

The Ford Script



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No. 1



Jim and Connie Baker with their 1931 Town Sedan



Dedicated to the restoration and preservation of Model A Fords
61 Years 1963-2024

The Ford Script



Official publication of:
George Washington Chapter, Inc. of
the Model A Ford Club of America and
the George Washington Region of the
Model A Restorers Club
Post Office Box 971
McLean, VA 22101

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor at: billhsims@gmail.com

Next deadline: Monday, February 5th

PRESIDENT'S MESSAGE



Happy New Year everyone! I hope everyone had a good holiday. I came down with the flu (I assume) right after Christmas that had me postpone a trip to Boston to see my son and his wife. That was the right call, considering how I felt, but I am improving.

I am not much for New Year's resolutions, but my resolution for this year is to spend more time in the garage! Always a good goal.

The holiday brown bag was its usual success and a great time for all. We had a wealth of treats brought to share, so we were kicking the holiday season off well. We also finished the year up with an interesting tour of the DAR museum led by Beverly Tomb, who is a docent there. In addition to the historical records in the library, which you would expect, the museum has a number of rooms decorated in the styles of different regions and historical periods. It was a fun tour topped off with a nice catered lunch for the participants.

It's the end of the year and those of us in the MARC mileage program need to report our mileage to Jim Cartmill. I hope to put a few more miles on the roadster before the end of the year, so let's see what happens in the next day or so.

I have a leaky differential in my roadster, which I have tried to fix a number of times. I thought I had it solved, and then saw some telltale drips on the garage floor. It may necessitate removal of the rear axle and a rebuild, a task I am not looking forward to. The list of Model A tasks seems to grow rather than shrink, it seems.

Let's all think about what we would like to see the Club do in the next year. We usually have a full complement of regularly scheduled activities and I hope we can add a few new ones into the mix to keep the membership active and engaged.

Membership in the national clubs has been discussed in the past and I want to emphasize the importance and benefits of belonging to each. The magazines by themselves are worth the membership fee and strong national clubs benefit our hobby, so if you are not already a member of MAFCA and MARC, join today!

The AACA is holding its annual meeting in Chantilly Virginia, Feb 8 - 10. I have never attended one of these meetings, before but I plan to attend this year. I encourage those members who belong to AACA to attend this meeting as well.

I look forward to seeing members at the indoor swap meet at the January meeting!

Milford

FROM THE EDITOR

Now we're into the winter doldrums, which means the next couple of Scripts will be rather thin because of the absence of tours and other events whose write-ups would fill these pages. Therefore, if you've been thinking of doing up an article on repairs you've made, or a how-to on anything Model A-related, or some anecdote of past Model A adventures, now is the time to write it up and send it in.

Hopefully, Blaze will make it home this year. It's been a long time gone.

Bill Sims

FROM THE SMOKE-FREE ROOM

There was no board meeting held in December, thus no report.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1999)

In his Script column, President Clem Clement, who had just re-upped, said he was honored to serve again as President for the coming season and assured members he would keep in close touch with last year's President to keep things on track.... Did you get that?

We had just experienced the first Brown Bag Gift Exchange. Clem said as far as he knew there was no cheatin' and lyin' involved. He remarked about the Flea Market coming up on the January meeting date, saying that he was sure significant others would gladly help pack up that extra Model A stuff you have laying around the house. Clem swore Sandy had tried to get his entire phaeton into a brown bag, and with the approaching flea market, could he have had thoughts that maybe, just maybe, she'd try a second shot at getting rid of it? Several folks had commented about the bag event and all participants had a lot of fun.



In addition to holding the first Brown Bag event, there were several other notable firsts. Stan Johnson announced he had finalized the procedures for placing a revenue-producing ad in the Script, and the first one, for tax services, from Jim Evans, CPA, and Clare Evans, EA. appeared on a full January page. Then yet another first, the Board announced that John Howell was building an e-mail mailing list for all Club members who had access to email, to be used to remind members of Club functions, technical sessions, special notices, etc. Still, the notion that e-mail would eventually almost entirely replace the mailed hard copy Ford Script hadn't quite sunken in. No wonder, less than 30% of members in the 1999 roster had email addresses listed.

At the Board Meeting, Chuck Manns and the Budget Committee presented a proposed budget for 1999, which was unanimously approved. Jon Phillips reported he had received dues from all but 45 members, and Walt Bratton said he was having success setting up programs for 1999, including paint, all about Model A paints, and preparing and priming a car. He had also agreed to host another Spare Parts Day at his home garage on the 21st. Members were to enjoy Walt's well equipped facilities, the availability of parts from his on-site store, and hot coffee, cider, donuts, a 5-foot sub sandwich and pizza for lunch.

The second half of a lengthy article by Bill Beardmore on the Glidden Tour appeared, covering the many side events and occurrences, including a prankster's smoke bomb placed in Guy Pearl's A. While a good time was had with but few mechanical problems, most of which were overcome except for the brakes on Anna Marie Zerega's Ca. 1930 Chrysler, which suffered from continuous troubles. Members went on the Conway Scenic Railroad, which encountered 90 mph winds atop Mt. Washington, ate dinner at Lizzie's Lobster, visited Clark's Trading Post, enjoyed breathtaking views, and eventually headed out for home.

Dave Henderson

George Washington Chapter 2023 Approved Budget - AS OF 12/31/2023
OPERATING BUDGET #2

<u>Budgeted Income</u>	<u>Responsibility</u>	2023 Budget	2023 December	2023 ACTUAL
Membership	VanGorder	\$ 3,750.00	\$ 615.00	\$ 2,895.00
Misc Income (Donations)	Tomb	\$ 500.00	\$ -	\$ 65.00
Programs & Technical Seminars	Zajic	\$ 100.00	\$ -	\$ 56.00
Club Tours & Activities	Rainville	\$ 2,800.00	\$ 280.00	\$ 2,890.00
Script Advertising	Sprecher	\$ 500.00	\$ -	\$ 450.00
Hands on Seminars, Repair	Leonard	\$ 100.00	\$ -	\$ -
Sully Income	Dougherty	\$14,978.00	\$ -	\$13,826.50
Total Income		\$22,728.00	\$895.00	\$20,182.50
<u>Budgeted Expenses</u>				
Membership	VanGorder	\$ 1,089.00	\$ 9.99	\$ 868.07
Club Programs	Zajic	\$ 2,800.00	\$ 51.65	\$ 1,650.34
Club Tours & Activities	Rainville	\$ 7,300.00	\$ 3,736.00	\$ 9,008.16
Script Printing & Mailing	VanGorder	\$ 300.00	\$ -	\$ -
Tool Shed / Tools	Leonard	\$ 560.00	\$ -	\$ 308.63
Sully Car Show Expenses	Dougherty	\$ 5,065.00	\$ -	\$ 4,445.04
Web Hosting Expense	Shepherd	\$ 108.00	\$ -	\$ 163.22
Insurance	Tomb	\$ 75.00	\$ -	\$ -
Presidents Fund	Sprecher	\$ 1,210.00	\$ -	\$ 943.63
Secretary Supplies	Greenwood	\$ 100.00	\$ -	\$ 157.40
Treasurer Supplies	Tomb	\$ 615.00	\$ -	\$ 552.46
Total Expenses		\$19,222.00	\$3,797.64	\$18,096.95
UNDER/(OVER) Revenue		\$3,506.00		\$2,085.55

2023 CONTRIBUTATION BUDGET

MAFFI	Board	\$ 500.00	\$ -	\$ -
SCHOLARSHIP	Board	\$ 2,500.00	\$ -	\$ 1,500.00
AFRH	Board	\$ 500.00	\$ -	\$ 500.00
BILL WORSHAM (SULLY BENCH)	Board	\$ (3,000.00)	\$ 93.07	\$ 2,893.07
MILEAGE AWARD EMBLEM	Board	\$ -	\$ -	\$ 263.92
CLUB AV EQUIPMENT UPDATE	Board	\$ (450.00)	\$ -	\$ 123.99
TOTAL		\$ 3,500.00	\$ 93.07	\$ 5,280.98

2023 WELLS FARGO BANK CD + RESERVE FUND (Information only)

WELLS FARGO ONE YEAR CD	Board	10,000.00	\$ -	\$ -
Peyton Randolph Memorial Fund	Remainder	\$ (3,044.01)	\$ -	\$ -
Zadnik Scholarship Fund	Remainder	\$ -	\$ -	\$ -
		=====	=====	=====
		\$10,000.00		

Total Expenses	\$22,722.00	\$3,890.71	\$23,377.93
	=====	=====	=====
Sum Income and Expenses	\$6.00	-\$2,995.71	-\$3,195.43

Current Bank Balance as of 12-31-2023 **\$ 24,907.74**

Beginning of year Balance (01-01-2023 Actual) **\$ 38,103.17**

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HAPPY NEW YEAR—SEND ME YOUR MILEAGE!

It is once again time for me to bug you, endlessly in some cases, for your ending 2023 odometer reading for the MARC Mileage Program. So run right out, record your beauty's current reading, run back in and send it to me. If you wish, you can text the reading to me at 540-878-8819—who knows, I might even look at my texts. The report is due the end of February but I'd really like to get it done much sooner—that way I might not forget about it. Hope everyone has a healthy and prosperous 2024!

Jim Cartmill
GWC MARC Mileage Program Coordinator

MEMBERSHIP REPORT

A warm welcome to our new friends as we gear up for the New Year! Let's extend a friendly hello to:

- Steve Van Pelt from Annapolis, MD, boasting a collection of 3 Model A's: a 1930 Deluxe Roadster, a 1931 Slant Windshield Fordor, and a 1931 AA Stakebed with a 157" wheelbase.
- Kalen Wojtkun, currently attending college in Atchison, KS
- Kevin Wojtkun, from Lovettsville, VA

JANUARY'S PROGRAM

As we approach January, instead of our usual monthly gathering, we're shaking things up with our annual Indoor Flea Market and Swap Meet. It's the perfect opportunity to clear out your garage, organize the shed, and tidy up your workbench. Turn those extra parts, tools, and items into some cold, hard cash! Take a stroll through your collection and decide which treasures could find a new home.

In the spirit of sharing, David Greenwood has a wish list of flea market items he's on the lookout for. If you happen to have any of these items and are willing to part with them, please bring them to the event or get in touch with David at <ourhomepc@aol.com> to discuss.

Wanted Parts:

- 1928 windshield wiper electric model OD C1B, whether working or for parts; gears and internal on-off switch needed.
- 1928 original distributor for rebuilding
- Motometer with wings for a 1928 radiator
- Period-correct rear luggage rack (18 inches deep, not 16 inches)
- Front toolbox tapered, not square
- Tiny oil can with Ford script
- Front radiator stone guard
- Engine paint (Green)

Jeff VanGorder

THE MAFFI MINUTE

Welcome 2024! Exciting changes are happening at the Model A Museum at Gilmore. And we are still gladly accepting contributions to the expansion as we grow our Model A Museum: Hint hint! (www.maffi.org and then click on Expansion to donate). Part of the Gilmore Auto Museum's mission and the Model A Museum's mission is to expand educational opportunities, so both organizations have their sights set on making the educational piece a part of all new additions.

As well as our upcoming Model A Museum addition, the Gilmore Auto Museum is expanding in several areas too, so our timing at the Model A Museum is perfect to join in the growth on the campus. The Gilmore is adding a pavilion with an entertainment stage, a three-season building for events, and insulating and repurposing the Carriage House so it can be used for events. With three new event venues, the Gilmore Museum realized it also needed to construct a picnic shelter, add restrooms, and upgrade/expand the outdoor food service. All of these changes are driven by the increase in the number of visitors to the museum; after all, America has long been known as having a love affair with its automobiles! The Gilmore Auto Museum, of which the Model A Museum is a part, has become a vacation destination for automobile aficionados.

While you're in the New Year's resolution mood, make plans to visit Hickory Corners, Michigan, this next year to see all the exciting things happening. The museum changes all the time, so there's always several new learning opportunities, great new exhibits, and fabulous cars to see. Happy New Year,

Cindy Ellenbecker, Secretary
Trustee, Model A Ford Foundation Inc.



MARC LONGEVITY AWARD WINNERS

The November-December issue of Model A News listed MARC members who have longevity within the club. The following GWC members were listed:

Andy Jaeger—50 years
Chuck Kunstbeck—50 years
Andy Pogan—35 years
Stan and Roz Johnson—25 years

GWC CAR-FREE TOUR

On December 15 the George Washington Chapter was able to participate in a car-free Club tour of the DAR Museum in Washington, DC, led by Club member and DAR museum docent, Beverly Tomb! I have wanted to visit the DAR museum and in the interest of expanding Club activities beyond the usual car-oriented activities, I asked Beverly if she would be interested in leading the Club on a museum tour? She quickly accepted and we planned for the tour on Friday, December 15.

We had a good turnout of Club members, although unfortunately reduced in numbers by some members who had come down with Covid. We had fifteen Club members who attended.

The DAR complex, at the corner of 17th and D Sts., encompasses a city block and includes the museum, library, administrative offices and Constitution Hall, which, before the Kennedy Center was built, was the largest venue of its type in Washington, DC. The DAR, the Daughters of the American Revolution, is the organization for women who are descendants of someone who served in America's War of Independence. It is devoted to patriotism, historic preservation and education.

The focus of the museum is American decorative arts, with over 30 rooms devoted to displaying American decorative arts, furnishing and decor from different periods in American history and different regions of the country.

The building has rather narrow halls and a number of rooms to visit, so our group split into two groups, one led by Beverly and the other led by the curator, William Strollo. As we were visiting during the Christmas holidays, we were able to experience the museum's holiday decorations, which included four Christmas trees.

Our tour led us through the genealogical library, where we could see people engaged in family research. The library includes over 225,000 books and almost 40,000 family histories!

The tour took about an hour and hit some of the highlights of the museum and building. At the conclusion of the tour, we had a catered box lunch in the President General's Assembly Room. The room contains the Eagle Lectern, which has been used in the luncheons at presidential inaugurations since 2005. The current and past GWC presidents and their wives were photographed standing next to the Eagle lectern, maybe initiating a new tradition for the GWC.

Many thanks to Beverly for making the arrangements and leading the group on a fascinating tour of the DAR museum.

Milford Sprecher
>>>>>>

GWC CAR-FREE TOUR (Cont.)



Beverly leading the tour



GWC CAR-FREE TOUR (Cont.)



Current and past presidents of the GWC posing with the Eagle Lectern: Milford Sprecher, Stan Johnson and Doug Tomb



Current and past GWC First Ladies: Shuyan Sprecher, Roz Johnson and Beverly Tomb

THE “CHERRY BOMB” STORY

The project was going well, the engine was back from the builder, the wiring for the lights was just about finished. There was a new exhaust manifold and intake waiting for a carburetor.

It was time to think about the exhaust pipe and muffler. Now I knew that a muffler and tailpipe assembly sold for over \$300. I had a good front pipe and the tailpipe was usable, so a muffler 30” long with 2” inlets was needed. I decided to do a little research, when I came upon an ad of exactly what I was looking for, but something wasn’t right!

I asked my wife, “Does this look right to you?”

“Oh my, no! You should call to make sure.”

So I rang their number—ring, ring, ring. “Thank you for calling Auto Parts. My name is Janet, How may I help you?”

“Thank you, Janet. Could you check a number for me for price and availability? The number is 26-204.”

“Yes sir, just one moment “ (clicking on the keyboard) “Yes sir, I show one in stock.”

“What does your listing show for the price for that number?”

“\$2.45.”

“Could you repeat that price, please?”

“\$2.45.”

“Please pull that part for me, I will be there in 10 minutes, I have to put my shoes on!”

“Yes, of course. “

20 minutes later, I stood in my garage with a new muffler, a new rear mount and a turn-down for the tail-pipe totaling a little over \$17. It does pay to look around.

Edwin S Gumb



REPORT ON THE BROWN BAG GIFT EXCHANGE

GWC Meeting December 20, 2023, 39 Members and guests attended. Yes, you missed the Annual Brown Bag gift swap along with homemade desserts and ice cream cake.

President Milford Sprecher convened the meeting at 7:45 with the Pledge of Allegiance and thanked Beverly Tomb for leading the DAR tour last Friday and the team that helped Luke install his freshly overhauled engine from Schwalm's.

The tables were stacked with well concealed gifts and contrary to the rules some members were naughty and could be seen picking up and shaking a few bags. Milford, our Master of Ceremonies, decided that the crowd had consumed enough sugar from the dessert table and began the festivities.

Each participant, when their number was drawn to grab a gift, was asked to introduce themselves and of course the crowd asked John Dougherty for the Sully weather forecast, something about 80 degrees with a slight wind. Soon we had gifts being stolen again and again. It was noted that a Ladies "Fascinators hat", the Cedar Bird house, Ratchet Straps and Crowfoot wrench set were big hits and stealing them was only limited by the rules. Luke Chaplin just could not keep a gift; he had his stolen most often but went home with great tools. Just to make things livelier, or maybe as diversion strategy, the ice cream cake was distributed during the gift swapping.

In the end, all had a great time swapping technical tips, stories, stealing gifts and sampling tasty treats. Jeff also handled business collecting 2024 dues, payments for name badges and other Club finances.

We all consumed way too much sugar, were well entertained and managed to clean up and head home by 10:00, a great event to cap off our 60th anniversary year.

Dave Greenwood





Photo credit: [Heritage Images](#)/ Hulton Archive via Getty Images

The Prius Wasn't the First Hybrid Car

A century before the Toyota Prius' 1997 debut, Ferdinand Porsche — who later founded the eponymous sports car company — developed a hybrid, gas-electric vehicle. He even put one on the market. At the turn of the 20th century, gas engines hadn't become standard yet, and one-third of all cars on the road were electric. Porsche, then working for vehicle magnate Ludwig Lohner, devised an automobile that used both gas *and* electric power by mounting electric motors to the wheel hubs, powered by a generator fueled by gas engines. Electric cars at the time had especially limited ranges, and by integrating the charger into the car, he expanded them considerably. He and Lohner dubbed their invention "Semper Vivus," Latin for "always alive," and presented it at the 1900 Paris Exposition.

A second, improved model, the Lohner-Porsche Mixte, actually went on the market for more than a decade, although not at a large scale. At the equivalent of more than \$80,000 today, they were prohibitively expensive, so not many of the hybrid cars sold —but they performed well enough for Porsche to win the large car division of the 1902 Exelberg Hillclimb race while driving one.

INSTALLING LUKE'S NEW ENGINE



The install team met at Luke's place after a short visit to Bratton's to pick up much-needed parts and a rumor that some had Carter Que BBQ on the way.

The frame was ready and the hoist in place when Paul skillfully backed the truck with the precious cargo into place (photo above). The most precarious moment, the engine dangling while Paul removed the



December 15, 2023 Luke Chaplin and Paul Bjarnason picked up Luke's completed rebuilt Model A engine from Schwalm's in Strasburg, PA.

This engine is an A engine with insert bearings, counterbalanced crank, full pressure oil system, 6.6/1 head, V8 clutch plus lightened flywheel and all parts balanced. I traded in the stock raffle engine I won at the MARC national (plus a pile of cash) for this engine.



truck. (Photo above) The team getting it aligned and bolted in place. (Photo left) Even a few laughs were had. The installation team celebrated with a team photo. (Photo on next page) All the engine holes were treated then closed and sealed for temporary storage. The temporary cover was placed over the engine and chassis before an incoming storm. Elapsed install time 1 hour. Thanks to the GWC team.

Luke

>>>>>>

INSTALLING LUKE'S NEW ENGINE (Cont.)



Front row: John Dougherty, Luke, Paul Bjarnason, Zoe (supervisor), back row Rick Reale , Jeff VanGorder, James Kolody. Dave Greenwood took the photo.

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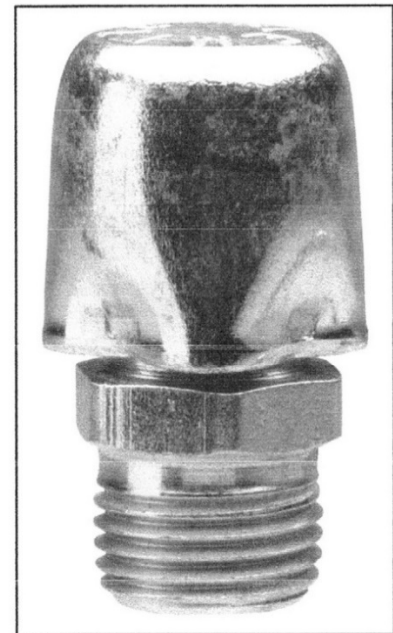
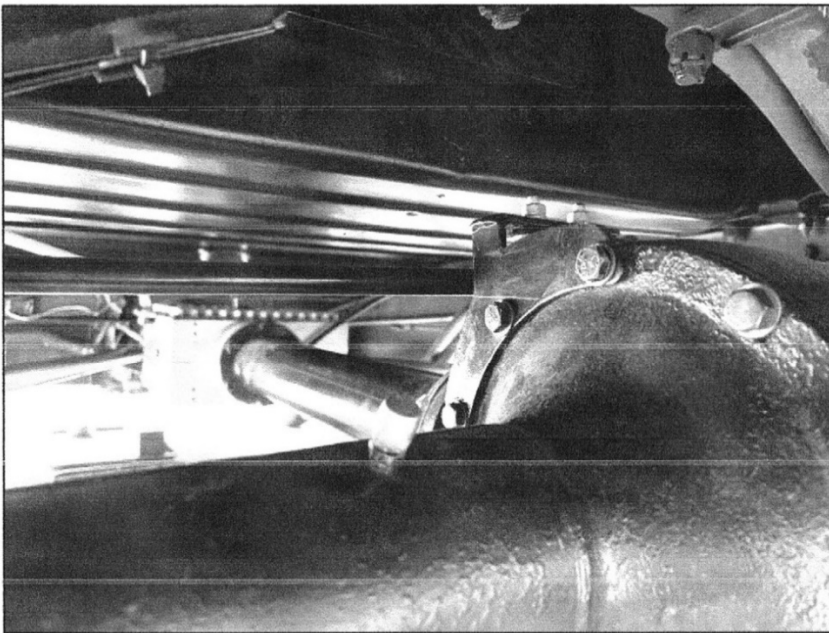
by Tom Endy December 2023

The Model A Ford differential does not have a vent valve. It is believed that one is not needed due to the large volume provided by the two axle housings and the torque tube. The torque tube especially provides a large volume to dissipate any pressure build up. However, in recent years many Model A owners have installed a Mitchell overdrive that eliminates the torque tube. The overdrive itself has a vent valve, but it only vents the overdrive, the differential is sealed off from the overdrive and some owners have reported an oil leak from the differential around the banjo after installing the overdrive.

Many Model A's on the road today have both rear axle grease seals totally shot and it affords plenty of pressure venting. It should be noted that the axle seals located at the outboard end of each axle housing are grease seals, not oil seals. Differential oil does not travel out to the seals. The seals are there to direct grease to the wheel bearings and prevent the grease from migrating into the axle housings. Model A's that have had the seals replaced in recent years could be what is contributing to non-venting of a differential after an overdrive installation.

One Model A owner who installed a Mitchell overdrive and encountered an oil leak around the banjo installed a vent valve in the left axle housing and reported it stopped the leak.

The vent used was an Alemite 304810 air vent valve. 1/8" PTF. Overall length 1.0 inches, shank length 0.19 inches. Available from Amazon, cost is about \$6.

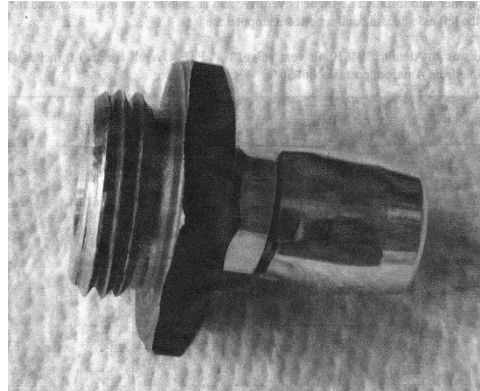


The vent valve was installed on the top of the left axle housing a few inches from the banjo flange. The owner coated the drill bit and tap with grease to minimize any metal chips falling into the axle housing. The photo at left shows the installation.

Another approach to venting the differential was offered by someone on ford barn. There is a plug on the Mitchell overdrive rear tube just behind the overdrive transmission housing for the purpose of providing access to a grease fitting on the rear spline coupler. The idea is to install the Alemite vent valve in the plug.

With that in mind, I acquired some extra plugs from the Mitchell company and drilled and tapped them for the Alemite vent valve and my grandson installed one in his 1930 Tudor. The Tudor has a Mitchell overdrive installed and the differential was overhauled and new axle seals installed during the restoration. The banjo was exhibiting an oil leak around the flange where the overdrive bolts on. The flange has a gasket installed and each of the six bolts was torqued to 35 ft. lbs. before safety wiring. The leak was very slight, but it was still there. The location of the vent valve in the aft overdrive tube is in an area where no oil should be present as it is some distance from the banjo and there is an oil seal at the rear of the overdrive transmission housing.

A hole was drilled through the center of the plug using an 11/32" drill bit. The hole was tapped using a 1/8-27 NPT pipe tap.



A vent valve is shown installed in the Mitchell overdrive rear plug. The Mitchell plug can be a one inch hex or a one and an eighth inch hex. The threads are all the same. Both hex sizes have been found in a Mitchell



A vent valve and Mitchell plug shown temporarily installed in an overdrive still in the box.

The Mitchell Company advised me that they have drilled a 1/16 inch hole through the center of the rear plug on several installations to vent the differential. The concern though it that water could enter through the hole if the car is driven in a rain storm. The Alemite vent valve may offer a better solution.

An alternate solution would be to install an Alemite vent valve directly in the rear tube of the overdrive. It should be placed at the top of the tube a couple inches behind the overdrive transmission. This should be done before installation in the car with the rear tube temporarily removed to prevent chips from falling into it. It would be prudent to contact the Mitchell Company beforehand to make sure it does not violate the warranty.

It should be noted that the Model A differential vents through the two pinion bearings into the rear overdrive tube.



A vent valve and Mitchell plug shown installed in the Mitchell overdrive in my grandson's 1930 Tudor. The overdrive is a Victoria configuration that has the overdrive housing 4.5 inches forward and was selected to accommodate a Tudor basement. The basement installation can be seen in the photo surrounding the overdrive rear tube. There is a tunnel through the basement the overdrive rear tube travels through. The vent valve easily clears the basement tunnel.

My grandson drives the Tudor to school daily and after a couple weeks of observation it is reported there is no oil exiting the vent valve.

Santa Anita A's Member, Tom Endy, Editor of the Victoria Association Newsletter (The Bustle) for the past 20 years, has created 20+ years of work. Some of his articles and documents have been featured in the MAFCA Restorer Magazine, other clubs' websites, and some are not published anywhere but on the Santa Anita A's website. Enjoy, utilize, and learn!

COMING EVENTS

January

Jan. 17 (Wednesday) – Annual Club flea market. No general meeting.

Jan. 19-21 -- Auto Mania stands as Pennsylvania's premier indoor heated automotive Flea Market for over 30 years, located in Allentown. Geared towards pickers, flippers, investors, and dedicated collectors, the event carries an urgent appeal for those seeking to acquire fresh and unpicked merchandise. Attendees can expect a vibrant marketplace where they can delve into a wide array of automotive treasures, making it an unmissable experience for anyone passionate about the world of automobiles. Come celebrate 50 years with Carlisle Events this year!

Admission: Daily Price: \$10*, Kids 12 and under are FREE (*Online tickets discounted.)
Contact info: Phone: (717)-243-7855 Email: info@carlisleevents.com

Jan. 25 (Thursday) – Monthly board meeting.

February

February 7 (Wednesday) GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway

February 14 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

February 22 (Thursday) – Board Meeting

WANT ADS

For Sale

Manuals (hardbound books) first printed in the early teens and reissued and updated by A. L. Dyke until the 1950s. They contain principles, construction and repair of automobiles, gas engines and electrical. Includes trucks, tractors, motor coaches, and diesel engines plus aircraft engines and motorcycles. I have the following editions for sale;

- 1913 8th Edition (worn and stained but very readable/useable)
- 1920 11th Edition
- 1929 15th Edition
- 1937 18th Edition
- 1943-45 20th Edition (Excellent condition)
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