became a hinged mount that held the blade to the front of the car so that it could be lowered and raised by pulling on the rope.

With a little gas and a few quick swipes, the chore that had taken several hours now took a few minutes. Lifting the heavy blade was tough, but it worked. My 2 X 6 wooden-bladed snow plow paid for itself many times over in time saved when I wanted it.

Mickey



## SAVE THE DATE

The club will be having a weekend trip to Skyline Drive on July 25 to July 27. On that weekend, Skyland will be having their Blackberry Festival with music, crafts and activities. Details will follow once they are finalized.

## COMING EVENTS

March 8 Chesapeake Region AACA Parts Meet Howard County Fair Grounds 7:00 a.m.-3:00 p.m.  
<http://chesapeakeaaca.org/pages/activities/flyers/2014fleamarket4.pdf>

March 8 17th annual Mason Dixon Gas Automobilia and Petroliana swap meet, Frederick, MD, Great Frederick Fair Grounds. Doors open to the public at 7:00 a.m. sharp, swap info: Keith Elza (443) 864-6271, Mike Carr (410) 850-0670 [http://www.oldgas.com/pp\\_swaps.htm](http://www.oldgas.com/pp_swaps.htm)

March 15 The Patina Show at the Damascus Maryland Volunteer Fire Association Activity Center, located at 10211 Lewis Drive in Damascus, Maryland. <http://www.patinatools.org/auctioninfo.asp>

**March 19 Monthly general meeting. Program: Benny narrates Jim Kalody's film of the Feb. 22 Water Pump Day.**

March 23 Woodstown, NJ- 43rd Annual Swap Meet and Car Corral held at Salem County Fairgrounds, 735 US Rt. 40, Woodstown, NJ 08098, 1/4 mile west of Cowtown. For additional information: [www.sjraaca.com](http://www.sjraaca.com) or call 609-221-5435 (NOTE: this is the show formerly known as "Cowtown"; it's a Clem favorite)

**March 27 Caffeine Double Clutch (CDC) for March. The breakfast group is planning to meet at the Fairfax Silver Diner again on March 27 at 9:30 a.m. Drive your old car if the weather's nice, but if it's not, then drive a modern. We've been consistently having 15 or more folks join us. Please let Clem Clement know if you can come—by email ([clem.clement@cox.net](mailto:clem.clement@cox.net)) or phone (703-830-5597). See you at the CDC!**

March 28-29 Sugarloaf AACA Annual Indoor/Outdoor Antique Auto Swap Meet at the Carroll County Agricultural Center in Westminster, MD. Doors open 8:00am both days. 300 vendor spaces, car corral, 50-50 drawings. Fully heated building. Homemade food. Free parking and admission. For more info, contact Bob Clubb at 301-829-2000 or by email at [<smraaca@aol.com>](mailto:smraaca@aol.com)

[http://www.eventbrite.com/e/sugarloaf-mountain-region-aaca-auto-swap-meet-tickets-9797987043?aff=es2&rank=8&sid=b8b6512\\_e649511e3b46f123138204015](http://www.eventbrite.com/e/sugarloaf-mountain-region-aaca-auto-swap-meet-tickets-9797987043?aff=es2&rank=8&sid=b8b6512_e649511e3b46f123138204015)

April 3-5 MARC Membership Meet, St. Louis, MO

April 12 Cherry Blossom Parade

**April 16 GWC General Meeting. Preparation for Small Parts Day.**

April 23-27 Spring Carlisle <http://www.carsatcarlisle.com>

**April 26 Small Parts Day at the Merkel Farm. (Info and directions in next month's Script.)**



## COMING EVENTS (Cont.)

April 26 From 8 a.m. to 12 noon. Jack's Arlington Kiwanis Pancake Breakfast at Clarendon United Methodist Church, 606 North Irving St., Arlington, VA Breakfast: Pancakes - Sausage - Coffee - Apple Sauce - Orange Juice. Price: \$8 Adults - \$4 Children (5-10 yrs) - Free for Children under 5 (With Paying Adult). For information visit our website @ [www.arlingtonvakiwanis.org](http://www.arlingtonvakiwanis.org) or call [703-533-2953](tel:703-533-2953) or email [ecnolen@hotmail.com](mailto:ecnolen@hotmail.com)

## WANT ADS

### For Sale

One of our Southern MD Model A Ford Club members died recently and we are trying to sell his extra parts for his wife. Anyone interested should call Bill Beardmore [301-922-8199](tel:301-922-8199) or Bill Bushey [240-682-1189](tel:240-682-1189).

- |   |                              |
|---|------------------------------|
| 1. One Model A block.                         | 2. Two flywheels.            |
| 3. Five A oil pans                            | 4. Two B oil pans.           |
| 5. One V8 oil pan.                            | 6. Five A bell housings.     |
| 7. Six fly wheel housings.                    | 8. Two good transmissions    |
| 9. Two A transmissions, rusty but good gears. | 10. Four A heads.            |
| 11. Two B heads.                              | 12. One Tillison carburetor. |
| 13. Two generators.                           | 14. One starter.             |
| 15. Three A water pumps.                      | 16. Four A crank shafts.     |
| 17. Four A can shafts.                        |                              |

### Wanted

Right-side tail light. I would like to trade a left side tail light for a right side. I have a new one and a used one in good shape. My coupe came with two left sides. I am also looking for a windshield frame gasket and I have a new windshield hinge gasket that I could trade. Please contact Benny at: [ben5@cox.net](mailto:ben5@cox.net) if you have these items.

Firewall. I am looking for a 1930 firewall for a buddy's father's Tudor. Looking for a solid, good condition firewall, a few extra holes ok, but no rust out or major pitting. Please contact me directly at [mcavswas@msn.com](mailto:mcavswas@msn.com) or call 301-514-1750.

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).

**Mike's "A" Ford-able Parts**  
**Mike Butcher**  
124 Model A Drive, Maysville, GA 30558  
email: [mike@mikes-afordable.com](mailto:mike@mikes-afordable.com) - [www.mikes-afordable.com](http://www.mikes-afordable.com)  
Fax: 706 652 2492 - Phone: 706 652 3866  
1 888 TRY MIKE (879 6453)

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**FREE Fully Illustrated CATALOG**  
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**MARC-Model A Restorer's Club- \$38.00**

6721 Merriman Rd, Garden City, MI 48135  
734-427-9050 [www.modelaford.org](http://www.modelaford.org)  
(Includes six issues of the Model "A" News per yr)  
Name (Print) \_\_\_\_\_  
Spouse's Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Phone Number \_\_\_\_\_  
Is it ok to list phone number in club roster (yes or no)? \_\_\_\_\_  
EMAIL address \_\_\_\_\_  
Is it ok to list email address in club roster (yes or no)? \_\_\_\_\_  
Signature \_\_\_\_\_

**MAFCA-Model A Ford Club of America - \$40.00**

250 South Cypress St., La Habra, CA 90631  
562-697-2712 [www.mafca.com](http://www.mafca.com)  
(Includes six issues of the Restorer per yr)  
Name (Print) \_\_\_\_\_  
Spouse's Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Telephone \_\_\_\_\_  
Permission to publish my telephone number in future membership rosters? yes \_\_\_\_\_ no \_\_\_\_\_  
(Ask about Optional new member package - extra \$10.00.)

**MAFFI Membership Application Form**

Over Seventy Years Ago...Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent. You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America. Your membership donation is tax deductible under the Internal Revenue Service rule 501 (c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the building of research centers in many locations. Exciting new projects are on the horizon and you can be a part of them!

[www.maffi.org](http://www.maffi.org)

Name : \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Telephone: \_\_\_\_\_  
Chapter: \_\_\_\_\_ Email Address: \_\_\_\_\_

Family Membership:  
\_\_\_\_\_ Annual \$25.00 \_\_\_\_\_ Three Year \$70.00 \_\_\_\_\_ Life \$350.00

Club Membership:  
\_\_\_\_\_ Bronze \$100.00 \_\_\_\_\_ Silver \$250.00 \_\_\_\_\_ Gold \$500.00 \_\_\_\_\_ Platinum \$1000 \_\_\_\_\_ Other

I wish to make an additional optional tax deductible contribution of: \$ \_\_\_\_\_  
Please apply addition contribution to: \_\_\_\_\_ Museum Displays \_\_\_\_\_ Endowment Fund

Total Contribution Enclosed: \$ \_\_\_\_\_

Please print and mail this form to: MAFFI, P.O. Box 95151, Nonantum, MA 02495

**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 31<sup>st</sup> = \$15.00, Joining after June 30<sup>th</sup> = \$10.00, Joining after September 30<sup>th</sup> = \$5.00. Email 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 31<sup>st</sup> = \$22.50, Joining after June 30<sup>th</sup> = \$15.00, Joining after September 30<sup>th</sup> = \$7.50.

Please visit us at: [www.gwcmoela.org](http://www.gwcmoela.org)  
Any questions can be directed to our membership chair Greg Shepherd at 703-476-6496.

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



Sully Volunteer Statement  
Fathers Day, Sunday June 15, 2014

NAME: \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC is a big and active club, and running it takes money. Our primary moneymaker is our annual Fathers' Day car show at Sully Plantation. Volunteers - working 2 hours at a time - make this show work.

To get you working in the right area, please identify where you can help run the show by placing a check next to the committee(s) where you would like to work.

- Judging.** In this job, you'll see the best cars up close and personal. This is appearance judging, so don't be intimidated. If you like old cars (and you must!), I'll bet you'll love judging.
- Old Car Parking.** We need members for a couple of hours at a time to get the old cars parked where they need to be. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go!
- Registration.** This job will give you the opportunity to know the cars as they arrive for judging. Each car will have to get credentials from you to drive onto the field.
- Front Gate.** This is one of the most important jobs we have at Sully, because you have to direct the flow of cars at the main gate. With all the great looking cars arriving, time moves fast at this job.
- Flea Market.** This is the perfect job if you don't have enough fleas (and who does?) Getting the field laid out and marked is crucial to having a successful flea market. So what if you're the first to know where the best deals are? It's your job!
- Car Corral.** Park those wonderful "for sale" machines, and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!
- Snow Cone Booth.** This is, undoubtedly, the BEST job on a hot Sully day. Work under shade with lots of ice... now that's cool!
- Information Booth.** This is our outreach to the public, and focal point about the details of the show. You'll get to talk to a lot of good folks, and, if you are on the first shift, watch all the Model As drive by on their way to their judging field.
- Trailer Parking.** Maybe the best kept secret job at Sully. The trailers bring in the real gems to the show. Get them parked and see them first!
- Help Where Needed.** If you're not sure where you want to help, mark this choice. Our meet chairman will work with his committee chairs to put you to work where you are most needed.

*Questions? Call our Annual Meet Chairman, Bill Worsham at 703-250-5474*