

The Ford Script



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Billboard along Rt. 30 in Pennsylvania, 5 miles from Flight 93 Memorial



Dedicated to the restoration and preservation of Model A Fords for over 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 Monday prior to the first Wednesday of the month to: billhsims@gmail.com

Next deadline: Monday, March 2nd

FROM THE PRESIDENT



“Dear Membership,

Now that we are past the January Indoor Flea Market, we are within sight of a lot of interesting upcoming Monthly Meeting Programs and Activities with the Club. Jim has a full slate of GWC Activities planned, which you will want to join us in, but let's focus on the indoor Monthly Meeting Programs.

James will be offering a number of technical programs to get the season rolling. If you have a specific technical subject you would like to learn more about at the Monthly Meeting, let James and the other Board members

know, so we can put together a good presentation.

Even better, if you have a desire to present your own technical presentation, on any Model A Ford subject, let James know, and we will make it happen.

The upcoming February program will feature various aspects of Model A Hubcaps, and a discussion of carburetor thread taps.

In March the program will be about "The Mysterious Model X – the intended replacement for the Model T," presented by Club Secretary Stan Johnson.

The April program will cover small parts repair techniques, and is a lead in to Small Parts Day, which will be hosted again by Janet Merkel. This is your chance to get some hands-on experience with that part you were reluctant to tackle on your own. There will be Club technical experts, as well as tools and equipment to help you see how to get your part repaired correctly, and get your Model A ready for Sully and the touring/ parade season.

The May program will be an overview of the restoration of the Model A rear axle and an explanation of the differential components. Everyone knows what the differential is, but you only really understand it when you take it apart and see how all the pieces fit together. I only really understood this when I assembled the differential of my Likamobile steam car. The Model A rear end that James will instruct us on will be an even better learning tool.

Well, that should be enough to get your interest up. Winter is short, and Spring is coming, and now is the time to start thinking and planning about getting that Model A out and on the road. The repair work is worth it because that leads to the fun part, driving your Model A in a parade, or on a tour this Summer with the Club.

See you down the road,

Doug."

FROM THE EDITOR

My car is still sitting in Donnie's shop awaiting its Mitchell overdrive. While I'm waiting, I decided to run a related article submitted by George Smolenyak some time ago on his experiences with installing one. The story did make me nervous, but it ended well, thank goodness.

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FROM THE EDITOR (Cont.)

Another thing that ended well this month was a surprise health issue. About 2 weeks ago, I developed a minor stomach ache that over the course of about six hours migrated to the right. After consulting WebMD and several other sites, I decided, what the heck, I'd let a professional check it out. So Alice and I popped down to the Washington Adventist emergency room (a 2-minute drive from our house) around 10:00pm. We both expected I'd get a dose of Pepto Bismol and be sent on my merry way. Nope. One MRI later I got the news—my appendix needed removing. But it could wait til morning since I was experiencing no symptoms other than mild pain (unless you actually pressed my appendix—then it shot through the roof).

Modern medicine is amazing. Instead of this great scar I could show off, I've got 3 small incisions covered by band-aids. I guess I can't complain. The whole thing took about an hour—insert camera in one hole near my navel, a couple of instruments in the others, and snip snip, out comes the appendix. After a day of "rest" hooked up to an IV drip and these queer leg massagers to prevent clots, I was sent home after the longest hospital stay in my life—2 nights. It probably only would've been one if I'd decided to sleep on my decision before going to the emergency room. But if my heart attack adventure in '07 taught me one thing, it's that at my age you do NOT ignore a pain, no matter how little it hurts; especially when the consequences of doing so could be so dire.

FROM THE SMOKE-FREE ROOM

BOARD MEETING MINUTES January 28, 2015

Call to Order. President Doug Tomb opened the meeting at 7:10 PM at the Fairfax Red, Hot and Blue meeting room. In attendance were Doug Tomb, James Kalody, Jim Gray, Bill Sims, Milford Sprecher, Stan Johnson, Greg Shepherd, Jerry Olexson, Bill Worsham, Benny Leonard, Tom Quigley, Howard Minners. Absent was Bruce Metcalf. The opening dispensed with the reading of the minutes of the last meeting.

Treasurer's Report. Treasurer Jerry Olexson gave the Treasurer's Report using a one-page summary that sets forth the 2014 Budget, 2015 Budget, 2015 actual expenditures, and amount remaining for each budgeted item in 2015. The budget is broken down into income and expense categories. Current balance of all accounts is \$57,484.66. Copies of the one-page summary will be available at the general membership meeting.

Committee Reports.

Activities Chairman Jim Gray reported on the status of planned events for the chapter. February events include the monthly general membership meeting on Feb 18 and the Old Car and Train Day at the Clements', 12-5 PM, Feb 22. March events include three non-sponsored events on March 14: AACCA parts swap, Howard Country Fairgrounds; Patina Tool Show, Damascus, MD; and Petrolina swap meet at the Frederick Fairgrounds. On March 27-28 is the non-sponsored Sugarloaf Antique Auto Swap Meet in the Westminster, MD, Agriculture Center. The GWC monthly general membership meeting is March 18. April events include the non-sponsored Cabin Fever show April 10-12 at the York, MD, Fairgrounds, the GWC Annual Small Parts Day on April 18 at Merkel's farm.

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SMOKE-FREE ROOM (Cont.)

Programs Chairman James Kalody discussed upcoming programs planned for chapter meetings.

- The February program will feature various aspects of Model A Hubcaps, including proper installation, rattle-free techniques, and examples of Ugly Hubcaps. A discussion of carburetor thread taps will be included.
- The March program will be “The Mysterious Model X – the intended replacement for the Model T” given by Stan Johnson.
- The April program will be Small Parts repair techniques using four rotating stations in preparation for Small Parts Day.
- The May program will be restoration of the Model A rear axle and differential components. An attempt will be made to obtain a nationally known guest speaker for this event.
- The June program will be a Sully judging and training session.
- The July program will be an outdoor swap meet. The rest of the year’s programs are pending.

Membership Chairman Greg Shepherd provided a report on the status of dues collection for 2015. 120 of the 180 members have paid their dues, 60 have not, and the latter will be contacted individually.

Youth Scholarship Chairman Tom Quigley reported on the status of the 2015 Scholarship process. The process will be similar to past years. The evaluation process will consider both Model A involvement as well as academic records.

Sully Car Show Chairman Bill Worsham reported that a meeting was held with the Sully staff. Planning is proceeding normally. Some adjustment to judging classes of vehicles is being considered, but fees will remain the same. Unfortunately, some of the trees in the Model A display area need to be cut down before the show, so some shade differences will be noted this year.

National Club Chairman Howard Minners reported that three national meets are pending for 2015: The MARC Membership meet in Joliet, IL April 9-11; MAFCA Tour “Lobsters and Lighthouses” June 7-12; and the MARC Meet in Niagara Falls (Canada) June 21-26. Howard suggested an ideal Model A trip would be to go to the Maine tour June 7-12, then drive leisurely across New England and New York to the Niagara Falls meet just across the border into Canada June 21-26. There were no immediate volunteers.

Club Tools Chairman Benny Leonard stated that a hubcap installation tool will be bought in preparation for the February meeting.

Old Business.

Doug Tomb led a discussion about national club insurance. Jim Gray provided a summary of his research into the MARC and MAFCA documents and requirements. A motion was made by Milford Sprecher and seconded by Tom Quigley to complete and submit the MARC annual club registration with the required information. Motion passed.

New Business

Youth membership dues. A short discussion was held regarding the possibility of providing a reduced youth membership dues rate to encourage young people to belong to the club, attend meetings and events. The concept will be considered in more depth at a later meeting.

Script advertising. A discussion was held regarding *Script* advertising. It was decided that potential advertisers would be asked if they would be interested in being part of a compilation of

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SMOKE-FREE ROOM (Cont.)

available services made available to members, and also if they are interested in buying advertising in the *Script*. Editor Bill Sims and Treasurer Jerry Olexson will develop this concept further.

Next Meeting of the board will be held at the Fairfax Library on February 25th time to be determined to accommodate after-work travel.

Adjournment. The meeting was adjourned at 9:05 PM.

Respectfully submitted,
Stan Johnson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Thanks were given by President John Howell to all the members who had contributed to the Memorial Fund, augmenting the generous gift from Jack Knowles' widow, and to Reed Martin for his excellent presentation about his participation in the historic London to Brighton Run with his wife Barbara in his 1900 Knox. Reed had also recounted the event in an excellent article for the Ford Script. Membership Chairman Dave Henderson harped on about dues: 178 had paid, but 65 hadn't. Then, putting back on his last year's Treasurer's hat, he reported that our \$\$\$ balance was \$21,678!



Jerry Olexson was appointed to head a committee to investigate the economic and logistic aspects of our putting on a winter parts meet such as the defunct Montgomery County Fairgrounds meet that for years had been conducted by the Model T club. Plans were being laid for a caravan to the upcoming parts meet at the Frederick County Fairgrounds, put on by the Sugarloaf Mountain Region of AACA.

Jim Cartmill continued his series of articles in the Script based on Ford Service Bulletins. This month it was about adjusting the 2-tooth steering box.

Howard Minners introduced Senor Jose Aldebalde of the embassy of Uruquay, a Model A owner, who was joining our chapter as the representative of the Classic Car Club of Montevideo.

Reed Martin made another contribution this month—his recollection about an encounter he had while driving a Model A. Get this: "About 1963 I had a convertible pickup truck. I couldn't get it to run very well but I finally did get it running. I took it for a little drive around Kensington where a man who happened to be walking down Connecticut Avenue called out "Come Here!" I pulled into a High's parking lot and he said "Come here, your car no run good. it run terrible!" Well I said to him that I didn't know anything about it, it's running, something I've been waiting for for years. Without hesitation he replied "I fix". He lifted up the hood and took his bare hands and shorted out the engine by putting his hands on all four spark plug wires at the same time and the engine of course stopped. I just stood there in disbelief. Was this guy someone from outer space to endure a shock like that? Then he said "I am a mechanic from Uruquay; I know Model A's; I fix your car; it run great". And he reached over and with his hands grabbed hold of the starter rod and started the engine from under the hood; I had never seen that done before. Then he proceeded to hold each spark plug wire and observe how high is elbow would jump, hence how much spark was going to that plug. Then he says "I know number 3 plug and number 1 plug need to be switched and your points are too close; may I fix?" RIGHT! He took the two plugs out and looked at them, switched them, widened the gap on the points and restarted the engine. I drove the car forever after that and it ran great!"

Dave Henderson

SUNSHINE REPORT

Long-time club member Bob Small died suddenly on Sunday, Jan 25th at home. Although he wasn't an active member in the club, he enjoyed hearing about club members and anything pertaining to the Model A. He always made it a point to attend the Small Parts Day. The memorial was held on January 30th in Maryland.

Jim Cross has heart surgery at the Cleveland Clinic coming up.

Paul Gauthier will not leave town for the UP (I've learned from Paul over the years that this stands for the Upper Peninsula part of Michigan) today. He's on hold for a bit as he deals with a health issue.

Dan Danielson is home recovering from pneumonia.

Please keep all these families in your thoughts and prayers as they deal with difficult times.

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. Please mention the Sunshine Report specifically so I know that it's OK to release. I can always be reached at Shepman@gmail.com or 703-476-6496.

MEMBERSHIP REPORT

Last month for collecting dues! Get them in now or I will be forced to drop you from the Club. We have about 50 members still outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those without. The membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc...) when you mail the check in. Also included in the Script is the Sully sign-up sheet for 2015. You can print and fill this out to include with your renewal check.

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

Please get your dues in soon for 2015 to help me out. The hard deadline is:

February 28th, 2015

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YOU ARE INVITED
TO OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 22, 2015

12-5 PM

AT

THE CLEMENT HOME

12106 GARY HILL DR
FAIRFAX VA 22030

Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.

Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring "show and tell" trains, if you like, and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off.

A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

DIRECTIONS: Take Route 66 West to Exit 55, VA 286 (old Route 7100) South to Braddock Road. Turn right toward Clifton/Centreville. Turn left at the traffic light onto Colchester Road and go 2.2 miles. Cross Popes Head Road (Church on corner), turn left on Saddlehorn Drive (Through the brick entranceway into Colchester Hunt Village.) Second right is Gary Hill Drive. We are the first house on the left.

Alternate route: Take Braddock Road West off the 495 Beltway. Travel west about 15 miles, cross under Fairfax Parkway and turn left at the traffic light onto Colchester Road and continue as above.

See you on Train and Old Car Day!

Sandy and Clem Clement
Ph. (703) 830-5597 C (571)-239-1701
Email: clem.clement@cox.net

MARC DRIVING AWARDS FOR 2014

The 2014 mileage report is noted below:

Jim Cartmill	31 Tudor	33,474
Clem Clement	30 Cabriolet	12,837
Joe Curatola	31 Tudor	8,358
Paul Gauthier	30 Tudor	6,013
Paul Gauthier	30 Delux Fordor	4,256
Andy Jaeger	31 Pick Up	9,467
Andy Jaeger	30 Town Sedan	10,017
Chuck Kunstbeck	31 Delux Coupe	15,520
Benny Leonard	30 Tudor	15,663
Phil McCormick	30 Tudor	5,315
Tom Quigley	30 Roadster	12,384
Tom Quigley	31 Victoria	3,899
Bill Sims	31 Town Sedan	14,475
Millard Springer	31 Cabriolet	20,050
Ashley Williams	31 Fordor	2,605
Woody Williams	29 Roadster	4,885
Woody Williams	31 Pick Up	305

Based on these mileages, we have four awards pending for 2014. Millard Springer is due the 20,000-mile award for his 1931 Cabriolet; Chuck Kunstbeck is due the 15,000-mile award for his 1931 Coupe; Andy Jaeger is due the 10,000-mile award for his 1930 Town Sedan; and Phil McCormick is due the 5,000-mile award for his 1930 Tudor.

The driving awards program is sponsored and administered by MARC and one of the requirements of the program is membership in that organization. All mileage accumulated throughout the year counts toward the program. However, mileage accumulated during years you are not a member of MARC does not count toward an award. Dick Fisher, the National MARC Driving Awards Chairperson, uses the published MARC roster to determine membership. If a Club member drops their membership in MARC, I do not carry them in the program, though I do maintain their previous data. Should they rejoin MARC, their mileage begins accumulating from their total the last year they were a member of MARC.

If you're planning on going to any of the MARC National Meets this year (or MAFCA meets also—miles are miles) or just participating in Club events this year, why not make your miles count by joining in the MARC Driving Awards program? To join you must, as mentioned, be a member of MARC and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original type four-cylinder engine (1927-1934) and have an original body style for year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those miles this year count. Contact Jim Cartmill by phone at home (540-743-5510) or by email (cartmill@embargmail.com), to receive a registration form and information sheet. You can also find information about the program on the MARC Web Site.

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MARC DRIVING AWARDS (Cont.)

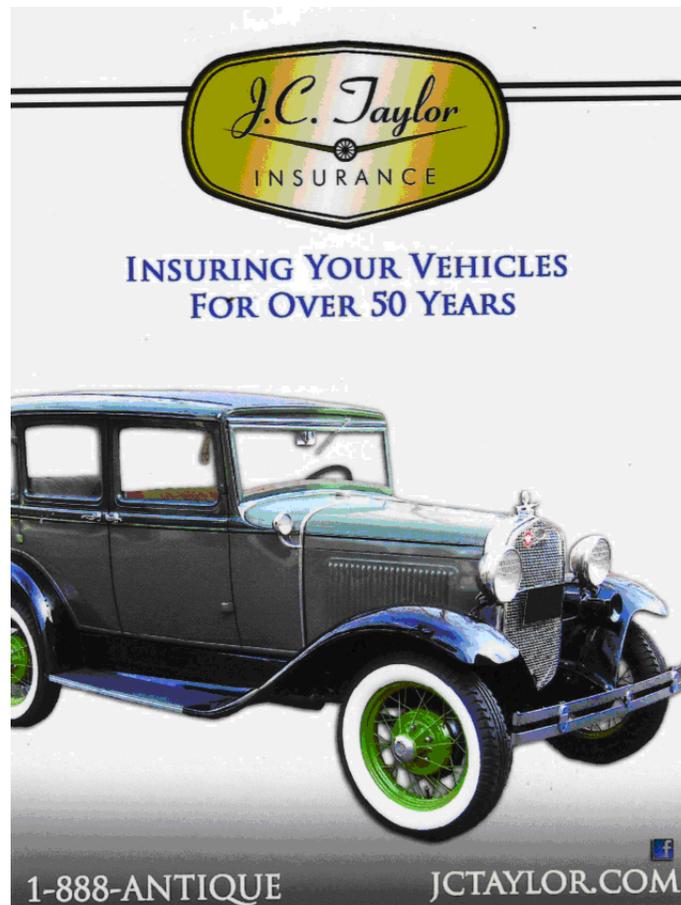
Cricket is planning on taking Carol and I up to Niagara Falls, Canada, for the CanMARC National Meet in June. We had thought about doing the MAFCA Lobsters and Lighthouses Tour the week before but we'll have visitors at that time, so we hope to drive some of that area on the way home. And Cricket is really looking forward to the Hudson Valley Region's National Tour in September of 2016.

Jim Cartmill

CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST FRIDAY, FEBRUARY 13TH

The next CDC is scheduled for Friday, February 13– 9:30 am, at the Fair Oaks Silver Diner. 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road.) If you haven't been before, this is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well.

Clem Clement



The advertisement features a central image of a dark-colored vintage car with white-walled tires and a prominent front grille. Above the car is a logo for "J.C. Taylor INSURANCE" in a stylized font. Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is displayed in blue. At the bottom, the phone number "1-888-ANTIQUE" and the website "JCTAYLOR.COM" are listed, along with a small Facebook icon.

DEJA VU ALL OVER AGAIN OR ANOTHER TOBACCO ROAD TOUR PLUS SOME (PART 4)

So I'm in Pigeon Forge and I can't find the road leading to The Music Road Hotel, the host hotel for Mountains, Music and Model A's. Lost again! As I'm driving out of Pigeon Forge I see a Welcome Center and I head for that. Inside the very nice attendant tells me that all eleven stop lights in Pigeon Forge are numbered 0 to 10. If I ask someone for directions, they will tell me to go to a numbered stop light and turn left or right as appropriate. What I need to do is go to stop light 1 and turn right. Easy day! I managed to not get lost again. Okay, I managed to not get lost again in Pigeon Forge.

I'm early for registration. So after checking in and unloading, I decide to check Cricket over. I brought along my good torque wrench and wanted to check the head and manifold bolts and found that everything was the way it should be. I had been checking oil and water each day and never needed any but today Cricket was a bit down on oil, so I topped off and never needed to put anymore in. While I was looking around, I did discover that the fan belt was a bit worse for wear. I think that may have stemmed from getting it too tight when I put the new alternator on. Fortunately I had a spare and quickly replaced the worn one, being careful to keep it a bit looser. That was my sum total of car repair on the trip. After lunch I make it to registration and find that the schedule is quite interesting. The first full day of the meet includes a morning Grand Tour to Cades Cove in the Great Smokey Mountains National Park followed by seminars on steering wheel repair and, in the afternoon, oil leaks. The second day is an open day and you're on your own. There are several self-guided tours you can take or you can visit the attractions in Pigeon Forge, go shopping or just sit around and talk with new friends. The third day is devoted to seminars on ladies fashions, the Model A electrical system, sheet metal repair, carburetor repair and, in the afternoon, an "ask the experts" session. Then that evening is the Farewell Banquet.

After looking over all the Model A's in the parking lot, I get cleaned up and head for the Welcome Party. Having been deserted by the folks who talked me into this, I look around for someone to sit with and I find Bobby and Patty Belvin from the Colonial A's. I ask if they would mind if I sit with fellow Virginians and they graciously ask me to set down. After they find out that I'm from GWC, I find out they are looking for the same folks that talked me into this. Small world isn't it? The meal that evening was hot dogs, chips and cookies prepared by volunteers from the Smokey Mountain Model A Club. Hey, I like hot dogs, and they had chili and onions for them! Entertainment for the night was provided by Boogertown Gap. The group is a couple the playing guitar and banjo and a third member playing fiddle. Actually I think all three members of group can play all three instruments and probably more. I didn't hear too much of their music because I was having fun talking with the folks at the table but what I heard was very good.

Next morning we all line up in front of the hotel and conference center for the Grand Tour. I'm about ten cars back from the front hoping I won't get caught at a light on the way out of town. As we pull out, a police car is blocking the street. We were actually provided a police escort out of town until we got on a two lane road to Cades Cove. As a result there is a line of about sixty Model A's with no modern cars to be seen. When I look out the windshield, all I see is Model A's! When I look in the rear view mirror, all I see is Model A's! That alone was worth the trip. >>>>>>



Look at all the A's!

February 2015

ANOTHER TOBACCO ROAD TOUR PLUS SOME (Cont.)

Cades Cove is a lush valley surrounded by mountains and is a popular attraction in the Great Smokey Mountains. I had been there once before but it was great to be back in a Model A. The cove was settled beginning in 1819 and many of the original homes and farms have been



Cades Cove Visitor Center Area

preserved. About half way around the 11-mile tour you come to the Visitor Center, which has a mill, several homes and outbuildings and numerous other exhibits. There are other stops along the way but time limited our ability to stop. On our return, many of us were led over to go through Gatlinburg, but I realized it was getting close to seminar time so I took a bypass around Gatlinburg, grabbed lunch a Bojangles (chicken) and headed back to the hotel.

The first seminar in the afternoon covered steering wheel restoration and consisted of a demonstration of all the aspects except painting. The repair involved grinding out cracks with a

Dremel tool, filling with Epoxy Mix PC-7, filing and sanding down the filler, and finally painting with an epoxy primer and urethane paint. It seemed to me that the paint would eventually wear off but then for a show car it might be appropriate, and I have a cover on Cricket's steering wheel to keep my hands from getting black. The second seminar covered some things that could be done to avoid oil leaks when you're building up an engine, and also demonstrated a drip catcher for rear main oil leaks. Kind of odd looking but I guess it could help.

The next day I had a late breakfast and took myself out to the Tennessee Museum of Aviation. It proved to be quite interesting and Cricket became another exhibit while out in the parking lot. The museum has an artifacts gallery that includes General Jimmy Doolittle's Medal of Honor for the raid on Japan. It also had a movie on flying P-47's to escort the bombing raids into Germany during World War II. It appeared to be a morale-boosting documentary for the folks at home but was quite enlightening. The museum also has a large hanger area with a number of WW II, Vietnam era, and a few more modern aircraft on display. All in all it was a very enjoyable morning. That afternoon I didn't do a whole lot. Looked at more cars, talked with a few more owners and a few other folks about Model A's in general, read a little and even played my banjo. The third day was spent mostly in seminars. I really didn't pick up anything new at the electrical seminar from Richard Lorenz, except the presenter did recommend relays on the headlights as well as the horn, something Jon Phillips is including on the wiring harnesses he's building at the Model A Garage. Brent Terry presented the sheet metal repair seminar and covered how his shop repairs the front fender crack, and also had slides of the rebuild of a phaeton body for one of the Smokey Mountain A folks. The car was also at the meet and, although the repair was extensive, you couldn't tell it had ever been touched. The last morning seminar was on carburetors but the presenter, Robert Wyrick, felt there was more than enough information on Zenith carburetors so he covered Tillotson. The thing I found most interesting in his presentation was the jig he displayed. His basic point was that Tillotson carburetors, being pot metal, usually end up with a warped upper body that is thought to be unrepairable. He was discussing the situation with a fellow restorer and had an upper body in hand that was indeed

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ANOTHER TOBACCO ROAD TOUR PLUS SOME (Cont.)

warped. The fellow asked him to leave the upper body for a few days. When Robert came to retrieve it, it was straight. The fellow, being something of a metal worker, had made a jig out of half-inch steel that clamped the upper half flat. He then heated the jig and upper half until the clamp could compress it back to its original shape. Robert said he had repaired several Tillotsons in that manner and had no problem with them on his cars. Unfortunately, I forgot my camera but it shouldn't be too hard to come up with a similar jig, though cutting the metal could prove interesting.

The afternoon's seminar proved to be the most interesting of all. The seminar was moderated by Robert Wyrick and most of the questions were thrown open to the entire group. In the end, Brent Terry came up with a lot of answers and had some insights and techniques that I found quite informative. One thing that he suggested was that if you were really going to do a lot of your own restoration that you needed three important tools. First, you needed a good lathe. He said that, with a little research, you could find a small one that would fit your needs on eBay for about \$1,500. Second, you needed a good milling machine and again could come up with one on eBay for around \$1,200. Lastly, you needed a good MIG welder, but don't get it from eBay. Buy a brand name new one from a reputable dealer. So for about \$5,000 you could equip your shop to do most of the things you might want to do.

Another thing Brent discussed was straightening wheels. He said another fellow in the Smokey Mountain A Club had come up with an approach that he used in his shop. He said that assuming a wheel is not totally bent up, the spokes have memory and will shrink back to their original shape if heated. He mounted the tires on an axle with a wheel very close to the ground and would then turn the wheel to find the out-of-round spot. If the inside spokes were heated to the point that water thrown on them would steam, they should shrink that low spot. Then you just keep working at them until the wheel is round. Then you take on wobble, which involves the outer spokes. Again rotate the wheel, this time with a reference on the outside of the wheel to find where the rim sticks out, then heat the spokes near that area and again keep working around the wheel. He said it takes time, but with practice and patience you can get a wheel back to true.

One final item that Brent addressed was gas tanks. At his shop he said they cut them open. They first soak them to remove any gas vapors and then cut them open at the seam. They can then separate them, sandblast the insides, reinforce the steering wheel mount, and weld them back together and put in a sealer. Don't think I want to try it, but it might be worth sending him a tank.

At the Farewell Banquet, I ended up sitting with Terry and several Smokey Mountain folks. The dinner was catered and was excellent, and entertainment was provided by The Little Big Band. They played big band music with an orchestra of about fifteen members. There were also a lot of door prizes and I was lucky enough to win a necklace and earrings. Since I don't wear jewelry, I gave them to Carol. I had talked with Terry about his suggestion of a \$5,000 set of tools and said I didn't think that would fly with my wife. After I won the jewelry, he said I should tell her it was worth \$5,000 and I should be allowed to get the tools. Good idea, but it didn't work.

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ANOTHER TOBACCO ROAD TOUR PLUS SOME (Cont.)

The Smokey Mountain A's apparently do the Mountains, Music and Model A's Tour on a regular basis. I think it would be a great tour for our Club. Maybe a couple of days down and a couple back and perhaps a couple of extra days to tour around Pigeon Forge and Gatlinburg. I had a great time but now it was time to head home, more or less. I left the next day for Roanoke, Virginia, to go to the Virginia Museum of Transportation.

I actually was able to make Roanoke without getting lost, although a lot of the time I thought I was, and even drove right to the hotel, I just couldn't find the entrance. I finally parked in front of the conference center and walked through there to get to the hotel. The hotel is right across the street from the Wilson Link Museum and a glass-covered walkway over the rail yard takes you to the historic downtown and the path to the Virginia Museum of Transportation. The original Hotel Roanoke was built for the Norfolk and Western Railroad and opened Christmas Day 1882. It was expanded numerous times, burned, was rebuilt, fell into disrepair and was revitalized with an added conference center and is now managed by Hilton. It's a wonderful place to stay, though a bit pricey. It's also a wedding destination. I saw at least two in progress and several other couples all dressed up as bride and groom.



The Grand Old Hotel Roanoke

The next day I headed over to the O. Wilson Link Museum but they hadn't opened yet; so I headed over the tracks to go to the Transportation Museum. There is a several-block-long pathway with all sorts of signs and exhibits along the rail yard leading to the museum. I also passed by a warehouse that is obviously being turned into condominiums. They are undoubtedly expensive. I say that because of the cars parked there. Let's see: Audi; BMW; Mercedes; FIAT. FIAT! Guess you have to be rich to Fix-It-Again-Tony. I found the Virginia Museum of Transportation because there's a Jupiter rocket by the side of the place. Some transport! Once I was inside I realized I had been there before. Maybe it was on one of Woody's tours. Anyway, it was still fun. One car that particularly intrigued me was a Dynamometer Car. You couldn't get inside but I can remember Dad talking about a friend of his that ran a Dynamometer Car to test engines for Union Pacific I believe. He was able to get Dad on the train for a ride. The museum also had a few cars, a very nice AA truck and a Studebaker Half-Platform Wagon.



Nice AA, Even has a Quail

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ANOTHER TOBACCO ROAD TOUR PLUS SOME (Cont.)

After I was through at the Transportation Museum I headed back toward the hotel and detoured into Historic Roanoke for lunch. At the farmers market I happened upon Earl. Or should I say



Meet Earl

an Earl. It's a truck and it appeared like it was still running. It was built in Jackson, Michigan, in either 1921, '22 or '23. After visiting with Earl, I found a sandwich shop and had a Muffaletta. It was almost as good as the one I had in New Orleans in a hardware store whose name I can't remember. After the sandwich, I make it back to the Link Museum. O. Wilson Link is a photographer who is well known in railroad circles (and I'm sure art circles as well) for his nighttime photographs of steam engines and sights along the Norfolk and Western. He is especially respected in Luray because of the nighttime picture he took down on the Hawksbill River of some children playing in the river with a steamer passing by on the

bridge overhead. If you are ever out in Luray, visit the depot where that picture and another, also taken in Luray, are on display. And by all means, if you are in Roanoke, visit the O. Wilson Link Museum. His works are fantastic.

Well, all good things must come to an end. The next day I really headed home and only got lost once. I traveling on U. S. 11 to avoid Interstate 81 but unfortunately 11 sometimes becomes a part of 81. To avoid those points I took frontage roads. That worked okay except for one time when the frontage road kept getting further and further away for the interstate. I figured I had done something wrong so I went back and got on the frontage road on the other side. That seemed to be working until I got to the dead end. So I went back and got on the road I was originally on and discovered it was the right road in the first place. After 2,080.8 miles and 17 days, Cricket brought me safely home. We averaged almost 20 miles per gallon and used very little oil and no water. She needs a bath!

Jim Cartmill



THE MITCHELL SYNCHRONIZED MODEL A TRANSMISSION: Teaching An Old Dog New Tricks

Recently I replaced the increasingly noisy rear axle assembly in my 1929 Business Coupe. The rear end appeared to have been replaced with a late 1931 style rear axle long before I bought it, but had remained quite for some time before beginning to make “funny noises” of a discouraging kind. I had heard the noises getting worse for some time so I took this opportunity to replace the existing rear end with one that I had rebuilt and that was correct for the production month of the car. The experience of meticulously rebuilding it is one for an article unto itself; however I will save that tale of woe for another time.

I decided that while I had the rear axle out of the car, I would replace the stock transmission with one of those new Synchronized Mitchell transmissions I had heard so much about. Mitchell Manufacturing is famous for building quality overdrives for Model A's, among other things. Although the transmission in the car had made no strange noises, I decided that a fresh transmission with a synchronized second and third gear would provide an all around improvement in driving enjoyment and increase the value of the car. Furthermore, the transmission came with a two-year warranty during which there was no limit on mileage. So after sending Mitchell Manufacturing in California my life savings, as well a gutted transmission housing as a core, I received a small wooden crate containing the new and improved transmission. I have always believed in improving the drivability of the Model A Ford, without making the car appear altered. The Mitchell transmission accomplishes just that. Once installed in the car, it is impossible to tell that the unit actually contains modern type internals. By shortening one of the slider gears, and altering the configuration of the shifting forks, located in the shifting tower, Mitchell Manufacturing was able to add synchronizers of a modern style, to the transmission. Although first gear is not synchronized, second and third gear are, allowing muscle car type downshifts between third and second, as well as buttery smooth shifts, without double clutching between second and third.

The installation went without incident until the first test drive, although I should have known something wasn't right when we installed it and it made a chattering sound when the tail shaft (output shaft) was spun by hand with the shifter in neutral! After the rear end and transmission was installed, I test drove the car. It was quickly discovered that the car would not shift into second or third gear without considerable grinding. Even first gear seemed unwilling, as did reverse. Good news was, the rebuilt rear axle was whisper quite! At this point, (after cussing up a storm), I contacted Mitchell and explained the problem. They told me that they had not experienced any problems with the units, but to ensure that the shifter tower was installed as far forward as possible on top of the casing. They also told me to make sure that the gasket between the bell housing and the tower was not damaged or folded over as this would cause the shifting forks to pull the slider gears into other gears while in the neutral position! After pulling off the tower several times, and wasting time and money calling Mitchell in California, I began to question the quality of the product. If I had to take this thing back out, Mitchell would surely replace it, however the time and effort involved in removing everything from the flywheel housing back once again sent shivers up my spine.

I began thinking about that little crate it was sent in. Could the transmission have been damaged during shipping? Could the problem simply be that something was broken or bent? My initial examinations showed that everything was where it should be, and I didn't remember

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THE MITCHELL SYNCHRONIZED TRANSMISSION (Cont.)

the shipping crate being damaged in anyway when it arrived. More calls to Mitchell assured me that they would replace it if I sent it back, however they had never had any trouble with the units, and had been selling them like hot cakes. Finally, I began studying the shifting forks. They seemed perpendicular to the top of the housing, but could they be bent, causing the slider gears to sit more rearward of the neutral position, and thus causing the horrible chattering noise. I could see no wear on any of the parts, but decided after repeatedly fitting and removing of the tower that the two slider gears were too far towards the back of the casing, causing partial engagement of some of the gears while in neutral. I removed the tower and carefully bent the shifting forks toward the front of the transmission, with an adjustable wrench. I replaced the tower and found that it made a little less noise when spun in neutral. I removed the tower again and bent the forks just a hair more. I replaced the tower and then road testing the car. The noise was gone, and all gears behaved as they should. After clocking several miles on the new transmission, I must admit that I am very pleased with it. I believe it is well worth the money, despite the fact that I had to slightly modify it. It is my belief that the unit was probably damaged during shipping, and that it was not Mitchell's fault. If you do purchase one of these fine units, be sure to inspect it when it first arrives, as well as after it is installed, but before the rear end. This way, if it has to come back out, the rear axle will not have to come back out as well. Also ensure that the transmission makes NO NOISE when the tail shaft is spun and the shifter is in the neutral position.

George Smolenyak Jr.

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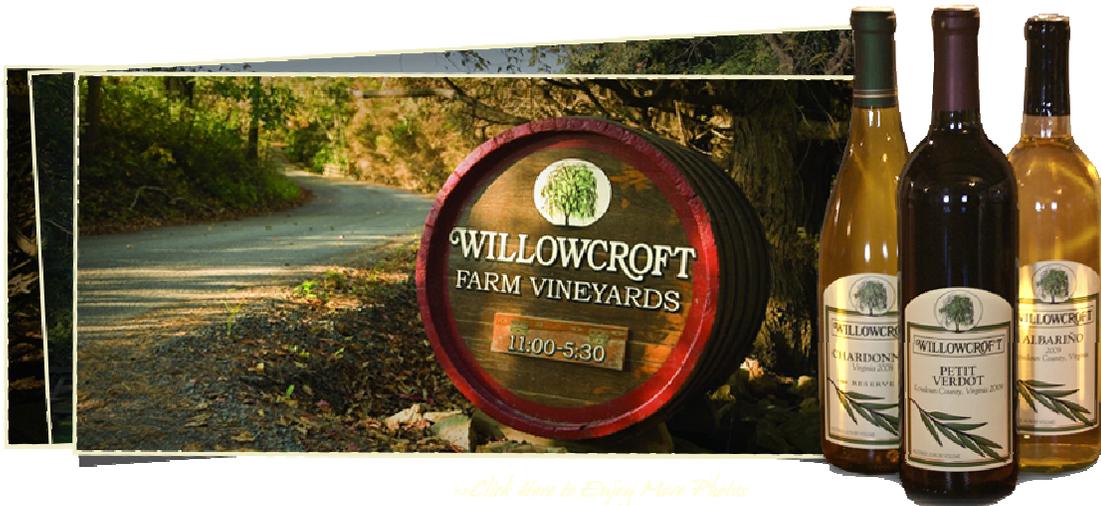
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FIRST ANNUAL ROLLING CHEF CONTEST IS MAY 23

Many of us have participated in manifold cooking contests over the years, and many of us enjoyed our trip to Willowcroft Farms Vineyard owned by clubber Lew Parker.

It occurred to me that it would be a lot of fun to combine these two great things. So mark your calendar for Saturday, May 23. Dig up your favorite manifold cooking recipe and map your route to provide enough cooking miles or time to arrive at Willowcroft between 11:00 AM and noon to have your entry judged by a panel of wine enthusiasts. Wine enthusiasts? You bet – because pairing your entry with the best selection of Willowcroft wines is part of the contest. Judging criteria will include: originality of menu; tastiness and wine match, coupled with overall impression of the presentation to the judges.



Willowcroft Farm Vineyards is located at 38906 Mt. Gilead Road in Leesburg, VA 20175. Lew cautions against using your GPS directions, which will take you up Hogback Mountain Road off of Route 15, and offers alternative directions on his web page.

Lew says he has a choice of 12 whites and 3 reds from which you can choose. If you're concerned that your choice will be sold out before our tour, contact Willowcroft and pre-purchase a bottle or two. You can visit Lew's website to see what he has available: <http://willowcroftwine.com/>. You can also contact Willowcroft by email at info@willowcroftwine.com. Just remember to put "Model A Tour question" in the subject line. If you need to call, their phone number is (703)-777-8161.

For those who want to go in a caravan, we will meet at the Chantilly Bob Evans at 9:00 AM, and leave at 10:30 AM. Remember to modify your route to Willowcroft as necessary to provide enough cooking miles or time for your meal.

Look for more details, including prize offerings, in next month's Script. Don't hesitate to check Lew's wine offerings – the right wine could make or break your entry.

See you at Willowcroft on May 23!

Jim Gray
Activities Chair

GEORGE WASHINGTON CHAPTER BY-LAWS

In August, The Script began publishing the Club's by-laws so that all the Club members would know the rules under which the Club operates. This month we continue, with Article IX.

ARTICLE IX

Vacancy

Section I Appointment—A vacant Officer position may be temporarily filling by Presidential appointment for a period of up to 60 days. A permanent appointment will be made by nomination by the President and a simple majority approval of the Board of Directors. If the office of the President is vacant, the Vice President will become President and will make the relevant appointment/nominations.

Section II Qualifications—Any person nominated to fill a vacant Officer position shall have demonstrated participation in and contributions to the purposes of the Club.

Section III Removal from Office—At any time, a member of the Board of Directors may recommend removal from office of any Officer. The reasons for such a recommendation for removal must be written, and the Board must support such a recommendation with a 3/4 majority of the Board quorum (Article VI, Section V). This recommendation, when so approved by the Board, will subsequently be voted on by members present at the general membership meeting, and it must receive a 3/4 majority of a quorum (Article VI, Section V) to be effective.

Membership on the Board implies a clear commitment to participate regularly and serve actively the purposes of the Club. Officers who fail to attend four (4) consecutive or an accumulative annual total of seven (7) Board meetings will automatically cease to be Officers. Any vacancy so created will be filled in accordance with Article IX, Section I.

Section IV Any officer may resign at any time. To be effective, such resignation must be transmitted to the President in writing.

COMING EVENTS

Feb. 18 Monthly general membership meeting.

Feb. 22 Old Car & Train Day at the Clements'. Noon – 5:00 PM. (See p. 8 for details.)

March 14, 2015: Patina Tool show and Auction, Damascus, MD.

<http://www.patinatools.org/auctioninfo.asp>;

March 14, 2015: AACA Parts meet, Howard County fairgrounds, MD

<http://chesapeakeaca.org/pages/activities/calendars/craaca/default.html>

March 14, 2015: 18th annual Mason Dixon Gas Automobilia and Petroliana swap Meet, Frederick Fairgrounds, MD http://www.oldgas.com/pp_swaps.htm

Mar 18 Monthly general membership meeting.

COMING EVENTS (Cont.)

March 27th & 28th, 2015- AACA - SMR's 45th Annual Antique Auto Parts Meet. FREE ADMISSION! Doors open at 8am (set-up 10am on Thursday 3/26/15).Carroll County AG Center, 706 Agriculture Center Drive, Westminster, MD 21157. For more information contact: Robert Clubb 301-829-2000, Email: smraaca@aol.com, Fax 301-831-5144

March 29, 2015: AACA south Jersey Car Parts meet (COWTOWN)

April 10-12, 2015: Cabin Fever Expo, York Fairgrounds, York, PA
<http://www.cabinfeverexpo.com/exhibitor.html>

April 11, Saturday: National Cherry Blossom Parade. Meet at Pan Am Shopping Center. Additional details when available; sign up now with Jim Gray at jrg240z@cox.net

April 18; Saturday; Small Parts Day (tentative); Merkel's Farm

April 22-26; Wednesday – Sunday; Spring Carlisle

WANT ADS

For Sale

1930 Briggs Model 170B Deluxe Sedan, called a blindback model. Two-tone gray and light green with yellow wheels. Has tan trunk and luggage rack. Needs nothing but a new home as I am losing garage. Will sell reasonably to someone that will give it a good home and appreciate it, and will work out a reasonable price to such a buyer for quick sale. Can send additional pictures via email; however, time is of the essence so please contact quickly if interested. You will not be disappointed with this car! Call Hank Reus, Sr. at [410-377-2512](tel:410-377-2512) or email at hankreus@gmail.com.



1931 Victoria Really good condition and runs good. Done in Chicle Drab, Copra Drab, and the wheels are Tacoma Cream. Floor pan replaced in '09 and radiator in 2010. LB interior in great shape, but has several mouse holes in the headliner. Engine pans present on both sides. Has roller shades and a vase. Hood supports have been added. Paint has some bubbles and needs some touching up. Tires were new in 2008 but spare needs replacing. Some smoke at start-up but not at normal operating temps. Just a bill of sale will accompany the sale of this car. Car is in Purcellville, VA. Asking \$13,000. Contact Roy Loso at 703-517-8332 or at royloso@gmail.com

Model A Coupe Street ready. Body and paint in fine condition. Rebuilt engine with @ 1,500 miles on it. New clutch, steering linkage, and brakes. 6-volt alternator, turn signals and second brake light, luggage rack, and re-done interior. Asking \$13,900. Located in Silver Spring, MD. Contact Jack Creeden by cell at 202-329-7145 or by email at jcreeden@aoc.gov.

Some of the above-listed cars are on the GWC website with accompanying photos.

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

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

Names- First _____ Spouse _____

Last _____

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Model A's owned 1) _____

2) _____ 3) _____

For members with email the dues are \$20 per year but are prorated over the year: Joining after March 31st = \$15.00, Joining after June 30th = \$10, Joining after September 30th = \$5. This is the preferred way as it helps on club costs as well as emails are sent about club events, invitations and other related activities.

For members without email the dues are \$30 per year but are prorated over the year: Joining after March 31st = \$22.50, Joining after June 30th = \$15, Joining after September 30th = \$7.50.

Please visit us at: www.gwcmodela.org

Any questions can be directed to our membership chair Greg Shepherd

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



Sully Volunteer Statement
Fathers Day, Sunday June 21, 2015

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 surrounded by good folks and 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 Worhsam at 703-250-5474

