

The Ford Script

Vol. XXXIII

December 2012

No. 12



Our Model A's all decked out for Christmas at Fairfax Station



Dedicated to the restoration and preservation of Model A Fords

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.gwcmodeleda.org
Web Master: Tom Frazier

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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

Because the normal deadline would've been the day after the annual joint board meeting and the general partying chaos associated with the new year, the January deadline has been pushed back.

Next Script deadline: Wednesday, January 2nd

FROM THE QUAIL'S PERSPECTIVE



It hardly seems possible that I have served two years as President. The year has passed quickly with another successful Father's Day Sully Car Show, Small Parts Day, wonderful picnics at Jaeger's home and Warhurst's nursery, an exciting and fun tour through the Blue Ridge Mountains, Mt. Airy, NC. and Chattanooga, TN, and the granting of four GWC and two Peyton Randolph scholarships at Sully.

Our annual Christmas party was held on December 1 with excellent food and wonderful door prizes were taken home by a number of club members. Our final function for the year will be the annual Brown Bag Christmas Gift Exchange on Wednesday, December 19. This is always a fun gift exchange among the membership that should not be missed!

Our club will reach a milestone anniversary in 2013 - 50 years. Look for future announcements as the anniversary committee begins planning our celebration.

The officers and directors for 2013 were introduced at the Christmas Party. We thank departing officers Edna Cross as activities chair and Tom Frazier as assistant treasurer for their service to the club. We welcome new officer Clarice Shaw as activities chair and member-at-large Phil Roche who will take on librarian duties.

Finally, a big thank you to everyone for their contributions to the Toys for Tots collection. These wonderful toys will brighten many children's eyes and hearts this Christmas season.

*May the beauty of this holiday season bring you joy and
may the spirit of the season bring you peace,*

Charlene Beckner
President

FROM THE EDITOR

The first year of our electronic conversion is now complete and it has been quite successful. It has definitely been a learning experience. I know some of you miss the old printed version. I do too. I like to hold something when I read it. That's one reason I've never bought a Kindle. But this electronic Script is the wave of the future, and it's much cheaper to publish. Plus, it keeps us connected to the Club between general meetings.

I made the 30-mile trek from Takoma Park to Fairfax Station last Sunday. I hadn't done that in a number of years. The last time, I broke down by the National Zoo on the way home and had to get Tom Terko to come rescue me (although it turned out to be a fuse, something Tom won't ever let me forget). This time, I came back by the Shirley Highway and the car started rocking like a boat, reminiscent of its pre-shock absorber days. I exited onto Washington Blvd. to go around Ft. Myer to the Roosevelt Bridge when my right rear tire finally gave out and went flat. I'd carried my Toyota Van jack to Chattanooga but had put it back in the van upon my return. So I pulled out my trusty Go Phone and, ignoring the "low battery" flashing, rang up the Zadniks, who I knew lived about 2 miles away. Ten minutes later they pulled up behind me and we had the spare on in no time.

The moral of the story is always carry a jack, a cell phone and a copy of the Club roster...and anything else you think you might need (see Jim Cartmill's article on page 8). My thanks to Val and Donna for rushing to my aid.



FROM THE SMOKE FREE ROOM



President Charlene Beckner began the meeting at 7:15 PM at the Fairfax, Virginia, Library. Also in attendance were Bill Worsham, Gil Beckner, Doug Tomb, Bill Sims, Greg Shepherd, Benny Leonard, Suzan O'Neale, Tom Frazier and Chuck Kunstbeck and guests: Jim O'Neale and Phil Roche.

Charlene announced that the December Board meeting will be held at her home in Manassas, VA, on Saturday, December 29, 2012, beginning at 6:00 PM. Charlene suggested the Board review the bylaws. The Board members concurred and the review will begin in January.

Vice President & Program Chair Doug Tomb thanked Howard Minners and Bill Worsham for their excellent Accessories program last month. Doug reminded the Board about the Brown Bag exchange on December 19. January meeting will feature the Indoor Flea Market and for February, Doug is trying to get Hunter Fanney, who will speak about the restoration of his prize-winning Model A.

Treasurer Gil Beckner provided the Board with the Treasurer's report as of November 15th. Gil said we will end the year very close to budget. He will be working up the 2013 budget.

Annual Meet Chairman Bill Worsham reported he will meet with the Sully people in January. Bill also will schedule the first meeting of the 50th anniversary committee in January.

Membership Chair Greg Shepherd reported 66 members have paid their 2013 dues, leaving 127 still unpaid.

Youth Development Chair Suzan O'Neale has 3 judges lined up to judge next years scholarship applications. Information on scholarships is on the GWC web site.

Activities Chair Edna Cross reported by email that 73 people have signed up for the Christmas party scheduled for December 1st.

National Liaison Howard Minners reported by email about upcoming MARC and MAFCA Business and National meets being held in 2013.

Reading of the November meeting minutes was dispensed with and approved as published in the November *Script*.

A motion was made: "In recognition of the contribution made to the club by a lifetime member, the club will provide, free of charge, a name tag designating the individual as a lifetime member". The motion was carried unanimously.

Another motion was made: "The club will order 101 copies of the Model A coloring book with the club's website printed on the back, at an initial cost of \$295.00". The motion was carried unanimously.

Bill Sims said that deadline for the December *Script* is Sunday, December 2, 2012.

Webmaster Tom Frazier requested that the Activities & Program Chairs forward information on future activities and programs, so that he might post them on the website events calendar.

The meeting adjourned at 8:20 PM

Respectfully submitted,
Chuck Kunstbeck, Secretary



THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

A wave of fear swept over us.... how could they do this to us? It was a proposed measure to kill home car repairs and restorations! Script editorial writer Phil Kania admonished members to contact Fairfax County officials and urge them to reconsider the stern regulations being proposed. It all came about because of complaints to county officials about people who were doing major repairs and even conducting repair businesses around private homes.



Under the proposal, use of heavy equipment, oil pits, paint booths and hydraulic lifts would be prohibited and machining curtailed. Major repairs such as transmission and body work would be prohibited, period, and minor repairs being done outside would have to be completed within three days. Support was widespread among the Board of Supervisors and the provisions were expected to generate little opposition. The proposal had already been approved by the Planning Commission, and an amendment to allow major repairs as long as they were done in an enclosed garage was defeated!

But wait! There was an uprising in the car community, including the automotive supply businesses that would also be impacted. The affair made it into the editorial pages of the newspapers and voices were heard. Fortunately, things got turned around, phew!

Since there was an undercurrent of interest in trains among members, Bill Worsham recommended that we take a trip to Clem Clement's house to see his trains. The rest is history.

Dave Henderson

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The advertisement features a classic dark-colored sedan with white-walled tires and a prominent front grille. The text is arranged in a clean, professional layout with a logo at the top and contact details at the bottom.

MEMBERSHIP AND SUNSHINE REPORTS

We have 1 new family to welcome to the club this month:

James and Mary Lucas
1838 Olney Rd
Falls Church, VA 22043
703-893-8957 (Home)
jandmlucas@msn.com



They own a 1931 Standard Tudor. Jamie has come to the last couple of monthly meetings for advice and info about getting his car back on the road. The membership as always was willing to help and despite that☺, Jamie decided to join the club anyhow.

Please add them to your roster or request from me an updated PDF version.

As noted before, it's that time of year again to renew dues for 2013. The cost is the same as previous years: \$20 for members with email and \$30 for those without. Email reminders did go out and we have 66 paid up so far and 126 still to go. Not bad for the beginning of December as they are due come January 1st. It gets busy around Christmas, so take the time now to get them sent in. Please double-check your info in the roster and send any corrections in when sending in your check. A membership form is included in the Script and contains all the information.

Sunshine Report

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. We need to stay in touch with and support our members when they need it and our Sunshine Report gets the word out.

Greg Shepherd
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RECAP OF THE CHRISTMAS PARTY

I think fun was had by all that attended and if you didn't attend I think you missed a good time by all. There were several of us that stayed until they turned off the lights to let us know it was time to go home and alcohol was not involved in the great venue, delicious food, super people to work with and the music and guests were the best..Thanks for giving me the free hand to do what I like to do best—help to make people have fun in today's world and forget tomorrow for the evening.

Edna Cross

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.



SO, WHAT'S INSIDE THAT GENERATOR?

Cricket, our 1931 Tudor, wanted to go to Chattanooga. But she also wanted new brakes and her front end rebuilt. Not wanting to disappoint her, I dutifully started on the front end shortly after our Sully show. I succeeded in getting the rebuilt front end back under her but since the brake roller tracks were in fairly good shape and I was running out of time, I just put new brake shoes on the rear backing plates and put on new hubs/drums and replaced the roller bearings. Roller bearings will be the subject of another article.

With the major work done, I did the usual checks, changed oil, did a grease job, topped off all the fluids and Cricket, Carol and I joined the GWC caravan heading down the Blue Ridge Parkway and on to Chattanooga. I am happy to report that the front end and brakes worked fine and offered no problem although on the lower reaches of the Parkway I did begin to feel like I had been in a day-long dogfight with all the “yanking and banking” in the turns.

As I'm sure you have heard, the caravan and tour was a great deal of fun. But on the way back we had to depart the caravan to go back to Mount Airy, North Carolina, to pick up something I left at the motel. No, I won't tell you what I forgot. We stayed over at Mount Airy and did some sightseeing then headed back up the Parkway to The Peaks of Otter Lodge, one of our favorite places to stay. On the way to The Peaks, we stopped at Roanoke for gas and lunch. As soon as we got back on the Parkway, I looked down at the ammeter and saw—no amps. Zero! Nada! None! I decided to see if Cricket would make it to The Peaks on the battery in the hopes I could determine the problem and make repairs.

We made it to The Peaks and after check in I let the engine cool a bit and read through Les Andrews' “Model A Ford Troubleshooting and Diagnostics” guide. Fortunately, there was still some light left so I ran through the checks and everything pointed to a dead generator. Prior to our departure I had spent more than an hour looking for a spare rebuilt generator and a spare rebuilt starter that I intended to take along. My shop in Luray is still a mess as I try and get everything built out the way I want and I finally gave up hunting and decided to go without them.

So I'm staring at the defunct generator and I decide to look inside. Once I got the band off, I could see that the third brush was a little worn. Okay, a lot worn. It came out in two pieces. Guess what else I didn't have with me. Yeah, no extra brushes! By this time the light is fading and I decide to try and get a hold of someone to see if they have a spare generator. One of the things we like about The Peaks of Otter is that there are no TVs, no radios, no clocks, no telephones and no cell service. There are two pay phones in the whole lodge. I used all my quarters and couldn't get in contact with anyone.

The next morning I dismantled the generator on the running board and tried to get the two pieces of the third brush to “hang in there” but when I got everything back together there were still no amps. We toyed with the idea of going on with the battery to at least get someplace with cell service but decided that I should try the pay phone one more time. Fortunately, I was able to get a hold of Jon Phillips at The Model A Garage in Luray. He had gotten my previous message and was waiting for another call. He brought his flatbed down from Luray to rescue us. Needless to say I owe Jon—big time.

After arriving back home, I took the generator over to a fellow in Luray that rebuilds starters and generators. Of course, it needed a new armature. When I got back to our place, I walked into the shop and it took all of 30 seconds to find the spare generator. It and the spare starter were hiding in plain sight. I probably walked by them half a dozen times in my earlier search. I put the spare on Cricket and got her back on the road and now have another rebuilt spare.

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SO, WHAT'S INSIDE THAT GENERATOR? (Cont.)

The moral I'm trying to get at in this long-winded dissertation is that you need to check inside the generator once in a while and check the condition of things there. I prided myself (Didn't someone once say "Pride goeth before a fall"?) in taking pretty good care of Cricket. I regularly oiled her generator and checked the fan belt for tightness, but I don't believe I have checked inside her generator since her engine was rebuilt. Guess I will now. I would suggest that all you mechanics do the same—you probably already do anyway. Oh, and add generator brushes to your spare parts box—and find your spare generator.

Jim Cartmill

SHEPHERDSTOWN'S 250TH ANNIVERSARY PARADE

A parade to be held on Veterans Day to celebrate the 250th Anniversary of Shepherdstown, West Virginia's beginning is how the email read that we received asking for pre-world war II cars to carry costumed descendants. KK and I decided it would be a chance to drive Honey Bun over some Model A roads for the short trip of only 62 miles, plus the weather forecast called for temperatures in the 60's. Because of our less-than-bright headlights, we decided that since the parade didn't start until 3PM, we would spend the night. Shepherdstown, which began in 1762, has the distinction of being the oldest town in West Virginia.

The parade began on time with several Model A's from the Baltimore club in attendance, as well as Ginny and Richard Largent from our club. They each carried a costumed descendant. Other family members walked behind the cars. The parade also included a float designed to look like a steam powered boat. The parade route was only about 2 blocks but German Street was lined with children of all ages as well as adults. For such a small town, it appeared that all of the residents had turned out, plus many more from out of town. On each vehicle a family name sign was placed and as each vehicle and walking family passed the reviewing stand, a brief family history was read.

The next day we decided to visit close-by Harpers Ferry on our way home. Enjoyed just walking and taking pictures and talking with other visitors. The train station provided a perfect time-capsule picture.



Harper's Ferry train station

GRAY WITH AN A--THE FAIRFAX TRAIN STATION SHOW

WOW! Two days of great weather brought out huge crowds on both Saturday and Sunday, the 1st & 2nd of December at the annual Fairfax Station Antique Car and Model Train show.

We had 5 Model As on Saturday and 9 on Sunday. Clem Clement, Paul Gauthier, Chuck & Karilyn Kunstbeck and I brought our cars on Saturday. Clem, Chuck & KK, Tony Hawker, Andy and Bill Jaeger, Oscar & Elena Vigano, Bill Sims and I brought our cars on Sunday.



Phil Foss. Bill & Andy Jaeger and I talk cars.



I'm Canadian. eh?

We were joined Sunday by prospective member Phil Foss in his Canadian-made unrestored '28 Tudor – a car he's owned since high school. He gave it more gas with his downdraft conversion, took the glass out all of the windows except the windshield, and added sealed beam headlights. He also added a seasonal string of LED Christmas lights. Note the Morgan-style hood tie down straps. His passenger, Bob Buckbee (an admitted snowbird) wants to join the club this coming February and buy a car.

I also talked with member Fred Gilbert, who joined the club some years ago at Bill Worsham's suggestion. With his garage now built, he's ready to get a car.



Jim, Oscar Vigano & Bill Sims



KK's counseling

It was good to see Oscar and his wife Elena in their '29 Fordor Leather Back Briggs. Oscar's been working on his car in his own garage for several years, and it's now on the road. Great job, Oscar!

Hope Danielson and Kathie Gray counseled KK Kunstbeck about being home all the time with Chuck, now that she's retired. KK says she'll just go shopping.

MORE SHOTS FROM THE FAIRFAX TRAIN STATION



Paul Gauthier and Chuck Kunstbeck



Clem at the train repair station



The Fairfax train station



The trains were a kid magnet

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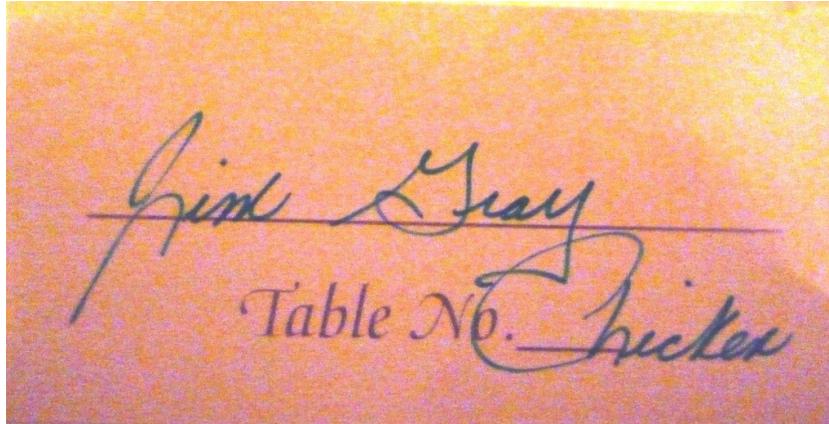
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GWC CHRISTMAS PARTY

Special to the GWC MAFCA/Mt Vernon Region, MARC Ford Script.

I had a hard time, at first, finding my table. I saw tables marked with snowmen and Santas, but none was marked with a chicken, I was stumped.



Fortunately, our scholarship lady, Suzan O'Neil, was nearby to tell me where to go. It's a job Kathie normally does, but I needed an interim director while Kathie was busy visiting. Suzan directed; I sat. We had a great group (as we would have sitting anywhere that evening). In this particular group we had Suzan and Jim O'Neil, Janet Merkel, George Merkel Jr. and his wife Donna, Janice and Ed McNulty, Kathie and me. I know, I know, we had too many people at our table, but I had to sit somewhere.

After a nice and tasty dinner, Edna called the numbers for the door prizes. The grand guy prize this year was another Jim Beam decanter. It was won by Stan Johnson, who had already left the building. We collectively decided to let him win anyway because we're collectively a great group of folks.

I'm not sure the ladies had an overall grandest prize, but they sure seemed to like those Santas, snowmen and such. Janet Merkel won a snowman, and to her it was a grand prize.



Janet's snowman



Turnin' out the lights

I've been in the club since 1996, and in that time we have gone to several different locations in Virginia and Maryland for our Christmas gathering. I was told we had used this location years ago, but this was the first time I'd been there. I liked it. No Moose heads, no pictures of fezzed grand Pooh-Bahs, and no boisterous tromping over our heads; just a nice large room with a familiar DJ and his collection of about 1500 CDs.

GWC CHRISTMAS PARTY (Cont.)

We all owe thanks to Edna and Jim Cross for setting everything up, hosting and making this all happen; to Madam President Charlene for a fine job as emcee, and all those who helped pull this together. Others will report on new office holders and other such important stuff. For this event, all I had to do was come, sit down, eat, fake some dancing and go home. Very guy; I liked it a lot.

Oh yeah... I also liked the fine job Jim Cross did with 50/50. It had a great ending.



The incoming board for 2013: Benny Leonard, Suzan O'Neale, Greg Shepherd, Bill Worsham, Doug Tomb, Gil Bechner, Charlene Bechner, Chuck Kunstbeck, Bill Sims and Woody Williams. Not present: Phil Roche, Tom Terko and Howard Minners

HOW TO MAKE YOUR HEADLIGHTS BRIGHT

At several club meetings, I have been approached by someone who has seen a vehicle I have overhauled and wants to know, "How did you make the headlights so bright?" It seems that this is a weak point on most Model A's I come in contact with, and maybe it is on yours. Theories on the best method for improving the lighting situation on the Model A vary, such as replacing them with modern type sealed beam units, installing lights from another vehicle, installing an alternator and or upgrading to a 12-volt system. The most authentic and reliable method, in my opinion, is to completely restore the headlights to stock specifications with some slight internal upgrades. If any light on the Model A is rebuilt with an attention to detail and thoroughness, heavy modification from the stock specifications is simply unnecessary.

The lighting system on the Model A Ford is very simple; however for its time it was more than adequate and can be more than adequate for modern day evening driving if a few simple items are in excellent condition. First and foremost, it is important to ensure that the charging system is in tip top shape. The wiring throughout the entire automobile needs to be of the correct size, color and generally in good condition, with no frayed insulation or bare spots. Do not be afraid to replace any piece of wiring that is questionable. The generator needs to be able to produce 10 to 15 amps at an rpm slightly above idle. Although the Model A generator is quite adequate for most situations, an alternator is not necessarily a modification I disagree with. If you don't mind the non-original look of the alternator in the engine bay, an alternator will easily replenish the power your rebuilt lights will use and keep your battery at the peak of its charge even at idle, resulting in continuously bright lights, even when stopped at a traffic light. If your generator seems weak, it should be completely rebuilt or replaced if we are to expect excellent results.

Now we can move on to dealing with the headlight buckets, internal wiring, sockets, reflectors, bulbs, lenses and seals. Always remove the fuse on top of the starter or disconnect the battery. If any work on the headlights in the past has been substandard, the following disassembly procedures may have to be altered. First, remove the headlight rim and lens. Pull the rim latch t-bar down and away from you. Be sure to support the rim and lens as you complete this operation. When you flip the rim assembly over you should see three small wire type clips holding the lens tight against its rim. Remove these clips carefully with a pair of needle-nose pliers, remembering that they are under spring pressure, and pull the lens free. Remove the headlight bulb by pushing it inward and turning it counter-clockwise and then pulling it out toward you. Bend out the two tabs holding the left and right sides of the reflector to the headlight body with a flat blade screw driver and slide the reflector off of its socket. If you do not have cowl lights, you will also have to remove the parking light bulb and socket from the reflector. This should involve turning the bulb counter-clockwise again, bending a small tab flat on the parking light socket, and pulling it out the back of the reflector. Completely unscrew the headlight focusing screw at the back side of the headlamp housing. While you're at the back of headlamp bucket disconnect the main wiring harness from the headlamp bucket by turning the conduit ferrule counter-clockwise. Inspect the ends of the main wiring harness as it comes out of the conduit. It should have brass terminal ends (Bratton's part # 20421). If not, terminal ends should be soldered to the ends of the wires. Bend the other small tab flat that holds the headlight socket to the bottom of the headlight body from the inside of the bucket and pull the entire socket assembly free of the bucket. Lastly, loosen the headlight mounting nut and lock washer and remove the headlight bucket from the vehicle. Repeat this operation for the other headlamp.

Lay the parts out on a clean work bench or table and inspect everything. Wash the lenses carefully in the sink with soapy water and dry with a clean cloth. Inspect the lenses for cracks, chips and discoloration. Replace all lenses that are less than perfect. Inspect the sockets and wiring for any sign of damage. It is usually a good idea to just go ahead and replace these for safety sake and for ease of reassembly. Carefully inspect the headlamp buckets themselves. The outer most part of the bucket is a steel band spot welded to rest of the bucket in 1930-1931 while the 1928-1929 buckets are all one piece. Make sure this area is in good shape, especially at the bottom where moisture may have rusted it out. This is the time during which you may want to have the buckets and rims plated,

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HOW TO MAKE YOUR HEADLIGHTS BRIGHT (Cont.)

painted or polished depending on application and year. Consult the Judging Standards for more information. As for the band area, I recommend taping off the entire lamp, sandblasting and painting this band lightly with black paint. Also inspect the base or mounting area of the lamp. Make sure that the support bolt retainer strap is not broken or damaged as this holds the base swivel bolt in place. I recommend drilling out all six rivets holding the base plate, swivel bolt, socket holder, rim clips and retainer strap to the bucket. Sandblast and lightly paint everything black or replace if any of these parts look damaged. Put it all back together with screws that look like the original rivets (Bratton's part # 18280). Pay special attention to the headlight rim retaining clip located at the very top of the bucket as this helps to hold the lens and rim in place and must also be in good shape.

Now turn your attention to the reflectors, which are probably tarnished and damaged. These should be replaced with a set of new aluminum plated reflectors, which have 90% reflection and will not tarnish. This is the only kind of reflector I use. A full rebuild will be a waste of your time if reflectors are an area you skimp on. By no means should chrome-plated reflectors be used in the interest of saving a little money.

Generally all small parts including springs, screws and clips should be replaced. Furthermore, I recommend new wire plugs of a good quality (Bratton's part #20810). I also recommend a new lens gasket made from neoprene which will not crack or break. You may also want to replace you rim latch post, located on the rim (Bratton's part # 18060-70). The spring on this assembly is usually in sad shape and it is vital for holding the rim and lens tight against the bucket. It is replaced by drilling or punching out a small rivet, sliding on a new post, spring and t-bar and installing a new rivet. Lastly but not least, be sure to buy new headlamp bulbs that produce at least 50 candle-power (Bratton's part # 17790). You can also upgrade the parking bulbs if you wish.

Now we are ready to assemble the lamps to the car. Insure that the headlight bar is attached tightly to the fender braces and that the area where the bucket bolts to the bar is clean. I usually clean this area with a wire wheel attached to a drill. Bolt the bucket to the headlight bar tightly. Assemble the socket to the bucket in the reverse order of disassembly, being sure that the socket locks into place in its holder at the base. Start the focusing screw into the socket making sure you did not forget the tensioning spring. Connect the conduit at the back of the lamp and install a headlamp bulb. The conduit can really only go on one way however, it is possible to mix up the wires as they come into plug. Check operation up at the steering column. Ensure that the brighter of the two filaments are at the top of the bulb and come on when the switch at the column is turned all the way counter-clockwise. I wear tinted safety glasses when looking directly at the filament. You may have to rotate the socket or bulb to achieve these results, or switch around the wires at the plug. Notice that the plug is marked G (green), R (red), Y (yellow) for the bright, dim and parking respectively. Once everything seems to be working correctly, remove the bulb and install the reflector over the bulb socket. The reflector has a notch which allows it to fit over the bulb socket. Make sure the locking tabs on the bucket band line up with cut-outs in the reflector. Bend the tabs over to hold the reflector to the bucket. Install the neoprene lens seal in the outer groove of the reflector. This may need to be trimmed to fit. Reinstall the bulb and test operation.

Now turn you attention to the lens and rim. Carefully place the lens into the rim, touching the lens as little as possible. Using hand pressure you should be able to install the three lens retaining clips. There are three tabs on the outer parts of the lens which the clips correspond to. Slip the rim and lens assembly over the bucket starting with the top. Make sure the lens rim locks in with rim retaining clip at the top of the headlight bucket. Pull the bottom part of the rim down tightly over the bucket and secure with the rim latch. Assemble the other headlamp in the same manner.

The headlights must now be adjusted. Generally there are two adjustments for the headlamps, the focusing screw at the back of the bucket and the nut at the base of the bucket. I usually start adjusting by loosening the mounting nut and turning the lamp till it is facing forward but just slightly in

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HOW TO MAKE YOUR HEADLIGHTS BRIGHT (Cont.)

and perpendicular with the ground. I tighten down the mounting nut and then adjust the focus screw in and out till I achieve a strong, elliptical light on a wall several feet away from the vehicle. This will get the lamps generally within focus, however I recommend following this up with the detailed procedure outlined in the Service Bulletins which was used by the factory as well as the dealers.

You should now have bright headlamps. You can procedure with this general procedure for your other lamps if you wish. If you find that your headlamps are still not very bright, you might want to double check your wiring for a bad ground. In a small amount of cases I have found that a loose headlamp bar can cause dim lights. In an even smaller number of cases I have found that a bad socket, terminal ends or plug can cause a short. In this situation it may be best to forgo the original style plug and socket set up and simply hard wire the headlamp to the main harness. Lastly, occasionally a bad bulb which fails to fully illuminate, may be encountered. I recommend ordering several bulbs to try when rebuilding the lamps.

Rebuilding your headlamps is a relatively simple task which can be done by the novice mechanic with some time and patience. Just remember to be through and use only top quality parts. A quality reflector, brighter bulbs and a strong charging system is the key to original looking headlamps that are brighter than halogens. I encourage you to read the Judging Standards, Service Bulletins and any other publication you can find on the subject of headlamps to supplement the information presented here.

George Smolenyak Jr.

COMING EVENTS

Dec. 19 Brown Bag exchange for all members and guests attending. Ladies to bring a nice give for the ladies and the gentlemen bring a NICE usable gift for the man..Wrap in a paperbag. Rules to be read before exchange..Come all and prepare for a great evening of fun; goodies if you care to bring some to share..and fellowship.

Dec. 29 December Board meeting at Charlene and Gil's home in Manassas beginning at 6:00 p.m

Jan. 16 Indoor Flea Market....bring your items

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CLASSIFIED ADS

For Sale

Offered for sale is an extremely original 1931 Ford Model "A" Tudor. Bought slightly used by the current owners' father in the 1960's, this truly amazing vehicle has traveled only 32,000 miles since it was assembled by Ford. This vehicle is truly a time machine. The original paint is dull and faded but in extraordinary condition, as is the original hand applied pinstripe. The body is without a ding, dent or hint of rust. The original interior shows only the slightest amount of wear; however, the headliner is in perfect original condition. Mechanically this Model "A" is like new as it has not been tampered with since its assembly over 80 years ago. If you have ever wished you could travel back in time and buy a new Model "A", this may be as close as you will ever get. This vehicle truly must be seen to be believed. Interested buyers can contact George Smolenyak Jr. anytime at 703-969-1715.



1931 Model A Ford Standard Coupe. Asking \$7,000. Number on the body cross channel is 20856, Engine Number A3043125, and the New Jersey Title Number is 4047876. A mostly complete car needing restoration or just get her running. Some disassembly started. They were damaged in some long ago accident and poorly repaired. Engine runs but overheats quickly – idle since 2006. Battery shot. Car is for sale as is with no guarantees or warranties. Contact John Dougherty, Home PH: [703-971-8033](tel:703-971-8033); email doughert@cox.net

1931 Model A Ford Tudor, being sold for parts, body frame including doors and top sitting on frame with wheels and tires, has engine in place and headlights, fenders inside of car. Assorted Model A parts (purchased new for restoration but not yet used) in boxes. Best offer. Phone: [703-573-0914](tel:703-573-0914)

Early 1930's genuine Potter all metal car trunk with original black paint, approx. 13 x 13 x 37, \$300. Dave, [703-938-8954](tel:703-938-8954). jrdshen@verizon.net

Gas welding set. Handy, medium size, acetylene/oxygen welding outfit complete with tanks, all gauges, hoses, tips, and welding rods, all on a easily-portable, wheeled cart. Perfect for all our Model A (and other) repairs. \$150.00. Val Zadnik. (703) 892-6720.

Pair of painted, original, 1930-1931, unwelld, steel front fenders. Driver quality. Make offer. Call George Smolenyak Jr. at 703-969-1715.

Four new 19" Model A tire tubes with metal valve stems. Made by Coker Tire. Make offer. Call George Smolenyak Jr. at 703-969-1715.

Wanted

Wanted – 5 excellent 21 inch Model A rims for fine point car. No powder coated rims please. No bent spokes or wobbled out holes and very minor pitting, if any, please. Do not need hubcaps, valve stems, or tires. Just a really nice set of rims for a fine-point car. Hunter Fanney hunter.fanney@nist.gov W (301) 975-5864 H (301) 253-0057

Looking to see if anyone has a rear axle housing to sell, or a lead on where to get one? Feel free to call Jason on his cell at 301-648-4201.

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CLASSIFIED ADS (Cont.)

For Rent

Offered on a first come, first served basis is very affordable indoor and outdoor collector-, antique- and exotic-vehicle storage. Indoor storage is climate controlled and regular vehicle exercise, battery maintenance and occasional general vehicle inspection are available. Outdoor storage is an accessible and marked parking lot. Owner is encouraged to provide their own cover if desired, however the above-mentioned optional indoor storage amenities are available for outdoor storage. Please call George Smolenyak Jr. @ 703-969-1715 with specific needs and to discuss cost.

An opening is anticipated in late December for an affordable safe and secure LOCAL indoor storage space for one Model A . Dave. jrdshen@verizon.net. [703 938 8954](tel:7039388954)

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).

A final farewell to those we lost in 2012

John Shepherd February 20

George Merkel February 28

Fred Klein March 21

Marvin Myers June 14

They were mainstays of the Club and we will miss them all.

George Washington Chapter, Inc.

Membership Application

Date _____

Name: First, MI, Last _____

Wife or Husband's Name _____

Street Address _____

City _____

State _____ ZIP Code _____

Home phone number _____

Business phone number _____

Cell Phone number _____

E-mail address _____

Model A Fords Owned: List year, and body style

Car#1 _____

Car#2 _____

Car#3 _____

Car#4 _____

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.

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.

Send dues check payable to the George Washington Chapter Inc-MAFCA and completed application to:

**Greg Shepherd
3715 Brices Ford Ct
Fairfax, VA 22033**