

The Ford Script



Vol. XXXVII

January 2016

No. 1



Incoming President Jim Gray and First Lady Kathie by their red coupe



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, February 1st

GRAY WITH AN A



The Elephant's in the Room.

Like many of you, I like many mechanical things besides my Model A – I like pocket watches, mechanically driven clocks, Erector sets and old toy trains – you know, tactile things ... things in the physical world. And I like letters and cards and books. And although a fan of email – mostly for its speed, I'm still not really a fan of e cards or e books. So what?

I believe we are at a tipping point. With everything from 3D-printed mechanical parts to human body parts to autonomous vehicles, things are changing—and changing at an ever-increasing rate. We can't prevent it, but maybe we can leverage some of it. We have three immediate and significant issues with which we must struggle: leveraging technology, the membership challenge, and our looming financial crisis.

Leveraging Technology. We are just beginning to experience the effects of the explosion in information technology that is upon us. The good thing about this explosion is that we each have the ability to be in a remote location and still reach back to deal with the responsibilities we have at home: we can check our houses, trade stocks and move money remotely. Having to physically be someplace to do a job has become a thing of the past. If we must be somewhere else during a meeting that needs a quorum, we can use cell phones or computer / smart phone applications like “Go to Meeting” to remotely attend, participate in, and vote in meetings – which means we can be with our family or on a business trip and still be a viable part of that meeting. But serving on the Board these past years has made me realize that we aren't quite there yet. We have found ourselves shackled with last century's view of how to run this club – requiring attendance and prohibiting either remote voting or proxy voting.

We simply can't have it both ways – we can't participate in that robust travelling and exploring retirement that many of us want and at the same time physically participate in every gathering at every location. For us in the GWC, I believe it's time we revisit our By Laws and choose how to work with the facts of our mobile society today rather than prevent our shrinking workforce of willing volunteers from contributing all that they can. Our Board of Directors (BOD) this year will consider how we might leverage technology to empower ourselves to do better – whether we can physically be at a meeting or not. Our familial or work-created absences should not disenfranchise our BOD members – we need to make serving on the Board as 21st century friendly as we can.

The Membership Challenge. When I was membership chairman in 2002, we had 232 members; we now have 174 (as of the Oct 28, 2015 roster I got from Greg Shepherd); that's a 25% drop in 14 years. But when I referred to “a tipping point,” I mean to say that we can expect that membership number to decrease even more rapidly in the future. There are many reasons why, the first being that most of our members are older than I, and I'm in my mid-60s. We have lots of talent and lots of knowledge, but we also have lots of age. Who among you will be passing your Model A on to one of your children or grandchildren; and who among them will join this club? One of the good ways we can reinforce our effort to attract new members is to be out and about and seen – this is the primary reason I feel the national level parades are so important to

GRAY WITH AN A (Cont.)

our club. Did you watch the video our new Parade Director, Jason Cunningham, posted of last year's Cherry Blossom Festival Parade? (Greg Shepherd has a link to the video in the 2015 Events page of our web site. Go here: <http://www.gwcmodeleda.org/events.asp> and scroll down to April 11, 2015. The crowds and the commentators LOVE this old Model A of ours. Let's also build on the great efforts of Doug over the past two years and get more cars to the proms and schools to show them off. The BOD is also finishing up a project – suggested by Andy Jaeger and spearheaded by your Membership Chairman, Greg Shepherd - to make club cards for every member of our club to let folks know who we are. Along with that effort we will find the funds to re-vitalize our tri-fold information brochure – with color photos and some revision to the text - to tell folks about our cars.

Another area where we can expand the interest in and the fun of being out in our cars is to plan some joint programs and or activities with the Northern Virginia Regional Group 96 of the Early Ford V-8 Club of America. Several of us (including Clem Clement, Jim Cross, Cliff Green, Dave Henderson, Stan Johnson, Benny Leonard and I) are members of both clubs – and we can tell you that those guys know how to have fun! I've spoken with the incoming president of the NVRG, Joe Freund, and he and I think this could be a good idea.

Our Looming Funding Crisis. The final area requiring our attention this coming year is our funding situation. Eventually our club will cease to exist – the rush of technology and the dearth of potential new members who have an interest in working on “old cars” will drive this. But what about our money? The good news is we have a very good deal of money; the bad news is we have a very good deal of money. We are incorporated in the State of Virginia, and governed by her laws. The bottom line is that we are prohibited by the State of Virginia from enriching any individuals in our club when the club dissolves – the money for which there is no pre-planned destination goes to the state. This means we need a plan. Researching and developing that plan will be one of the BOD's primary objectives this year.

I offer the insights in this column to let you know that your new Board of Directors recognizes the elephants in the room. We promise you that we will work together to put plans in place to deal with these three of our biggest problems. We plan to create a strategy for moving forward into the future of our club, and we ask your support.

And one last thing: let's have some fun again this year!

Jim Gray

FROM THE EDITOR

Hopefully this year will be better than last year, when I lost my appendix and my sports car in the first 2 months. Now I have a running Model A, which I didn't have this time last year, so I'm rarin' to get it out and put some miles on it.

The December Board meeting, which is usually a potluck for the incoming and outgoing Board members, is no longer held over the Christmas holidays, which tended to suppress attendance. This year's year-end Board meeting will be held Jan. 9th. Hence, there will be no minutes report from the smoke-free room in this issue of The Script.

Bill Sims

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1991)

So what was different 25 years ago? One thing wasn't—our January Flea Market. Program Chairman Jim Cartmill made this announcement; "The indoor flea market for January precludes any formal program for this month's meeting. Tables will be available for display of your goodies. Please keep in mind that we want to avoid getting any grease or dirt on the floor or furniture of the meeting hall. If your parts are dirty, keep them in some kind of container and cover the area of the table you are using with newspaper or some similar protection. See you all among the fleas". Timeless words.



Looking ahead, upcoming activities discussed by Activities Chairman Andy Pogan included Small Parts Day, Clem's Train Day, and the parts meet in March at Frederick Md. Even the 1991 Christmas Party had been booked in advance—same place. Yours truly, the then-Membership Chairman, reported that 1990 membership tallied to 244, and that renewals for 1991 were in the mail.

Roger Nieman and George Merkle were awarded a framed Certificate for outstanding service to the chapter for the friendly and efficient bar service that we all enjoyed at our monthly meetings. Howard Minners was lauded, too, for the excellent January program about Model A advertising, and for his self-accompanied ukelele rendition of "Ain't She Sweet."

EZ credit? A schedule of costs for financing various Model A's by the Universal Credit Company appeared in the Ford Script. Cheapest was the Standard Roadster, costing \$508.25, which could be bought for \$175 down and 12 monthly payments of \$31. Contrast that to the Town Sedan, which cost \$734 and monthly payments were a whopping 45 bucks. What was with financing them for just a year? Little did they know, Model A's last forever!

Ah, the magnetism of the Model A. John Shepherd announced "with considerable misgivings, Millie and I are retiring from the Model A hobby. My entire inventory is therefore for sale." Offered were a '31 Deluxe Delivery, a '31 Tudor basket case, a '30 coupe, and scads of interesting parts. His retirement didn't last long though. Back into the hobby he came, and he so remained until his demise. In contrast, 5 new members were added to the roster during the month, but looking for them today finds naught. Some we win, some we lose.

Dave Henderson

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HOWARD MINNERS INSTALLED AS LIFE MEMBER



Photo by Rande Young

GWC President Doug Tomb and Lifetime Member Recipient Howard Minners

President Doug Tomb installed longtime member Howard Minners as a Lifetime Member of the club at the GWC annual Christmas party on December 5, 2015. The special status was the result of a nomination and vote of approval by the GWC Board of Directors.

Howard Minners has been an active Model A Ford enthusiast at both the local and National levels for many years. On the local level, Howard has been an active Model A owner, managing the restoration of his 1930 Cabriolet so well that it won top National Awards, including the *MARC of Excellence* and *Henry Award*, and also the MARC Preservation, and MAFCA Award of Excellence. Howard drove the Cabriolet as a part of the GWC caravan to the MARC-MAFCA National Meet at Lake Geneva, Wisconsin. He has served many times as a judge at the Sully Car Show.

Howard has served on the GWC Board in many capacities for the past three decades. He was the Newsletter Editor from 1985 to 1988. During this time *The Ford Script* was designated as MARC's Best Newsletter. From 1988 to 2001, Howard served as the club's Assistant Treasurer and more recently served as the GWC's National Club Liaison.

At the National level, Howard served as the MARC National Secretary for four years and is a MARC Senior Judge as well as a Model A Ford Club of America (MAFCA) Master Judge, serving at many National Meets. He has been honored in the past by the Model A Restorers Club with the *Ken Brady Award*, the top annual award for service to the Model A hobby given by MARC.

In addition, Howard served for six years as the President of the Model A Ford Foundation, Inc. and later as Vice President and Project Manager. During that time, MAFFI managed several important preservation activities, including indexing the official Ford Factory engineering drawings on file at the Benson Ford Research Center in Dearborn, Michigan. In addition, he and his late wife Gretchen organized and cataloged collections of Original Upholstery materials, Factory Photographs and Ford Advertisements. This expertise was used when they served as fine point judges at many National Meets.

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HOWARD MINNERS INSTALLED AS LIFE MEMBER (Cont.)

Howard has been a key member of the national Model A Ford Ad Collectors special interest group, which he helped to organize as a Chapter of MAFCA and a Region of MARC. He has served as the group's President and is recognized as an expert in this aspect of the Model A hobby.

In recognition of this outstanding and exceptional service to the George 'Washington Model A Ford Club and the National Model A hobby, Howard Minners is truly deserving of the honor of being designated as a Lifetime Member.

Stan Johnson, Secretary

MEMBERSHIP REPORT

We have had great response on collecting dues for 2016; the best I have ever seen. We only have about 25 people 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 2016. 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 2016 to help me out. The hard deadline is:

February 29th, 2016

CAFFEINE DOUBLE CLUTCH (CDC) BREAKFAST, FRIDAY, JAN. 22ND

The next CDC is scheduled for Friday, Jan. 22nd, 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.

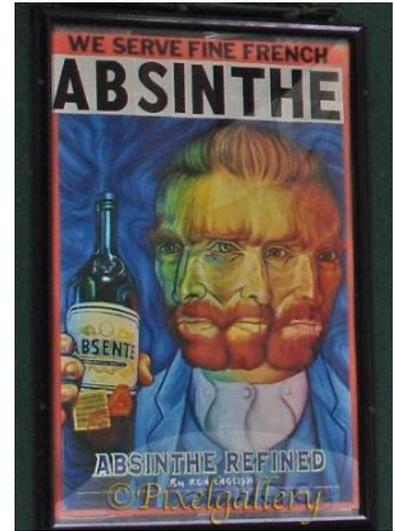
Clem Clement

VETERANS DAY 2015

Several GWC club veterans enjoyed a day out this sunny Veterans Day. The group first gathered at Tratoria Villagio in Clifton for lunch; they were honoring veterans with a pasta meal at no cost. The group included the Clements (Clem and Sandy are both veterans); Benny (Army) and Sharon Leonard; Cliff (Navy) and Sandra Green; Jim (USAF) and Kathie Gray; and, yours truly (Army). After a sumptuous lunch, the 4 driving Model As set off for a trip to Middleburg. Jim had been 'red hot' to try Absinthe and other dark liqueurs in the newly established Mt. Defiance Cidery and Distillery. So, Jim led the other 3 unsuspecting but willing participants to the place of mysterious drink in Middleburg.



The trip out was without incident in the sun-drenched autumn holiday. The weather was so nice that Clem and Tom traveled with tops down. Benny and Jim could merely envy them. At the distillery, Jim elbowed the way to the tasting room followed by the three unsuspecting victims. There the proprietor (also a veteran) showed us how to prepare and enjoy Absinthe. We all used a device to drip water through a sugar cube into the greenish, cloudy liquid. It was memorable, if not enjoyable. We also tasted some of the other products sparingly because we were all drivers!



No one overdid it, nor did they have an urge to slice off an ear (as Vincent Van Gogh did) but we decided to stop for a coffee and pie before heading back. The proprietor of the place served coffee, at no charge for the recovering drivers. And, he also took our photo (also at no charge!). We then headed back to sanctuary.



Almost immediately after leaving the coffee shop, my car engine began misfiring. It got worse as we approached Aldie. It became so bad that the missing evolved into explosions and backfires of notable proportion. That, with the loss of power, demanded a roadside stop and diagnosis. By that time, Sewell Tyler joined the roadside halt. Apparently, even Sewell heard the misbehaving engine as we passed through his neighborhood! Because Clem and Bennie were in the serial lead, they pressed onward.

So Jim, Sewell, and I tried all the tricks of the trade: retiming, distributor checks and carburetor fiddling made some improvement but not curing the problem altogether. I was able to pass

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VETERANS DAY (Cont.)

through Aldie before the power was insufficient to pull modest hills. Time to try something else. I pulled my Model A First Aid Kit from the boot and pulled out the spare carburetor to replace the existing one. We thought the carb jets might be clogged with foreign objects (rust particles). After the 'laying on of hands', we reassembled the system and started it up. It ran better, with no backfire, but with enough consistency to allow me to drive home. It performed the best going downhill! While limping along Route 50, a fellow traveler rolled down his window and asked, "How fast does it go?" I thought of several replies but settled on this one:

"Somewhere between 50 and zero mph. But right now it is tending toward the lower end of the scale!" We pressed on with Jim in a 'bounding over watch position', the Army's version of the USAF Combat Air Patrol, but on the ground.



Darkness befell us, but Model As with alternators seem to do quite well in the dark, so we successfully made it to home somewhere near half past 6.

So it was a successful and memorable day on the road. We celebrated Veterans Day doing what we like to do, dining, spirits and socializing, all in the presence of our Model A Fords! My veteran Ford car now needs a little work!

Tom Quigley

PS. We later discovered what the problem was: a bad condenser on the modern upper plate of the distributor. Our compatriots in the Early Ford V8 club say that these condensers have a high failure rate. So be advised! Carry a spare or two if you use the modern upper plate in your distributor!

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MY FORTY YEARS WITH FORD, BY CHARLES SORENSEN—A BOOK REVIEW

Charles “Cast Iron Charlie” Sorensen was one of Henry Ford’s most famous employees and one who was with him from almost the very beginning of Ford Motor Company up until just before Ford’s death. This book was the result of interviews conducted when a history of Ford Motor Company was compiled in the early 1950s. It is currently out of print in hardcopy but is available electronically. I first read it in a copy I borrowed from the library many years ago. I have recently bought an electronic copy and reread it.

The book is a fascinating look at one person’s view of the history of Ford. Sorensen was one of Henry Ford’s most trusted employees. Sorensen believes that he knew Henry Ford better than almost anyone else, including members of Ford’s own family.

Sorensen was a Danish immigrant, who came to the U.S. as a child. His father was a patternmaker and he became a patternmaker, too. Patternmaking is the process by which wooden patterns are made of prospective parts prior to production. Sorensen, according to his own account, succeeded because he could take Henry Ford’s ideas and turn them into patterns and parts that would bring the ideas to life. He also went along with Ford’s quest to build a high-quality, low-priced car for the masses.

The book is organized into chapters that discuss important events in the history of Ford Motor Company: the early days, the Model T, the growth, the assembly line, labor relations, cooperating with the Soviet Union, the Willow Run bomber factory and the relationship that Henry Ford had with his only son, Edsel. The book also talks about those critical to the success of Ford, including James Couzens, Harold Wills, William Knudsen, Edsel and Clara Ford.

The Model T was developed as a skunk works project, the principal engineer for which was Hungarian immigrant Joe Galamb. The board of Ford Motor Company was not in full agreement with Henry’s idea of an inexpensive car for the masses, so development was a side project. Sorensen also talks about the changeover to the Model A, too, but not as in as much detail as I would have liked. Sorensen writes like the A was primarily Henry’s product, and that the development of the car took about 90 days. Hard to believe.

There are many other nuggets of information, including the importance of metallurgy to the T and later cars and the casting of one piece engine blocks in the T and the V8, unheard of at the time.

While Sorensen’s recounting is just one man’s story, it is an important one in the history of automobiles and of Ford. It is a quick read. I highly recommend it.

Milford Sprecher

TIPS AND TRICKS ON REBUILDING THE MODEL “A” REAR AXLE:

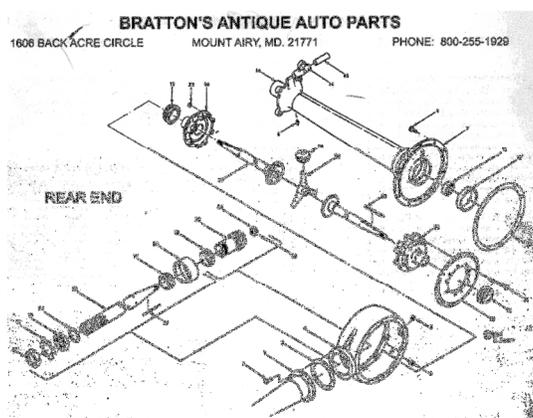
Last year I wrote an article describing the trials and tribulations of installing a Mitchell Synchronized Model A transmission in my 1929 Business Coupe. At the same time, I informed the reader that I had also decided to replace my rear axle assembly, but had commented that I would “save that particular tale of woe for another time.” Well, now that time has arrived! The following article will brush on some of the finer details of rebuilding the Model A rear axle. It will not be a step-by-step manual. Many excellent mechanics have written excellent articles on that subject already, and the wealth of technical data is staggering. This article is simply to be used

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REBUILDING THE MODEL "A" REAR AXLE (Cont.)

in conjunction with any other information you can gather on the subject, and it is my hope that it will make the process less painful. Of course it would be advantageous to gather every book, internet page or article that has anything to do with the subject before you even begin to look at your rear axle. I have found that, however, Jack Richard's article on this particular subject in Volume 6 of 'How to Restore Your Model A', to be most helpful and detailed on the subject.

The rear end in my Model A, appeared to have been replaced with a late 1931-style rear axle long before I bought it but had remained quiet 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. There were several changes to the internals as well as the housing of the axle throughout the four years of production, and The Model A Judging Standards can help you decide which is most correct for your vehicle.



Although I believe it to be important that the axle appear correct for the vehicle that it will reside under, it is my opinion that the internals, ie.—gears, carrier, shafts—be out of the latest production axle possible. As some of us may already know, Ford never stopped improving its designs, and that the last Model A axle would have the best revisions and contain the highest percentage of parts least likely to fail. After all, part failure meant a potential loss of money, and nobody, especially Mr. Ford, liked to lose money. The Model A Service Bulletins are a record of these production changes and may help facilitate your understanding of why certain production

changes were implemented.

Before getting into the time consuming and expensive ritual of properly rebuilding your rear axle, first test the axle to decide if rebuilding is even necessary. The Model A Shop Manual by Bill Schild describes this process well. Once you decide that it should be rebuilt, you must choose whether to rebuild your existing rear axle or build a new one. If the car appears to have the correct and/or original rear axle, I would probably pull it out and rebuild it. In my case, the axle was incorrect, so my decision was easy. It is also less stressful to build an axle and swap it with the one under the car, because while you're building it, the car itself can remain mobile. Remember, this is an important part of the Model A drive train, and not something to rush through rebuilding, because you really want to drive the car.

After the proper axle has been chosen, I would begin collecting every original Model A rear axle part you can lay your hands on. Scour the swap meets, Hemmings Motor News and the internet, and buy it all up. Disassemble the complete axles you run across, and clean and sort all parts. Inspect all parts for wear, cracks and discoloration. Sometimes a dial caliper can be useful in determining the condition of things like spiders and carriers as well as the bearing surface of the axle housings. By having several of one specific part, you can then use the "best" or least-worn original pieces during the reassembly process.

Most certainly you will need at least a few new parts. Normally the ring and pinion are well worn and at the very least will need to be replaced with a good new matched set, like the set sold by

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BUILDING THE MODEL "A" REAR AXLE (Cont.)

Bratton's. Bratton's offers a "high speed" ring and pinion and the standard 3:78 ratio. I decided to stay with the "standard ratio" because I like a swift getaway, and tend to do very little highway driving and more back road cruising. I recommend replacing all bearings, races and seals also. It's cheap insurance!

There are a few things to remember about the two axle housings that aren't normally mentioned. There was a change to the housing in the middle of 1929 that can effect adjustment, so ensure the housings you choose to use are identical. More information on this change is available from the book, "The Ford Model A, As Henry Built It," by George DeAngelis. Depending on the condition of the outer axle housing races, it may be necessary to have some machining work



done. If the races on the end of the axle housings are not perfectly round, then it will be necessary to have them cut down, and a sleeve installed. I did this myself because I had access to a large lathe, but I would recommend having a competent machine shop do this. I would also recommend at the same time having the axle housing flange, which comes in contact with the banjo housing, turned on a lathe.

This will ensure that the surface of the housing is perfectly flat and will help to ensure the assembled axle does not leak. You may also want to save all the original axle housing-to-banjo bolts. As mentioned in Jack Richard's article, these bolts are better than the reproduction bolts because the threads are machined closer to avoid oil seepage. I found it especially effective to use one set of bolts during the adjustment process, and one set of bolts used only for final assembly. You tend to assemble and disassemble the rear axle many times while attempting to obtain the desired adjustments, and that tends to disturb the pitch on these tight threads.

Remember above all else to keep all parts, as well as your work area, extremely clean, as any dirt or debris that finds its way into the differential may cause premature failure. Also keep in mind that even if done right, this is not an easy job. Use all of the information you have gathered, especially Jack Richard's article on the subject. Good luck!

George Smolenyak Jr.

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GWC 2015 CHRISTMAS PARTY

The GWC Christmas Party was held at the Fairfax Legion Hall in Fairfax, VA on January 5, 2015. We had 62 signed up, but a few could not make it due to health or other reasons. We missed Chuck and Delores Manns; Jerry and Cindy Olexson; and Bill and Alice Sims. Those of us who could make it had a grand time.

Thanks to a fine summary of past parties provided by Paul and Laurel Gauthier, and exceptional planning by Kathie – supported by on-the-scene volunteers Jim and Edna Cross, Stan and Roz Johnson, Greg and Laura Shepherd and Rande Young, we got everything together in time to put on another fine Model A-themed event. Of course the magic of a party is the music, and Tank Edwards once again graced us with his own Christmas magic. It was nice to see that he and Barbara got a chance to “cut a rug” later in the evening once he had his music running on autopilot. Thanks, Tank and Barbara – it really would not be a party without your music.

About midway through the evening, we thanked our 2015 Board of Directors and welcomed our 2016 BOD. This was a fast process, because it only required that Doug Tomb and I change positions.



Your 2016 Board of Directors comprises Bill Worsham, Annual Meet Chairman; Stan Johnson, Secretary; James Kolody, Vice President and Program Chairman; Greg Shepherd, Membership Chairman, Webmaster and Sunshine Chairman; Bruce Metcalf, Assistant Editor; Jim Gray, President; Tom Quigley, Youth Development Chairman; Doug Tomb, Activities Chairman; Benny Leonard, Tool Chairman; Howard Minners, National Clubs Liaison. Not pictured are Jerry Olexson, Treasurer, and Bill Sims, Editor, who was called away for a family emergency.

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CHRISTMAS PARTY (Cont.)

Later in the evening, we bestowed a Lifetime Membership upon Howard Minners, one of the bastions of this club, and indeed, the entire Model A Ford community. Stan Johnson's great report on that honor can be found on page 6 of this month's Script.



Other awards included a plaque to Doug thanking him for his two years as president of the club and a surprise JAMES' GARAGE sign award to our tireless Vice President, James Kolody for his energetic, informative and innovative programs in



2015. As if not lucky enough, James also won the top door prize, a 1928 Ford Phaeton Jim Beam decanter.

Other prizes included a fine custom cedar blue-bird house (donated by Jim & Edna Cross, and made by Jim Cross from wood cut during our recent tour's picnic at JEBBRA Farm); bottles of Willowcroft wine, Ford blue Model A touring bags (donated by Bill & Rickie



Beardmore); and raffle tickets for a re-built Model A engine. All these were in addition to the drawings in which everyone placed his or her tickets in a Model A canister in hopes of winning one of the 10 guy or 10 gal gifts prominently displayed along a side wall.

Last, but not least, Kathie and I collected the Toys for Tots donations and took them to the drop-

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CHRISTMAS PARTY (Cont.)

off point at Merrifield Garden Center in Fairfax – truly a satisfying conclusion to an early rush into the holiday season.



Doug, Beverly, Kathie and I all hope everyone had a wonderful and joyful Christmas and Holiday season. It's not too early to put our Christmas Party on your calendar for next year – it will be Saturday, December 3, 2016.

We'll see you all then!

Jim Gray

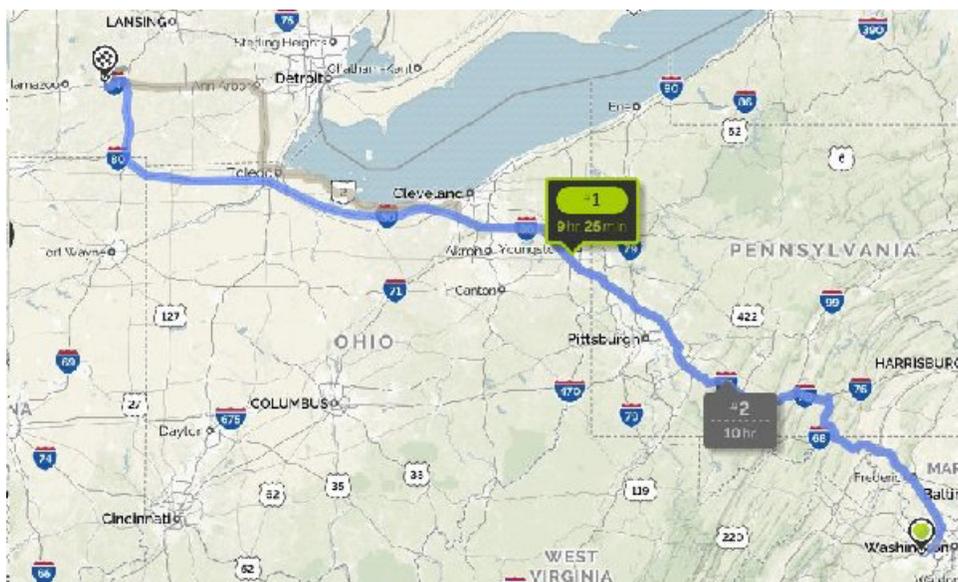
BUS TRIP TO MODEL A FORD MUSEUM

The GW Model A Club board is looking into the possibility of arranging a charter bus trip to the Model A Ford Museum in Michigan. One important point of information needed in the planning is the approximate number of members who would want to go on the trip. Would you be willing to go, assuming that it would be a four day trip, and would cost less than \$800 per couple (or less than \$600 for an individual)? That would pay for the bus trip, motel room, two days at the Gilmore Museum where the Model A Museum is located, a banquet and group photograph but not for the 4 lunches and two dinners not included in the calculations, perhaps adding an additional \$100. This schedule would require 2 eleven hour days on the bus going and returning. Two dates are being considered; primary - May 13-16 and secondary, Sept 16-19. The latter date would be during the annual Model A Day celebration at Gilmore, which has both advantages and disadvantages.

If you are interested in going on this group trip, please send an email stating your intentions, comments and number of travelers to Stan Johnson (fordyhorses@aol.com), with a CC to Doug Tomb at douglas.tomb@verizon.net . Stan's phone number is [703 644-0758](tel:7036440758).

Stan Johnson

9hr 25min
596.5mi



COMING EVENTS

[Club events are in bold]

January

Jan 15-17 (Friday – Sunday) Cabin Fever Model Engineering Show and Auctions. Lebanon Valley Expo Center, 80 Rocherty Road, Lebanon, PA 17042 <http://www.cabinfeverexpo.com/>

Jan. 20 (Wednesday) Winter indoor flea market in lieu of monthly general membership meeting at the McLean American Legion Hall. Be there early to get the best deals!

Jan. 22 (Friday) Caffeine Double Clutch (CDC) 9:30 – 11:30 at the Fairfax Silver Diner at the intersection of West Ox Road and Fair Lakes Parkway (12251 Fair Lakes Parkway, Fairfax, VA 22033)

Jan 23 (Saturday); 7:00 AM – 3:00 PM; American Corner Automotive Classic Automotive Parts Swap Meet car Show & Auction. NOTE: Although the AACA Bay Country Region is no longer sponsoring a Winter Parts Meet at Sailwinds Park in Cambridge, MD, they pointed us to a similar event to be held the same day as their meet would have been held. Go to the new meet's web page and scroll down the left-hand column to "Events" to get more details. <http://www.acurtisandrewauction.com/>

February

Feb. 10 (Wednesday) CDC 9:30 – 11:30 at the Fairfax Silver Diner at the intersection of West Ox Road and Fair Lakes Parkway (12251 Fair Lakes Parkway, Fairfax, VA 22033)

Feb. 17 (Wednesday) Monthly general membership meeting.

Feb. 21 (Sunday) Old Car & Train Day at the Clements'. Noon – 5:00 PM. More info in next month's Script.

Be sure to check the GWC web site for updates to this list: <http://www.gwcmodela.org/>

Jim Gray
Activities Chair

WANT ADS

For Sale

1931 Model A Truck for sale to settle an estate. All black, good looker. Has a title and it runs good. Nice condition. Steel cab top. Not a show pickup due to cowl lights. Wooden bed. Some damage to right rear fender and minor abrasions elsewhere. Engine # AA2898571. Asking \$18,000. Contact Robert Baden at [703 472 7999](tel:7034727999) or rbaden@gmail.com if interested.



A 1929 Model A Sport Coupe. Has a rumble seat. Brown and cream and wheels are black. Must be sold soon. Contact James Bissell at [541-961-1066](tel:5419611066). If interested. Full details and pictures are on our website at: <http://www.gwcmodela.org/classifieds.asp>

>>>>>>

WANT ADS (Cont.)

Wanted

Fully restored Cabriolet. Doesn't have time for big project. Fully restored with 100% Model A Cabriolet parts on it. No make-shift parts. Contact Randy Young at 703-475-8317 or at ry5058@gmail.com

Ford Model A Fire Chief Jim Beam Decanter. His father has two sets of these decanters, minus the Fire Chief's car. If anyone has one (or two) with the box, He is your buyer! Top price paid. Call George Smolenyak Jr. @ [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. 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 \$30.00 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.gwcmodeleda.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

June 19, 2016

Please send completed form with dues to Greg Shepherd or send the form only to Bill Worsham (addresses below).

NAME: _____

PHONE NUMBER _____ EMAIL ADDRESS _____

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC primary fundraiser is our annual Fathers' Day antique car show at the Historic Sully Site. Club members are asked to commit and volunteer two hours to make this show a success. From the list below, please identify where you can help 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. If you like old cars (and you must!), I'll bet you'll love judging. Training will be provided at a general membership meeting prior to the show.

___ **Show Car Parking** - We need help to get the show cars parked where they need to be. This includes set up of the show field on Friday prior to the show and/or helping park show cars on the day of the show. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go! I can help Friday ___, I can help Sunday ___, or I can help both days ___.

___ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each car will have to get their registration packets from you to drive onto the show field.

___ **Front Gate and Trailer Parking** - This is one of the most important jobs at Sully show. You will direct the flow of cars at the main gate and with all the great looking cars arriving, time moves fast at this job. The trailers bring in the real gems to the show. Get them parked and see them first!

___ **Flea Market** - Getting the field laid out and marked off prior to the show is crucial to having a successful flea market. Also help is needed on the day of show to ensure vendors are in their designated spots. So what if you're the first to know where the best deals are? It's your job! I can help Friday ___, I can help Sunday ___, or I can help both days ___.

___ **Car Corral** - Help participants by showing them where to 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 lots of ice, flavorings and water ... 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.

___ **Sully Pin Sales** - You will sell current and past years collectible Sully pins at the show. These pins are unique because they honor a club member.

___ **Help Where Needed** - If you're not sure where you want to help, mark this choice. Our "Help Where Needed" chairman will work with committee chairs to put you to work where you are most needed. You will be contacted with regard to your assignment prior to the show.

Questions? Call our Annual Meet Chairman, Bill Worsham at 703-250-5474. Send completed form with your dues to Greg Shepherd, 3715 Brices Ford Ct., Fairfax VA 22033 or send form only to Bill Worsham, 3903 Old Lee Highway, Fairfax, VA 22030.

Revised 12/2/2015