

The Ford Script



Vol. XXXV

April 2014

No. 4



Clem and his big find at Cowtown--yours for only \$7900!



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
Web Master: Greg Shepherd

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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

Next deadline: Sunday, May 4th

THE PRESIDENT'S CORNER



“Dear Members,

Spring is here (at least officially), so it is time to get that Model A out of the garage, dust it off and get it ready to roll. I know you all have been thinking about it, and now that the weather is nice, you can do it (I couldn't wait, so I took my car for a drive in February).

Our Programs Chairman, Jim Gray, has been working hard to line up some excellent programs that will help you iron out any of the small wrinkles you may find during your pre-season inspection of your car. We will have a program in April on how to address the main trouble spots on your engine.

At the April Meeting we will have Club experts who will give an in-depth review of the carburetor, distributor and the generator. Ask questions! As you all know by now, if a Model A doesn't start, the problem is either gas or spark. It can get more complex from there, but if you know these basics, you are ahead of the game.

After observing, you will get a chance to do some hands on practice on your own parts at Small Parts Day. Our Activities Chairman, Paul Gauthier, has arranged for us to have this activity at the end of April. Janet Merkel has graciously agreed to host us again at her home in Bowie, Maryland. Now, with an invitation like that, you just have to show up, and you only need to bring one (or more) small part that you would like to rebuild. And, since there is plenty of time between the GWC Meeting on April 16th, and Small Parts Day on Saturday, April 26th, you have plenty of time to order any parts you need to get the job done.

But we didn't stop there. We have reserved spots in the Cherry Blossom Parade, the Memorial Day Parade, and the 4th of July Parade, all in Washington D. C., so you can show off your well-running Model A (or, go and cheer them on). We also have a one-day local tour planned for Sunday, May 4th at Jim and Edna Cross's farm in Leesburg. And this is just for starters.

As you can see, your Board has been busy setting up a full schedule of Model A activities for you to be involved in, so get ready and lets go for a drive. See you down the road.

Doug Tomb

FROM THE EDITOR

Alice could never understand why Spring is my least favorite season here in Washington. I think this year she finally gets it. The roller coaster of hot and cold days always drives me crazy. And now we have snow thrown into the mix. Snow on March 30th—really? But I think the warm weather may have finally arrived. I've even retired my snow blower to the garage—the kiss of death, since twice before in March I'd put it away, only to have to drag it out again with news of yet another snow storm.

With warm weather finally here, I've got to get my A on the road. I'd planned to take it to Train Day, but the week's postponement meant I wouldn't be in town for it. I think bad weather kept me from taking it to Fairfax Station in December and there weren't any club tours planned last fall. Take away the 67 days spent going to Alaska and suddenly the last time the car went anywhere was for Sully! That's insane!

So my goal this year is to make all the tours and put some mileage on that old car. Somehow the time got away from me last year, and I don't intend to let that happen again. Now, if I can just get her started

Bill Sims

FROM THE SMOKE-FREE ROOM

The March 2014 Board Meeting was held at the Fairfax Library. Present were: Doug Tomb, Woody Williams, Greg Shepherd, Jim Gray, Bill Sims, Howard Minners, Bruce Metcalf, Benny Leonard, and Suzan and Jim O'Neale.



Woody reported that the current budget is \$22,410; there's been no change since January. Suzan asked if there was provision for new expenditures in the budget as she's looking into possible scholarship options. Woody said the money would come from "Miscellaneous." The Board then voted to approve the budget. Woody then reviewed the Treasurer's Report, which he had earlier emailed to the Board. He concluded by asking that Sully committees bundle their checks to give to him at once rather than have checks handed to him singly from committee members as they get them.

Jim Gray reviewed the plans for caravanning to the upcoming Cherry Blossom Festival parade. He then talked about coming programs and activities. Jim may get Nick Arrington, of the Early V8 Club, to come and talk about his collections. The outing to the Cross Sawmill in May is still on track—a picnic and a visit to the winery next door. Jim's also looking into a tour to the Morwen Mansion but no date has been set. Janet Merkel's tour to the Blackberry Festival in the Blue Ridge Mountains is still on for July 25-27.

Program for April is the prep for Small Parts Day, which will be 10 days later. Jim reviewed the plans for that day at Janet's. The June program will either be a seminar on Model A body numbers or a post-Sully "hot wash," which is a review of an event to hash out what went right and what needs to be improved. August will be a prep for the National Tour in North Carolina the following month. The plan is to have a presentation at the meeting of what we'll need to caravan south, to be followed a few weeks later by a practical workshop/tune-up at someone's garage. Jim wants someone to take the lead on this—make the presentation and perhaps coordinate caravans. Jim then concluded with a brief push for the upcoming Westminster show.

Suzan then reported on scholarships. She has gotten inquiries about the Model A Youth Restoration Award, offered by MARC and MAFCA to provide financial support to young people in the process of restoring Model A's. The amount is usually around \$1700, to go toward parts. It was begun in 1994 for youngsters ages 12-21. Various Model A clubs support this and Suzan was wondering if we wanted to too. Howard then suggested that if we do, it should come out of the Memorial Fund, which we rarely tap. There followed a discussion of the need to attract young people into the hobby. This included a discussion of the MARC and MAFCA scholarships being offered. In conclusion, the Board voted to donate \$100 to the Model A Youth Restoration Scholarship.

Greg reported that the Club has one new member, who attended the last general meeting. Greg reported he's ready to send this year's roster to the printers. He also wanted to know if he could ask the printers (who do our print jobs) to do our Sully coloring books. On the GWC website, Greg plans to add guidelines in the advertising section for people placing "Wanted" requests.

Benny reported that the Club does have a head remover. Clem bought it several years ago. As to whether the Club should loan out the air compressor, the consensus was that it should not. Anyone wanting to use the compressor should bring their parts to Benny's and let him supervise the compressor's use. The fear was any legal liability the Club would face if a member were injured using it unsupervised.

Howard discussed what would be involved in running a National Membership Meet, since the Club has been approached to do one by MARC sometime in the next couple of years.

>>>>>>>

FROM THE SMOKE-FREE ROOM (Cont.)

Woody said he had talked to Bill Worsham about MAFCA's mandatory requirement to buy the insurance they offer. Bill said pay the \$75 premium. The Club has still never gotten a full copy of the policy, so we don't know what it covers. Board consensus was to pay the \$75 and demand a full copy of the policy. The vote was 8-1 with one abstention.

Jim Gray then presented a change in the bylaws for consideration that would allow Board members to appoint a proxy to vote for them at Board meetings. This is in response to the recent difficulty of getting a quorum for Board meetings.

Finally, Benny raised the issue of the Southern Maryland club wanting to sell, at the next Sully, leftover Sully pins that their club ordered from our vendor last year. It was decided that this was an issue for the Sully Committee and not the Board.

The meeting was then adjourned.

Bill Sims
Acting Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

After years of meeting at the Fairfax American Legion Hall, GWC was going to move. A major reason was a hefty rent increase, in addition to at least one another factor. The new site, the American Legion Hall in Mclean, seemed ideal, a more upscale neighborhood, closer in for the sake of Maryland members, and lower rent to boot. How it would work out was to be determined; did they take a shine to us, and had we overlooked anything in our determination to move? April 1989 was to be the first meeting there.



Sully was just two club meetings away. President Bobby Harrington reminded members to sign up to help out for two hours by serving under one of the subcommittees headed by the four Steering Committee members: Bill Worsham, Don Temple, Bob Wild, and John Howell. In addition, we were, to put it bluntly, potentially financially embarrassed. We needed more advance funds to get the Sully Show under way than it appeared we would have available when needed. In those years we did our own catering, requiring an initial outlay. Trophies were another up-front expense, and there were others. Seems that our funds were tied up in a certificate of deposit, and a penalty would be incurred if money was withdrawn before maturity. An appeal went out for members to register their cars early in order to bolster up the check book.

Honored this month were Howard Minners and Dick Johns, for "Continuing Excellence" of the Ford Script during the previous year. Howard expressed confidence that prior-year excellence was going to be surpassed this year by Dick Johns, Jim Cartmill, and Joe Krafft, a trio sharing the Ford Script Editor's duties for 1989.

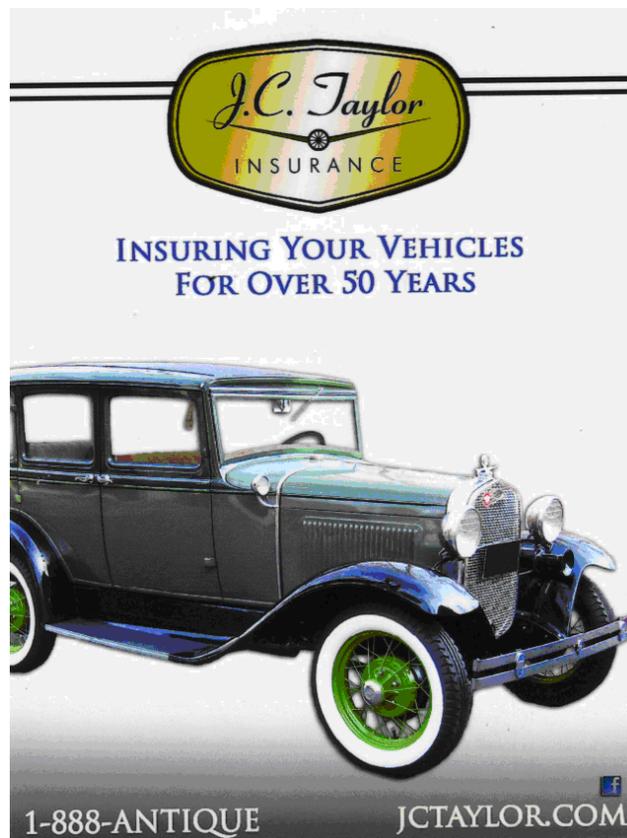
The April program would be on restoration of the Model A steering wheel, by Guy Pearl. Included would be a discussion of its variations through the years. Then, on April 29th, a tune-up day at Ed Wiencek's was scheduled in order to get members' cars ready for the driving season, and just in time. The 31st annual Apple Blossom Meet at Winchester was coming up on the 13th of May. Members were to meet at the Yorktown Shopping Center on Rte. 50 at 7:30 to proceed in caravan mode, stopping at the Coach Inn for a coffee/ breakfast break on the way. Those with CBs were told to tune to channel 4. Anyone remember CBs?

Dave Henderson

SULLY CAR SHOW TROPHY SPONSORS--CONTINUED

As mentioned last month, the Club continues to seek sponsors to help offset the cost of trophies for our annual Sully Antique Car Show. J. C. Taylor Auto Insurance was the first to step up to the plate and now Bratton's Antique Auto Parts www.brattons.com, a long-time supporter and member of the Club, has agreed to be a sponsor for the 2014 show. The Sully car show has 38 car classes with 1st thru 3rd 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 and/or corporate logo. Sponsors who contribute \$300 or more will get a free space in the vendor section of the show field. 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



TECH TIP: RESEATING TIRE VALVES

As you get your Model A ready for the driving season, I know all check and fill their tires (including the spare) to the proper pressure. Before replacing the dust cap, put a little spittle on the valve opening creating a bubble across the valve opening. The valve may not seat properly and any air passing it will pop the bubble on the valve. Reseating the plunger a couple of times should set the valve properly, otherwise a new valve is needed. (Don't ask me how I know this...)

Clem

SCHOLARSHIPS AVAILABLE TO CHILDREN OF MODEL A'ERS

1. GWC/MT. VERNON REGION SCHOLARSHIP

The GWC/Mt. Vernon Region Model A Club is pleased to offer financial assistance through the scholarship program to the children, grandchildren or great grandchildren of our members. The Scholarship application and criteria is available on our website or you can contact Suzan O'Neale for a written copy ([540 748-0659](tel:5407480659)) or oneale31@gmail.com

Scholarship applications must be postmarked on or before May 1, 2014 to be considered. If you do not receive a written confirmation of the receipt of your application within 5 days, notify Suzan O'Neale at oneale31@gmail.com

2. MODEL A FORD YOUTH SCHOLARSHIP

This is another source for financial assistance and this is sponsored by MAFCA and MARC. All scholarship winners receive \$1,000 every year for up to four years upon submission of satisfactory grade requirements.

Information on this additional scholarship is available at <http://modelarestorers.org/newsmanagernet/templates/?a=242&z=30>

Copy and paste this link to access the application packet

3. MODEL A YOUTH RESTORATION AWARD

This year our club will be making a donation to assist in funding this award. Established in 1994, the Model A Youth Restoration Award provides funds to youth owning and presently restoring a Model A Ford. It is all about helping Model A Youth restore their Model A's by receiving money and gift certificates to obtain parts to restore their Model A Ford automobiles. This program is supported by MAFCA and MARC. Information about how to apply for this program is available on line: www.modelarestorationaward.com

Suzan O'Neale

SUNSHINE REPORT

Past President and current Activities Chairman Paul Gauthier is in Fairfax Hospital recovering from Gallbladder surgery. The operation was a success however, it was discovered he has Atrial Fibrillation. He's doing fine and as soon as everything is under control he will be home.

Current Assistant Treasurer Jim O'Neale had successful total knee replacement on March 10th and is doing extremely well. He is following the therapist's directions and doing all his exercises. Pain, of course, is always an issue, but he hasn't found it unbearable. Jim toughed it out to attend the Board meeting in Fairfax and looks forward to driving the Model A in a few months. Until then, I hear that Suzan will be his "chauffer", even in the Model A.

Lets keep them and their families in our thoughts...

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

Greg Shepherd

MEMBERSHIP REPORT

Look for the new hard copy of the Roster in the coming months. We are trying a new printer this year as well as a few new additions to the Roster and some format changes.

We have 1 new member family this month. Please update your rosters with their information and welcome them to the club.

Chip & Sonya Frederick

6535 Ivy Hill Drive
McLean, VA 22101
703-356-9377 (home)
571-220-0776 (cell)
Chip@flowersplants.com

They have a very nice 1929 Depot Delivery and found us from searching the web and noticed that our monthly meeting was that same night and near where they lived; so they just stopped by. Sounds like a Model A club member to me.

Greg Shepherd

WESTMINSTER 2014

Jim Gray, Benny Leonard, Bruce Metcalf arrived at the Ag center a few minutes after 8 am in medium rain. There were four, I think, dealers outside in front of the hall. The one on the left as you face the dealer's row had a flat head motor for sale. He said he had several more at home. The Model T paddy wagon was out front. It is Bob Clubb's and he plans to bring it to Sully. The crowd was quite good for most of the morning, but very slim after lunch. I thought the quality of the stuff was quite varied and interesting. (The coffee and donuts were super. They had a nice spread for lunch as well.) I saw a matched set of white-walled 1935 Ford spoke wheels for \$750. Rims were red. He had also been to Cowtown and Howard County.

The hall was nearly sold out.

Lots of toy cars and several tables with trains. There was a plastic radiator shell for a '32 for \$30 (sold). A hood as well which I did not price. Several guys with tables of the new working supplies (Brushes, drills, clamps etc.) In the far left corner as you enter the hall, that guy had the nitrite gloves for \$5 a box. On the table the far right corner of the hall, a guy had a neat early electric motor. He collects these and was baiting folks, looking for more.

We really struggled over the key cutting machine with lots of key blanks on a rack for \$100. We did not buy it. I passed on the repro Bermuda bell for \$450.

We grabbed lunch at Maggie's. It is a very popular bar and grills about 5 minutes from the grounds.
<http://www.maggieswestminster.com/>

It was tough to enjoy a wonderful cup of crab soup and a chicken cheese steak with no cheese it, no beer and the buffalo girl hanging out with us.

I suffered in silence.

Clem

MICKEY'S MODEL A'S

The Mystery of the Red-Wheeled Coupe

At 14, I was a pump jockey for a single-pump station on River Road in Derby, Connecticut. This little station had a small office with a pot-bellied stove and an outhouse out back; nothing fancy, mind you, but it was a job. After I'd pumped gas for a customer, I had to go into the office, walk by the stove, and pay the cashier. And every time, I had to pass a troll named Archie, who rocked back and forth on a rickety chair's two rear legs.

Archie was the owner's oafish obnoxious bully of a brother-in-law, and he rocked that chair in front of the stove all winter long hitting me with the back of his hand or a rolled newspaper as I tried to make my way to pay the cashier or reload the stove. In the summer, he sat in the same chair with the gale force of a large fan blowing on him as he rocked and swatted at me, generally making my life miserable. Fortunately, I was a big kid and I learned pretty quickly I had to strike back... and so it went, a swat for swat exchange every time I came within range of the troll's swats.

Archie's son-in-law Spike was an even bigger oafish lout than Archie. He had a red-wheeled Model A coupe which, when he wasn't racing about on the back roads of town with reckless abandon, he would park on the grass by the station so he could pick and swat at his father-in-law in the office. One day, these two oxygen thieves decided to take a ride to the "high side" of town. How they both got into that coupe still amazes me, and I've got to admit I wasn't ever sorry to see them go.

After joy-riding for a bit, they started picking, poking and hitting at each other as was their style of getting along. Finally fed up with each other, they decided to take a shortcut as they headed back to the banks of the Housatonic River where the station was located. This shortcut was a steep, little-used rain-rutted gravel road with no guard rails and lots of switchbacks. About half-way down the precipitous lane, Archie shouted "I smell Smoke! We're on fire! Open a dad-blasted winder!"

"Not on your life!" shouted Spike, "If we open a window, the fire will get worse!" Archie ignored him and cranked down his window which sent yellow and orange tongues of fire licking at their pant legs. Spike bellowed and shoved the service brake pedal to the floor, but it sank without effect to the floorboards as the coupe continued to pick up speed. He grabbed the emergency brake and yanked it back with such force that it broke loose. When he ham-fisted the horn, it stuck down, making the red-wheeled coupe bellow and moan like a moose in heat as it careened down the narrow lane.

Spike yanked the steering wheel to the left as their shortcut road met River Road, but the car broke into a sliding skid and headed directly at the guardrail separating river from road. Suddenly, miraculously – they stopped... throwing open the doors, the two louts dove to the grass, swatting at their flaming cuffs and screaming in pain.

When I got a closer look, I saw charred floor boards and a smoldering floor mat in two piles by the still-smoking A, and I wondered what happened? How'd they stop?

The coupe with red wheels was gone the next day, and I never saw it again. Neither Spike nor Archie ever said anything about what happened, but I think I figured it out.

My theory is that the wires to the brake light switch were routed over the service brake cross shaft, and that the insulation on the hot wire had worn through; in an instant that brake cross shaft was glowing red-hot. When Spike jammed on the brakes, the double clevis arms attached to the brake rods bent causing all 4 brakes to fail. I figure the oil and grease under the car caught fire, and only by turning off the gas valve were they able to prevent the gas tank from exploding. Spike must have Jake-braked the car by slamming it into second and using the clutch to slow them to a noisy, smoky stop. The moaning moose didn't die until the battery finally exhausted itself, shorted out as it was on the cross shaft.

At least, I think that's what happened; whether or not it was remains *The Mystery of the Red-Wheeled Coupe*.

Mickey

WATER PUMP REBUILD

The group got together at the shop of Jay Melton to have a seminar on water pump rebuilding from removal to startup, with the bonus of producing a tutorial with photos. This ended up taking three sessions because of difficulties that were encountered, but that made it even more useful as a tutorial basis than a straightforward operation would have. Club members in attendance were: John Dougherty, Dick Johns, Phil Kania, James Kolody, Andy Koerner, Benny Leonard, Paul Gauthier, Jamie Lucas, Jay Melton, Jerry Olexson, Tom Shadis, Greg Shepherd, Doug Tomb, and Bruce Metcalf. The plan is for the tutorial to be posted on the club website for future reference by all. James Kolody ran through a preview at the March membership meeting.

Special thanks to Jay Melton, our genial host; James Kolody, for the photography and tutorial preparation; and Benny Leonard, for the technical expertise. We encountered seized bushings, mismatched repro parts, opportunities for hacksaw work, and several excellent Model A "war" stories.
Bruce Metcalf



(Photo by James Kolody)

Jamie Lucas, Phil Kania, Tom Shadis, John Dougherty, Dick Johns, Doug Tomb, Andy Koerner, Jay Melton, Bruce Metcalf, Greg Shepherd, and Benny Leonard.

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CLEM'S RUN TO COWTOWN 2014

I awoke myself about halfway thru my shower. The calendar said March 23, and my watch on the bureau said: O Dark thirty. IT MUST BE COWTOWN MORNING. That made the shower go queeekly and after a bowl of Kellogg's finest I was off to meet Dave Gunnarson of the early V-8 club at the Fairfax Station Post Office. Then we rolled through the quiet night north to South Jersey. Did I mention I am a Jersey-boy at heart and we were rolling toward home?

The Memorial Bridge was an easy climb and there before us was the flat country side otherwise known as South Jersey. A quick check of the water vapor plume coming from the two o'clock position and we knew the Salem Nuke power plant was humming just fine. Then it was thru the chicane of road choices, down the political highway, past the Friendship bar until we could see the inviting lights of the Salem County fairgrounds.



Early bird Dave checks out the worms...

I must stop here and explain you non-Jersey men and women that Cowtown ain't the Cowtown we go to any more, as I wrote in my article a few years back entitled "Not the Cowtown". I've been going to Cowtown since the forties. They have a flea market there every Saturday, a farmers' market, a summer time rodeo and fights every Saturday night, and for years, the South Jersey AACA annual car meet. As a kid if you went there Saturday night for the rodeo you didn't wear your high school jacket or hustle the local girls. Them locals were mostly farm boys and they looked down upon boys from another county messing with their women. My bud, a tackle on the football team, went there and stopped in a dive nearby for some chilies. The place was loaded with local kids. At the appropriate time he smacked the biggest guy there a couple of times and the fight started. He climbed on his table and did a front flip thru the high screened window and roared away in his streeter, roaring past the cops as they were headin' in.

Anyway, AACA used the Cowtown property for many years. It was/is mostly dirt and mud and some ramshackle sheds. For their improvement projects one year, they painted some sheds and added a door to one. Mind you that was an open shed with one wall and a door in the wall. Only one building had heat. One year the owner raised the price of rental thrice times what it had been; AACA said phooey. They moved down the street about ¼ mile to where the rent was very low. Over the years they've helped Salem County with improved sheds, heat in one building and general maintenance. Amazing how that works! So "Cowtown" ain't Cowtown anymore but everyone knows the show is still called Cowtown to us locals. Meanwhile, the 40-foot tin cowboy still presides over the entrance of the old Cowtown.

>>>>>>

CLEM'S RUN TO COWTOWN (Cont.)

We shut the Tahoe engine down at 6:41 and rushed off to the fields of finery. The sun had not yet tried to fire up. There were 867 folks ahead of us. Them Jersey boys sure get up early for car parts. Might's as well; it is too early to plow. The number of vendors was down quite a bit. The first shed on the left had 2 vendors. The Model A guy and the rattle-can guy.



We did our first cruise around in 47 minutes. I spotted a homemade Model A Woody lovely piece for \$75 and a one-pass snow blower which looked like it'd gobble up and toss snow better than 100 men, but alas, there was no snow to see if this was true, so there she stayed. Also a fine hand-made pickup truck wooden pencil holder, both of which we passed. I can report that the convenience was heated a little bit. This is good.



Blower for the next Snowmageddon



Clem with his south Jersey buddy, Mike

The second pass we got some sanding supplies for Dave, grabbed the wooden pencil holder for the princely sum of one buckaroo and then shook hands with my buddies Frankie and Mike. Both were disappointed at the size of the show this year, but we did see a fine-as-wine see-more Model A coouuupe priced at \$7,900, so the cost of the rust holes might get to less than a buck apiece... but I lost interest counting at 5. As I moved on, I saw a fine pile of brown used A parts, and wisely decided to pass on those as well.

>>>>>>

CLEM'S RUN TO COWTOWN (Cont.)



A 40 Ford modified and some other fine autos including the only early Ford V8 on the lot, a hot and low look'n 1937 street rod. The selection was down some, unless you wanted Jeep pieces.



We left the fairground at 8:57 and measured the line of cars and trucks waiting to enter the meet at 1.6 miles long. Happy we were to be rolling the other direction. We skipped eggs at the famous Wagon Wheel as we needed to be home early. RTB at noon sharp as happy as if we had been to a car parts show in the chilly- but no snow-predawn time in the fields of South Jersey.

Clem Clement

ON THE ROAD IN MARCH, 2014

One wouldn't necessarily think that an establishment known as "Browns Liquors & Deli" would be the source of fine repast, but then many things were different from what I imagined they would be on that early March flea market run.



But there I go again putting food before parts; let me rewind a bit. Glenn MacKinnon, Clem and I left Clem's place at 6:30 AM on March 8 headed north to the Howard County Fairgrounds for the Chesapeake Region, AACA flea market..

We first met up with Dave Sturges of the Greater Baltimore Club; he agreed to do a program for us on his body and production number research.

In my meanderings, I saw 5 side bowl carbs, priced from \$200 - \$550; each was too pricy for me. I also passed on a nice late straight hood for \$100.

Clem got matchbox cars for handing out to kids at train and car shows; Glenn kept his money in his wallet.

The weather was delightfully cold – I say delightfully because the rippled brown concrete underfoot would have been sticky mud were it 5 degrees warmer. My big purchase was a 50# bag of glass bead blast media for \$15. >>>>>>>



Glenn & Clem in the Snow banks, lots of solid mud and 50# of blasting media... what a day!

ON THE ROAD (Cont.)



The kitchen sink at Petrolonia auction



Our sumptuous repast in Frederick

After a quick trip to the Frederick County Fairgrounds in Frederick for the Petroliana meet, we met up with Nick Arrington, who reiterated his invitation to his digs for a garage tour. He recommends a cool season visit later this year. We also saw Brad Minners and family, but missed Howard who was out looking for bargains.

I found a set of data plates from a Gray marine engine, and passed on a collection of “business cards” for shady ladies at the auction barn. Then we headed for Brown’s Deli, and were impressed that the UPS driver; 2 mail men; 2 cops; a long-haul trucker; and a tow truck driver all dropped in for their lunch. Meanwhile the fancy restaurant across the street stayed pretty quiet. Yep, eat where the working folks eat... it’ll always be good.

Fast forward to March 28, and Clem, Benny Leonard and I were off to Westminster for the Sugarloaf AACA indoor flea market at the Carroll County Agricultural Center. Just like last year, fellow GWC clubber Bob Clubb did an amazing job putting on a great show. >>>>>>>



Bob Clubb's amazing Model T Paddy Wagon

ON THE ROAD (Cont.)

We met up with Bruce Metcalf when we got there, chatted with Bob Clubb; Tom Terko; Luke Chaplin; Bob Hartig; Phil and Susan Kania; and Dan and Donna Lyon before we fanned out to find the goodies. I found a great original 30-31 cowl band, a distributor rotor and some little stuff; Clem found a repainted standard gauge train car that he believes is quite early; Benny got some shop supplies; Bruce kept his money folded in his wallet. As we were headed out to lunch, we met up again with Dave Sturges and refined our plans for his presentation to us on September 17.



"Stuff" Nirvana



**Does anybody really know what time it is?
Does anybody really care?**



Pretty Donna



Just a bunch of guys

Like last year, the Buffalo Girl was hanging out with us as we enjoyed good eats at Maggie's.

We swung back by the Ag Center to see how much money we won on the 50/50... unfortunately, we didn't win a dime. That's O.K., though, because the time on the road this month to these flea markets was priceless.

Jim Gray



GRAY WITH AN A

When Henry met the Beatles.

Ellis Bliss (my wife's 3rd great-grandfather) of Hebron, Connecticut, wrote a letter to his son, Ellis Bliss, who lived in More Town in "the new State of Vermont," on May 4, 1785. In it, he remarks: "We have had a long winter. The snow lay till the last of April here, began to melt away about the tenth of April and went by the last of April. March was as hard

weather as ever I know in January. The snow above two feet deep in the woods, six or seven foot deep by the fences in our pastures."

Watching a heavy snow shower on this 11th day of spring while listening to the Beatles sing "When I'm 64," I find myself hoping for just a bit of global warming to prevent a repeat of that late spring of 229 years ago. But not everyone with an interest in the Model A Ford shares my interest in history; Henry Ford claimed he didn't:

I don't know much about history, and I wouldn't give a nickel for all the history in the world. It means nothing to me. *History is more or less bunk*. It's tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinker's damn is the history we make today¹. (Emphasis added)

Reflect for a moment on the great social failures history records; it's the exact same mistreatments (lust, greed, murder, etc... you know, all the 7 deadly sins) over and over again. To my mind, that's why we do, in fact, need to study history to try to learn how to lift those burdens from our souls. But Henry aimed to lift the burden from the bodies of everyday man; an endeavor different and apart, he felt, from history. I'm not so sure you can do that. My dad used to tell me "if you can afford to be wrong at least 50% of the time, ignore the advice of experience."

Well Ford didn't ignore the advice of experience. He built his first steam engine at 15 (in 1878), and became a machinist's apprentice in 1882. He worked his way up to chief engineer at the Edison Illuminating Company of Detroit by 1891, and by 1896, he'd completed his first Ford car. In 1899, he founded the Detroit Automobile Company... which was bankrupt in 18 months. But with his reputation for building and racing fast cars, he was able to find the backing to found the Ford Motor Company in 1903.² During those 25 years, he amassed thousands of hours of experience, certainly more than 1,000 hours a year. All of this, "...the advice of experience."

According to Malcolm Gladwell in his 2008 best-selling book *Outliers; the Story of Success*, Success comes from a tricky combination of luck and opportunity; interestingly, though, God-given talent doesn't make as much difference as we might have thought. In fact, study after study has shown that more than anything else, *practice* is what really makes perfect. How much practice does it take to become expert at something? Ten years' worth... or more precisely, 10,000 hours.³ Henry Ford had made himself an expert; as luck would have it, his first company failed.

Back in 1964, those of us who were teens were ecstatic about the overnight success of a mop-haired pop group from England, the Beatles. Overnight success, hah! The Beatles (formerly the Quarry Men) had been together as a band for a decade, and forged their "overnight success" by playing Liverpool pubs every night for hours on end. Their injection of luck was when their manager, Brian Epstein, met an individual on the dock who was looking for a band to play in his clubs in Hamburg, Germany. Epstein arranged for the Beatles to travel on 4 different occasions to Germany, where they performed 8 hours a day 7 days a week. They spent every spare moment developing new material and new ways to present that material day in and day out. In short, they got their 10,000 hours the old fashioned way, just as Ford did... they worked for it.⁴

The success of both the Beatles and Henry Ford proves Gladwell's contention that success is driven

GRAY WITH AN A (Cont.)

by opportunity, and kick-started by luck; taking advantage of that opportunity requires job satisfaction; and job satisfaction is driven by 3 things: autonomy; complexity; and connection between effort and reward.⁵ The luck part is a wild card. Ford was born of modest means on a farm to first-generation Irish immigrants. His opportunity was being born during a time of low population growth (1863) just as America was striving toward its “Manifest Destiny”; his gift of mechanical ability led him away from a sawmill to the nascent world of automobiles. His luck was hitting upon the idea... after the failure of his first company... that he needed to be the pioneer who made a car for the masses, while his competitors plodded along making cars for the elite.

It’s interesting that the mechanical device we share an interest in – the Model A Ford – has been seen by some as somewhat of a failure:

The Model A proved to be a relative disappointment, and was outsold by both Chevrolet (made by General Motors) and Plymouth (made by Chrysler); it was discontinued in 1931.⁶

But I ask you, how many of those at-the-time more numerous Chevrolets and Plymouths are on the road today?

I found the web site of the Vintage Chevrolet Club, and it has one club in Virginia: the Old Dominion Region in Staunton. That club doesn’t have a web site or hold regular meetings. The national club claims “...members not only in the United States, Canada and also numerous International countries. With a membership of over 8,000 folks...” And don’t forget... this club is for the preservation of ALL years of Chevrolets.⁷

The website of the Buckeye Plymouth Club (<http://buckeyeplymouthclub.com/history/>) tells us they are one of 26 Regional Chapters internationally of the Plymouth Owner’s Club, and that they have 20 members in their region; no events are posted, and there are no advertisements in their classifieds.

So I compared this with MAFCA’s home page (<http://mafca.com/index.html>) which claims they are “The Largest Car Club in the World Dedicated to One Type of Automobile.” Like MAFCA, MARC (<http://modelarestorers.org/index.htm>), doesn’t mention numbers of members, but they did tell me they have 170 US clubs (or “Regions” as they call them). Seven of these (Blue Ridge; Cape Henry; Colonial Virginia; Mount Vernon; Old Dominion; Skyline; and Virginia-Carolina) are in VA, and 3 (Greater Baltimore; Hub City; and Southern Maryland) are in Maryland. There are also 11 international regions and 14 special interest regions.⁸

I surmise, then that “success” has at least two judges: the fickle judge of fashion, and the enduring judge of survival; you know - history. Remember, the fickle press wasn’t all that impressed with the Beatles in 1964. But we’ve forgotten who they were, and we’ve venerated the Beatles.

Henry, from humble beginnings, saw that “we are being born into opportunity” for change, just as did others born in 1863: William Randolph Hurst; Edvard Munch (who painted *The Scream*); Charles Ringling; Richard Sears; and the unintentional catalyst of the lot, Duke Franz Ferdinand.⁹

I would argue that the three elements of success that Gladwell claims drive job satisfaction also drive our interest in 80+ year-old cars and 50-year old music. I thought about that as I listened to the Beatles “*Birthday*” earlier last month while adding air to Ruby’s tires.

Ford crafted devices to lift the burden from our backs; the Beatles crafted music to lift it from our souls; these pilgrims left the plodders behind; their progress together is history... and that’s no bunk.

Jim Gray

1. Ford, Henry; Interview in *Chicago Tribune*, 25 May 1916)
2. Ford, Henry, *Today and Tomorrow*, Productivity Press, 1988 (reprint of 1926 edition), pg. xi
3. Gladwell, Malcolm, *Outliers; the Story of Success*, Little, Brown & Company, New York, 2008
4. Saffle, Michael, *The Musical Characteristics of the Beatles*, The Government of the Hong Kong Special Administrative Region Education Bureau, 2009
5. Gladwell, pg. 149
6. History.com Staff, *Henry Ford*, <http://www.history.com/topics/henry-ford>, 2009
7. <http://www.vcca.org/locations.php>
8. MARC, New Regions List of MARC Affiliated Model A Clubs, April 20, 2013 <http://modelarestorers.org/about.htm>
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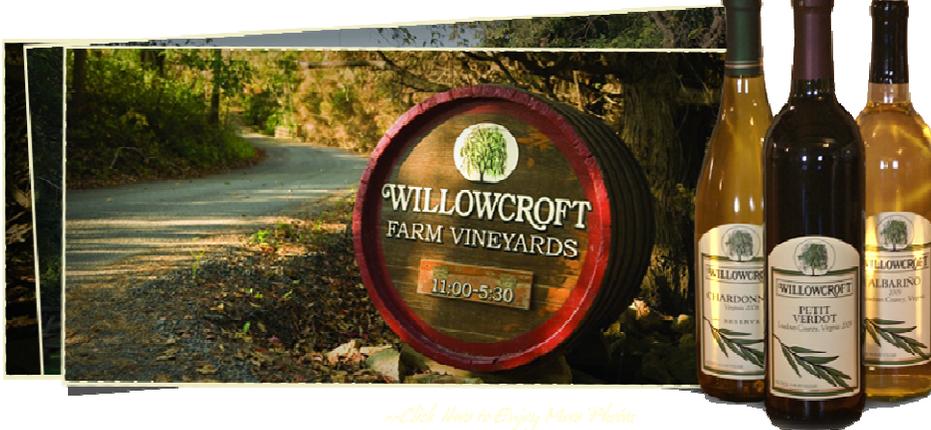
CROSS ESTATE TOUR AND WILLOWCROFT WINERY PICNIC, SUNDAY, MAY 4th

Talk about a great combination! A good old fashioned sawdust and wine party!

Join us for breakfast on Sunday, May 4 at Bob Evans, 14050 Thunderbolt Place, Chantilly, VA 20151 (near the intersection of US Route 50 and 28) at 8:00 AM.

We'll leave the restaurant at 9:00 for a drive west on US-50 to the Cross Farm at 39246 Lime Kiln Rd, Leesburg, VA 20175. We'll turn onto US-15 at the third traffic circle (about 11 ½ miles), then go about 4 ½ miles on 15 until we turn left onto Lime Kiln Road (State Route 733). Jim and Edna's place is on the right about 1 ½ miles up the road. The trip should take about 30 minutes.

Why go, you ask? Jim tells me he has a couple of nice logs on skids to be cut in his sawmill. He has also offered to give us a tour of his collection of 22 collector automobiles, some of which you may have seen, several of which I bet you haven't. Plus our hostess par excellence, Edna, will be there to keep us all in line.



Click Here to Enjoy More Photos

After this fabulous visit, we'll go, by private road, to club member Lew Parker's Willowcroft Winery at 38906 Mt Gilead Road, Leesburg, VA 20175 (<http://willowcroftwine.com/>). Model As and other vintage cars will have priority parking at Willowcroft so we can get pictures full of our cars and that beautiful Winery.

Lew has graciously offered to let us use his picnic tables for a picnic. But remember, this is to be a bring-your-own picnic event. So don't forget food! It'd be a shame to have to drink some of Lew's fine wines without any picnic. Or maybe not.

If you have period togs, this would be a good day to wear them. Think of the photo ops at BOTH places.

We'll have more details and a signup sheet at the April Meeting. Call or send me an email if you'd like, and let me know you want to come. Last call for sign up will be Wednesday, April 30. I'll need to know how many are in your party, and if you're coming in a Model A, other vintage car, or a modern. If I miss your phone call, please leave a message with your details, name and best phone number.

*"Wine makes daily living easier,
less hurried, with fewer tensions
and more tolerance."*

Benjamin Franklin

This event promises to be a GREAT time; plan to be there, and plan to have a fine as wine time.

Jim Gray

SMALL PARTS REPAIR DAY, SATURDAY, APRIL 26TH

No matter how well your Model A runs, it's always good to have a good working spare carburetor, distributor, water pump and other small parts. Small Parts Day is where club members bring small parts that are in need of repair. At the garage, many of the tools and member's expertise are available to restore the part to like-new condition.

This year, Small Parts Day will be held at the home of Janet Merkel, 9306 Merkel Farms Road, Bowie, MD, from 9:00 a.m. to 4:00 p.m. on Saturday, April 26th. Members should bring any parts that will be needed to repair their item. Be sure to get those ordered ahead of time so as to have them on the 26th. Equipment will be on hand to do final cleaning and paint parts, as well as tools to aid in mechanical restoration tasks. The cleaner the parts are when they arrive, the faster the rebuilding effort will be. Sand blasting is available for those that need it. Craig Sawyer from the Southern Maryland Model A Club will be at the Merkel's to assist with carburetor work and will flow test the jets. Even if you don't plan to rebuild a part, anyone is welcome to come, watch and learn. Ladies, please join in the fun.

Coffee and donuts will be provided by the club in the morning and lunch will also be served.

Directions: For those coming from Virginia. If you need directions from another area, let Janet know.

From Route 495, Woodrow Wilson Bridge:

Exit off Beltway onto Route 50 East. From Route 50, exit onto Route 197 North. Stay on Rt. 197, crossing over Route 450. At Old Chapel Road, turn right. There is a Sunoco Gas Station where you will turn. Turn left onto Race Track Road. Go past the race track and head up the hill.

***Turn right into Patuxent Riding subdivision. At the stop sign, turn right onto Arabian Lane. Stay on this road. This road will become a gravel road, which is now Merkel Farms Road. Our house is the first house on the left. You'll see the garages.

From Route 495, American Legion Bridge:

Stay on Route 495 until you get to the Balt/Wash Pkwy. Take the Baltimore exit onto the Parkway. Go several miles and take the Powder Mill Rd exit. Turn right onto Powder Mill Rd. Stay on this until it ends at Rt. 197. Turn right onto Rt. 197. After passing Bowie State University, and at the next light, turn left onto Race Track Rd. At the fork, bear to the right (there's a child care center at the fork). Turn left into Patuxent Riding subdivision. Follow direction from above marked with ***.

If you get lost on the 26th, call Janet on her cell phone, 301-325-7020. If you need to call before the 26th, the home number is 301-262-6587.



CHERRY BLOSSOM PARADE APRIL 12th

We have a good-sized contingent of 10 cars joining the 2014 National Cherry Blossom Festival Parade on Saturday, April 12. Our report time at the assembly point on Jefferson Drive in front of the Air and Space Museum is 8:00 AM.

We will have a caravan group meeting at the McDonald's in the Pan Am Shopping Center in Fairfax at 6:45 AM. We will leave, in caravan, at 7:15 to allow for the 45-minute drive to the assembly point.

These are the drivers for whom I have completed registration packets:

Paul Gauthier, Clem Clement, Benny Leonard, Chuck Kunstbeck, Andy Jaeger, Jason Cunningham, Dick Johns, George Bates, Tom Quigley and myself.

Insurance and security requirements dictate that drivers who arrive without having registered must be turned away. I will mail a packet containing your element and parade permission placards on Tuesday, April 2. If you have these two placards, please join us; if you do not, unfortunately you will not be able to participate.

Contact me with any questions: jrg240z@cox.net or 703-250-1991

Jim Gray

COMING EVENTS

April 12 Cherry Blossom Parade (See above for information.)

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

April 17 Caffeine double clutch Clutch (CDC) for April. The breakfast group is planning to meet at the Fairfax Silver Diner again on April 17 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 RSVP to Clem Clement by email (clem.clement@cox.net) or phone ([703-830-5597](tel:703-830-5597)) (H); [571-239-1701](tel:571-239-1701) (C).

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

April 26 Small Parts Day at the Merkel Farm. (Info and directions on p. 20.)

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 or call [703-533-2953](tel:703-533-2953) or email ecnolen@hotmail.com

May 4 Picnic and winery tour at Jim and Edna Crosses' sawmill (see p. 19 for details). For more info, call Jim Gray at 703-250-1991 (H); 410-353-0381 (C) or email him at Jrg240z@cox.net

May 17 City of Fairfax Antique Car Show, 10:00 to 3:00, City Hall, 10455 Armstrong St. (Old Town Fairfax). Arts, crafts, retail shops, farmers' market, Blue Grass Band Festival, Fairfax Museum, self-guided walking tours, fire department public education trailer. Preregistration deadline May 9th (\$10). For more info, go to www.visitfairfax.com or www.nvrg.org or email info@nvrg.org .

May 21 GWC General Meeting. Sully judging seminar and hands-on training.

APRIL'S PROGRAM AND ACTIVITY PAIRING

The April 16 program will be a preparation day for our Small Parts Day activity at Janet Merkel's farm in Bowie, MD, on April 26.

We have asked Luke Chaplin to work with those who have a generator or starter to test or to rebuild to man one table. Benny Leonard will man the second table to help those who want to rebuild distributors.

Our third and final guest expert will be Tom Terko, who will advise those wishing to rebuild a carburetor.

Be prepared to take notes about what you might need to do to get ready for Small Parts Day, to include making a list of what you need to buy to complete your rebuild. If you have your part ready, bring it with you so the experts can advise you on your specific task.

Jim Gray

WANT ADS

Wanted

1930-1931 non-indented firewall. Need not be in mint condition or complete. A non-indented firewall or a 1928-1929 firewall might work as well, considering the area needed. Below is a picture of the specific area on the firewall needed. The second picture is a picture of that area intact on another vehicle, as a reference. The rest of the firewall can be trashed, but most of this area needs to be intact. Please call George @ [703-969-1715](tel:703-969-1715).



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).

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

Names- First _____ Spouse _____ Last _____

Address _____ City _____ State _____ Zip _____

Phone (H) _____ (C) _____ (B) _____ E-mail _____

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

For members with email the dues are \$20.00 per year but are prorated over the year: Joining after March 31st = \$15.00, Joining after June 30th = \$10.00, Joining after September 30th = \$5.00. 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 31st = \$22.50, Joining after June 30th = \$15.00, Joining after September 30th = \$7.50.

Please visit us at: www.gwcmodela.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