

The Ford Script



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No. 4



Mary Pickford shining up her new '28 Model A



Dedicated to the restoration and preservation of Model A Fords for 50 years

The Ford Script

Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the Mount Vernon Region
of the Model A Restorers Club
3903 Old Lee Highway
Fairfax, VA 22030

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

Chapter members are encouraged to belong to both MAFCA and MARC national clubs.
The chapter Web page on the Internet may be accessed by:

www.gwcmodeleda.org
Web Master: Tom Frazier

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Sunday prior to the first Wednesday of the month to: billhsims@gmail.com

Next Script deadline: Sunday, April 28th

FROM THE QUAIL'S PERSPECTIVE



Spring has arrived --- but this year with cold wind chill temperatures and snow! I am sure everyone is looking forward to spring's warmer temperatures arriving soon to go with the longer days giving us many opportunities to resume driving our Model As. Remember to start your driving season by changing the oil, checking fluids, lubricating and making adjustments as needed.

April brings the beginning of club activities with Small Parts Day at Janet Merkel's on April 27 and the Cherry Blossom Parade on April 13 (prior registration required). Plan to repair carburetors, distributors, water pumps and other small parts at Small Parts Day with many of the needed tools available and expertise and assistance of club members. Look for further details in this newsletter.

Reminder: inform all eligible family candidates the GWC scholarship information and applications are available on the GWC website. Applications are due no later than May 1.

I am pleased to announce our Club's 50th Anniversary Celebration will be a luncheon held on July 21 at the Mount Vernon Inn – please note date change from date announced at general meeting. Further details will be published soon.

Congratulations to our 2012 MARC 2000 miles driving awards recipients: Ashley Williams driving her Fordor and Tom Quigley driving his Victoria.

Wishing you happy and safe times driving your Model A,

Charlene Beckner
President

FROM THE EDITOR

I was really looking forward to the grand shindig to celebrate the Club's 50th birthday, but, as often happens, plans got in the way. Since our 60-day camping trip in 2011 went so well, we decided to give it another try. So we're packing up and heading west by northwest next June (after Sully) to explore Alaska. Thus, we won't be in town for the celebration of GWC's 50th anniversary on July 21st. So take lots of photos. The trip will be another 60-day extravaganza, so Doug Tomb will have a couple of months to work his magic with The Ford Script.

One nice thing about this trip is that we'll be able to check out the new Model A Museum on the return leg. I was worried about camping in the Detroit area, considering its reputation, but I was relieved to discover that the museum is actually on the other side of the state near Kalamazoo and Battle Creek. And, no, we're not making this trip in the Model A.

My hat's off to the Zapp family (see Andy Jaeger's email), who are travelling all over the world in their 1928 Graeme-Nash on what has so far been a 13-year odyssey. How did they all fit in there (the parents + 4 children)? I guess the perennial question kids ask on these trips ("Are we there yet?") has gotten pretty old by now. And where did they get money for parts? Heck, where did they even find parts? Although I feel like we're kindred spirits, I would never tackle that kind of adventurous life. I prefer adventure in smaller doses, although 60 days doesn't seem that small to me. Everything's relative, I guess.

FROM THE SMOKE FREE ROOM

The meeting was called to order at 7:05 p.m. by President Charlene Beckner at The Fairfax City Library. Also in attendance were Doug Tomb, Gil Beckner, Howard Minners, Benny Leonard, Clarice Shaw, Phil Roche, Bill Sims, Chuck Kunstbeck and Greg Shepherd.



Charlene read an email from Jim Cartmill in which Jim provided 2012 driving award winners and requested the names of any members who plan to drive their A's to the Grand opening of the Model A Museum. Future BOD meeting locations was discussed.

Plans for celebrating the 50th anniversary of the club were discussed. The Board approved having the event at the Mount Vernon Inn and charging \$10 per club member.

Gil presented prices for a pin honoring the occasion. A motion to order 300 pins at a cost of \$474 was carried unanimously. Gil also reviewed the budget as of March 21, 2013.

Doug Tomb provided an update on future meeting programs. April will be small parts repair and May will feature a judging seminar. Alternative hobby night for June and July will be an outdoor flea market.

Clarice reported that the club has 8 slots for the Cherry Blossom Parade (previous registration required) and the next event is small parts day at Janet Merkel's.

Greg Shepherd reported that he has ordered the coloring books. Greg also said that Jonathan Miller and Lindsey Bastian have joined the club.

Bill Sims informed the Board that the deadline for *Script* articles is April 1st.

Howard Minners updated the Board on upcoming MARC and MAFCA meets and the Grand Opening of the Model A Museum.

The meeting adjourned at 8:50 p.m.

Respectfully submitted,
Chuck Kunstbeck, Secretary



THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

With the arrival of spring a fun-filled year was shaping up. Already, a dozen activities were on the horizon, starting with Carlisle on April 11th. There would also be two national club meets in the year, GWC's first VP John Kandl had arranged for a carburetor day at Chuck Zierdt's on the 23rd. A timely program at the April meeting was about Zenith carbs, and a demonstration and exhibit was conducted by Art Storer, who also distributed a handout on the subject to prepare members for the upcoming workshop at Chuck's.



Reported on was the previous month's hands-on gathering at Joe Ramey's to change the transmission in his '29 roadster. A rebuilt was to be installed. At the critical moment, John Kandl discovered that different years' parts were a mismatched in the new unit, causing excessive end play in the output shaft. Not to be deterred, he proceeded to dismantle both gearboxes and assembled one with all compatible components. Without his sharp eye, the installation would have been a flop.

The Ford Script contained some useful tips for members. One from John Shepherd suggested using a dwell meter from Radio Shack to set timing. It was said that Al Meeks ran with one on his steering column all the time. Several other shop hints from an era issue of the National Trade Journal were printed: one on how to repair fuel lines, another about straightening finished rods without leaving hammer marks.

The Script center page was a 48-state map from a 1928 edition of the magazine American Motorist showing gasoline prices in all states. Try not to be upset; the prices ranged from a low of 10 cents for "straight run" to a high of 29 cents for high test.

Sully staffing was incomplete, and members were reminded that it was our only fund raiser, and requested they sign up for two hours in the duty area of their choice. Key positions were held by Bill Worsham, chairman, Don Temple, Bob Wild and John Howell.

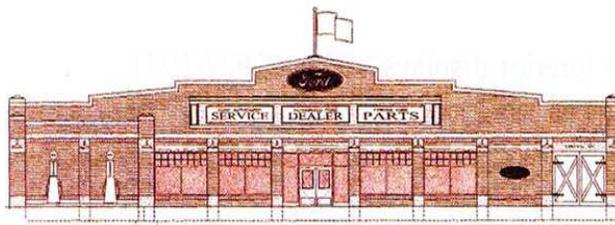
This month, the only way you could find a Model A for sale in the Script's Market Place column would be by buying the many and varied parts being offered and assembling them into one, but if you wanted a Dodge sedan, a Dodge Dart, a Camaro, or a Mercury, they were offered, and with "no assembly required".

Dave Henderson

MUSEUM UPDATE

Here it is April 1, so that means less than 50 days until the Grand Opening. There is still a lot to do but we are making steady progress.

In the last month, new display cabinets, new wall signs, Edison's Model A, KR Wilson tool cabinet, parts room displays and machinery have all arrived and are making the building look more and more like a museum.



We have had **work days** in November, January, February, and March and have plans for another on **April 27-28**. (9 AM - 5 PM) The goal is to have the museum ready for May 18 at the end of the April work days.

The people who have been attending the work days have been absolutely great. The local Model A clubs (Grape Country and Grand A's) have shown up with both numbers and talent, and have done museum quality work wherever needed. Bob Barker, VP of MARC, came and grabbed a paint roller and painted willingly most of the day (everybody knows its only fun for the first ten minutes). It's everybody's Model A Museum. A crew led by Jerry Morrissey has been building special display cabinets to house ads, photos and the assembly plant souvenir bricks donated by Doug Skinner. Jim Spawn has gotten agreements for memorable watches, hats and lighting fixtures. It's going to be a place that Model A'ers will enjoy coming to.

There are things that still are needed, for those who can't make it to work days. Stainless steel parts (we have the cowl band and headlights), individual items and collections of Model A rare and unusual items, parts for the parts room, KR Wilson tools, especially the 33 Model A tools (check with Randy Sierk for haves and wants). Hope to see you soon,

Thanks,
Stan Johnson

SCHOLARSHIP APPLICATIONS

Scholarship applications are due May 1. Club members: remind your children/ grandchildren/ great grandchildren the scholarship requirements and applications are on the GWC website, www.gwcmodela.org. The Club will award up to four \$1,000 scholarships this year.

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MEMBERSHIP REPORT

We have one new family to welcome this month:

Jonathan and Lindsay Miller
14709 Keavy Ridge Ct
Haymarket, VA, 20169
330-227-9679 (h)
ZoomieJon@Yahoo.com

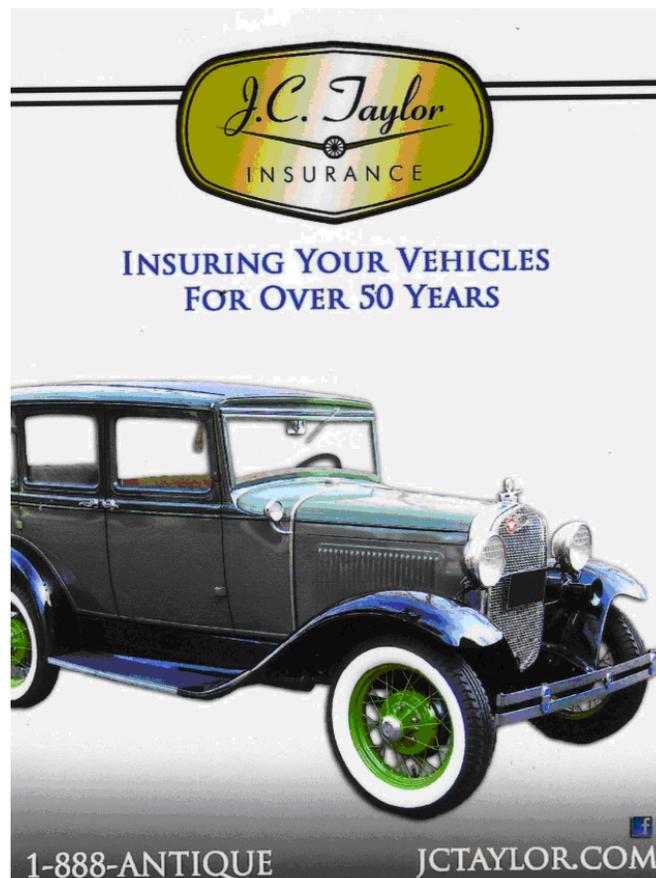
They own a 1931 Tudor. Please welcome them to the club and update your rosters with their information. As always, if you want an updated electronic PDF version, drop me a line and I'll email it right out.

Membership Chair,
Greg Shepherd

SUNSHINE REPORT

It's been quiet for awhile on the Sunshine Report and hopefully that's a good thing. If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. We need to stay in touch with and support our members when they need it and our Sunshine Report gets the word out.

Membership Chair,
Greg Shepherd



EARLY SPRING 2013 COWTOWN SORTIE

Did you ever wake up with a song stuck in your mind? On Sunday, March 24, that song for me was “Wednesday Morning 3 a.m.” by Simon & Garfunkel. No, it wasn’t Wednesday, but it was 3 a.m., and I’d already been up for an hour. Why? I’ll tell you why: Clem.

As we met up in his driveway, there were three pressing questions:

- 1) What the heck is a Hubodometer, and why is it on Clem’s ’39 pickup?
- 2) Why are we here at 4 a.m., sober and without ladies of the night?
- 3) Who is the designated adult?



With a smallish posse comprising 3 retired senior military officers, we realized we were about to launch on a critical early spring parts procurement mission (ESPPM) without NCO know-how, an adequate alcohol supply, or sufficient caffeine in our blood. None of this looked good; but we had our orders.

Our switch to military precision was impressive: Our 0405 launch gave us an FAA-certifiable on-time departure. After clearing the departure end of the driveway in Clem’s Tahoe without incident, the cockpit banter rapidly devolved into the flinging of camel chips and llama dung, as Glenn pounded his iPhone’s simulated keyboard fact-checking every lie and half-truth being flung; man that thing was asmokin’.

We arrived at the “town of cows” at 0625, right on schedule. Only 34090256 folk were ahead of us. (Before I gets a deluge of Qs, there ain’t no cows there and the event isn’t held at Cowtown anyway. We want to throw off them wannabe flatlanders who planned to grab all the good stuff. Because of our poor planning, the sun arrived in south Jersey before we did, so we dumped our flashlights as we were rolling into the parking field. Jim was driving, so I left the Tahoe while it was still rolling so I dunno what happened or where he parked.

I checked in with Ernie but he didn’t have the Model A part I needed. Then I raced from building to building looking at the wondrous collection of discarded junk/treasures. By now I’m thinking the Almighty knows he’s wasted his efforts on the likes of all 9375093745 of us. Thanks to a beautiful, if not a bit brisk, morning, we encountered the biggest crowd I’ve ever seen at Cowtown, with 99.92347% of it being male. Why ladies with full sets of teeth aren’t fascinated with the memory of shine on rusty chrome, and the deep fantasy dreams of restoring heavily oxidized motorized behemoths of the last century, I’ll never know.



Advertised as a 1902 Olds



**1964 Plymouth Savoy; ugly then,
ugly now @ \$6,500**

EARLY SPRING 2013 COWTOWN SORTIE (Cont.)

When I found Frankie, he sent me off looking for an aluminum trike he'd seen Saturday; I never heard of such a thing, and never found it, which saved him 100 bux. I'm happy to report that the convenience was actually warm inside. Also I can report that when guys are running after treasures at an automotive flea market they generally forgo using said convenience; and of the few who do go, <1% wash their hands.

After running the gauntlet of buildings it was out in the back 40 for me. When I say buildings, most of them were sheds. Frankie's had heat and doors even. Each year they seem to be closing in more of the sheds. Had the wind been blowing, it would have been windy.

The back 40 had the largest collection of pickup trucks and junk I'd ever seen at Cowtown, with more pouring in as our posse headed out to chow at 1000. I did stop to see Mike in the first shed and give him a hug. He lost Momma last year. He and Ernie had the most Model A stuff.

Out in the south 40, I hear a great deal of honking. Turns out we were in the migration pattern for Canada geese (scientific name: *Bigamus Gooseamus Pooonus*). All were on the move in loose fingertip formation and honking about it. I counted 89356982356982659265 +- 12 overhead over the next 20 minutes. After vast calculations using half-vast formulas and no slide rules, we determined the geese were above the poop-touching-us altitude. This is very good. None hit us or geese don't fly and poop simultaneously (my vanilla ice-cream tasted funny, tho).

One booth had golden oldies CDs for sale. They were blasting away making the meet much better. I wanted to buy 'em all, but remembered Sandy's golden rule: DON'T BUY ANYTHING!

But then I found a guy with a huge tray of hot wheels. He wanted 4 for a dolla'; I offered \$20 for all. We settled on \$30 for a hundred. This purchase was exempt from the aforementioned rule, because I clean 'em all up and have them at my table at train meets and Hershey for the kids who come by.

One guy had a "Checkometer"; I loved it. It was about 14 inches in diameter with a crown rim, thus it hadda' be good. It read from 0-to-300 in gedoinks. All around the face of the meter were descriptions of what was wrong with your car. Nowhere did it say your car was fine! I passed at \$125, even though it would have been an exceptional complimentary piece to my Hubodometer.

Another guy had a "Liquidmeter", with a gauge reading from zero to 25,000. It had been converted into a lamp which ranged from ugly to super uuuugly. A train friend from NJ spotted me whilst I was entranced by this piece of Cowtownia, and tempted me away from its spell with a part I actually needed. Thank goodness I was saved from getting Miss Sandy yet another unappreciated treasure.

One fellow had a coffin for sale, which he offered to open and show me the fine interior; I passed.



Jim spotted a late 40s cold water bath Coke machine; very neat, but in need of mucho work & \$\$ to restore; he's been thrashing a '58 Coke machine for years. He did snag a '30 - '31 headlight bar mounted with two good SS buckets, and got a distributor thrown in for free. Turns out the distributor had Argentinean after-market parts made by "Industria Argentina."



EARLY SPRING 2013 COWTOWN SORTIE (Cont.)

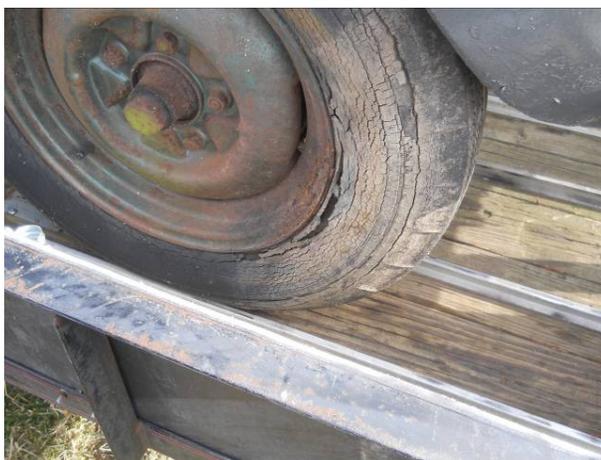
I had a chance to chat with Bill from NJ. He had some Model A Stuff but not a lot. Ernie and Mike had probably 63% of what was there. I looked all morning for an emergency '30-31 brake cross shaft arm.

Another guy had a photo of a '39 Pickup for \$900. And there was a '38 pickup grill for \$200. I really liked a home-made toy oil tanker with fenders out of upside down soup spoons and ball bearing wheels. Neato, but for \$200, I passed. I also passed on a nice pair of wide bolt rims for \$35; I'd been briefed by CINCHOUSE that I had a sufficient quantity of said rims. I also passed on a '32 Ford hood for \$175; this only because I ain't got no stinkin' '32.

Glenn's exciting find was a '40 Ford SEMOR pickup; now that was one mighty fine ride.



Can it be restored?



Maypop tires

Tires were by Maypop (You remember the ad rhyme for Maypop tires: "They may pop today; they may pop tomorrow; but they surely will pop". (To the tune of Humpty Dumpty). Interior was by Ms. Rus ting. The sign said it ran (Sometime ago I bet). "Can it be restored?" Glenn asked; I said "sure... by 2 pm..."



Like the gas tank?



After market hood prop

About 10 am we'd had enough thrills for the day and headed out the secret way to chow. (Ya can't go left out of the place, so you gotta' go left by turning right 3 times (while trying to stay off

EARLY SPRING 2013 COWTOWN SORTIE (Cont.)

unpaved roads) before you pass out of the Cowtown quadrant and can again go left to go left). We love the Wagon Wheel restaurant for its good chow, friendliness, lack of tourists, and complete collection of John "the Duke" Wayne commemorative plates and framed fake guns on the wall over the kitchen.

After way too much good food, we rolled for home. The homeward trip was uneventful except that the food plus the jellies and gummy apple slices we were eating caused several aroma moments, which resulted in spontaneous 4-window automatic window lowering. We also dredged up and told some of the worstest and oldest jokes know'd to man (I had kicked the slats outa my crib laughin' at them years ago.)

We all got home safe and better for the day, after road tripping with dear friends in the South Jersey dirt and chill of Cowtown. Thanks Jim, so much, for driving. Yet another great year at the "South Jersey Regional AACA 42nd Annual Swap Meet and Car Corral – Woodstown, NJ"... you know, Cowtown.

Clem Clement, Jim Gray, Glenn Mackinnon
Pictures by Clem & Jim

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OLD TIME STORIES—REMINISCENCES OF THE CLUB'S BYGONE DAYS

Why did I always like coming to the early club meetings with Val? Cause those guys were so funny joking with each other -- Millard Springer, Ed Wienchek, Clem Clement, John Kandl, George Merkel, etc. etc. Always there was a chuckle, and I never heard a cross word! Don't know what the guys were like in "real life" but the Model A club leveled everyone - the Colonels, the MD's, the farmers, the auto mechanics and electrical experts, etc. And all members seemed eager to share old parts of old cars, lots of funny stories, and plenty of "advice" on how to fix the latest problem!

Donna Zadnik

REAR WHEEL BEARING FAILURE

I must apologize for not getting this written earlier as the information might be of use to some of you, especially if you have worked or are planning to work on your rear wheels. I'm afraid a war 40 years ago, an airplane and a bunch of "crewdogs" kind of got in the way. I also apologize for the lack of pictures, the stuff got sent back to the supplier before I thought of taking any.

The bearing story begins back in the spring when I was getting Cricket, our '31 Tudor, ready for the MARC National Tour in Chattanooga. I had rebuilt the front end and intended to completely rebuild the rear brakes, including new shoes, drums, hubs and bearings. Unfortunately, time was running out, so rather than pull the rear backing plates, I checked the old roller tracks, which looked fairly good, and put all the new parts on what was already present. Then I adjusted the brakes all around and called it good.

As you know if you read my last article on our tour adventures, we had to be rescued from the Peaks of Otter on the Blue Ridge Parkway by Jon Phillips because of a generator problem. Back home, with the generator problem fixed, we headed off to the GWC Picnic. Bill Shields followed us over and back and after we reached our respective homes out here in Luray, Bill sent me an email saying that my right rear brake was smoking coming down the mountains after crossing Skyline Drive in the Shenandoah National Park.

I hadn't felt, heard or smelled anything so I didn't think too much about it, but a couple of days later I went out in the garage and jacked up Cricket's rear end. I checked the left rear wheel and it rolled just fine, forward and back. Then I checked the right. It drug going forward and basically wouldn't move back. You can probably guess my next comment.

I figured I'd better check things out, so I took the wheel off and pulled the hub. As soon as I got the hub past the end of the axle, the bearing, or more precisely, pieces of the bearing, fell out. The bearing had completely disintegrated. Grease, or what had been grease, was everywhere—on the brake shoes, on the brake operating mechanism, on the backing plates—everywhere. But rather than being slick, it was like paste and had a dull gray color to it. The axle housing race, no longer shiny, was also a dull gray, as was the hub race. I decided I'd better take a look at the left side. The left bearing was still intact, but the grease looked the same as on the right and the races were also beginning to look dull gray. I figured we were lucky to have made it home from the picnic and probably lucky that the generator went out on the Blue Ridge and we had to be rescued. I don't think Cricket would have made it home from the Blue Ridge.

The next day I talked the situation over with Jon Phillips down at the Model A Garage and decided to take Cricket's rear end up to Ora Landis at Schwalm's to have it rebuilt. I also took the rear drums and hubs to have Ora look at them and see what he thought. Ora's comment when he saw the mess echoed my first comment, only he used nicer words. In looking at the right hub, Ora thought it looked like there was a crack on the outside of the race and that it was beyond redemption with or without a crack. I was later able to determine that what appeared to be a crack was actually melted powder coating. Powder coating is heated to around 400 degrees Fahrenheit when applied so that should give you an idea as to how hot things were back there. Ora felt that the left hub and drum were usable but only with a repair race and smaller bearing.

REAR WHEEL BEARING FAILURE (Cont.)

I left the rear end in Ora's skilled hands and headed back to Luray trying to figure out what had caused the problem. The only thing I could come up with was that I had not greased the rear bearings properly. However I was bothered with that conclusion because, when it comes to grease, I usually work on the proposition that "Some good, more better." I have a tendency to over grease everything.

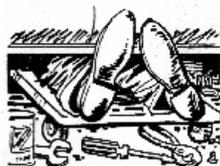
A few days later I was back at the Model A Garage working on the brakes and rear end of another car for Jon. I was doing much the same as I had done with Cricket, but in this case was just replacing the bearings, cleaning the rear brake operating mechanism and re-lining the brake shoes. When it came time to start putting the rear drums and hubs back on, I dropped one of the new rear bearings into a hub just to check the fit before I stuffed the bearing with A LOT of grease. It didn't quite look right and it appeared to be really loose in the hub so I pulled the bearing out for a closer look. The bearing cage looked to be very flimsy and not well finished. I had Jon take a look and since he didn't have any new rear bearings except the ones for the car I was working on, he dug out an old original. The difference was startling, at least to me.

Although the rollers on the old bearing showed some wear, the cage was much more substantial than that on the new bearing. It appeared that the thickness of the metal making up the cage on the older bearing was close to twice that of the new one and, although a bit worn, you could tell that the finish of the old bearing cage had been much better. We also took a look at the bearing from Cricket that hadn't disintegrated and it was a match to the other new bearing.

Jon got on the phone to Bratton's to talk about rear wheel bearings. After pulling some of their supply and discussing what they saw with Jon, Bratton's got on the phone to their supplier. The bottom line, as I understand it, was that some 1500 rear wheel bearings were recalled. The rear wheel bearings Bratton's now has are much more substantial and don't rattle around in the hub.

When I was finishing up with Cricket, I had just grabbed the new bearings, greased them, stuck them in the new hubs, put on the grease seal and fitted them to the rear axle. I hadn't looked at them closely because they were new. Another lesson learned! Please, if you recently worked on your rear bearings, think back to what you saw and, if necessary, take a look inside. If you have new rear bearings, be sure to check them over no matter where they came from. I'm sure Bratton's wasn't the only place that was supplied with the substandard variety. Cricket's new rear end looks good but is awaiting a new overdrive and rear spring as well as rebuilt backing plates. She will also be getting new brake drums and hubs that have the new race with smaller bearings installed. They were actually made up some time ago for Guin. You most likely haven't heard of Guin. She's the '30 Tudor that has followed me around for nearly 40 years. There's a really nice looking short block in my shop that followed me back from Schwalm's that should make her go like a penguin under water. She will be Carol's Penguin. I'll just call her Guin.

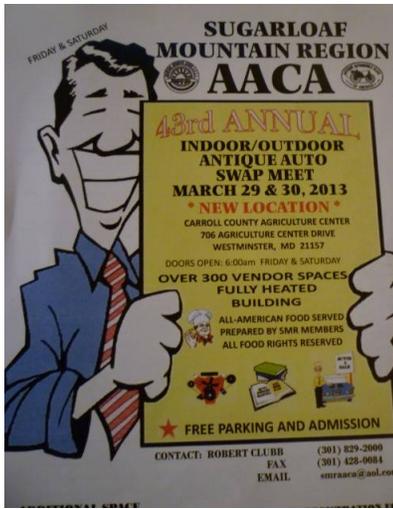
Jim Cartmill



SUGARLOAF MOUNTAIN REGION AACA MEET

For the second time in a week, we filed an on-time departure from Clem's driveway at 0435. Our objective this time was the Sugarloaf Mountain Region AACA meet at its new location in the Carroll County Agriculture Center in Westminster, MD. To keep us out of trouble this time, Benny Leonard joined Clem, Glenn MacKinnon and me for the adventure.

After an enroute stop to get and get rid of some coffee, we arrived at the new meet location at 0600, and were in the door at 0605. As on our outing a week earlier, I had a song stuck in my head, but this time it was a piece from Wagner's Das Rheingold. Yes, "Entry of the Gods into Valhalla", with its strings and horns (<http://www.youtube.com/watch?v=b80Jw8MuZxo>) stirred my soul as we entered the hall.



The Promise



Bob Clubb's Model T Paddy Wagon Guards Valhalla

The 4 of us strode with great purpose by Bob Clubb's Paddy Wagon T to find what Clem calls "the good stuff"; we didn't, however, manage to get it all.

After a quick refueling at the AACA-run kitchen, we spread out. I called Clem about a nice stack of '35 Ford wheels and hubcaps; "pass," he said. He then asked if we were collecting boats; I said I wasn't.



About 2 hours later we ran into Reed Martin with a fine-looking Reflecting Pool racing boat in hand. He showed me the "Wash. D.C." stern marking, and I realized he'd made a great find; it looked very much like the one he had on the table during his great talk at our June 20, 2012, club meeting.

Reed Martin at our June 20, 2012 Club meeting

Meanwhile, I'd found an enigma in a nicely engraved velvet-lined compartment insert. A show vendor with a bevy of Rolls, Bentley and Mercedes knick-knacks believed it was from a 20s Limousine

because of its nickel plating and engraving. Some thought it might be for cigarettes, but the impressed bump in the back middle hinted that it might be for some kind of glasses, maybe even opera glasses. It's a puzzle.



My "What's it"?

SUGARLOAF MOUNTAIN MEET (Cont.)

A few minutes later, I came across Clem taking a third look at a 10" diameter convex mirror; but each time he'd picked it up, it named someone else as the most beautiful in the hall. With a deep sigh, he put it down and moved on.

Benny picked up a roll of hot rod style insulation for the coupe he's been beating on, and I got some polishing supplies, but the real score was Clem's. He found the very same "Checkometer" he'd seen at Cowtown the previous Sunday. With skilled negotiation, the price became kinda' affordable, and his Hubodometer now has an analytical partner. Even so, Clem is still lamenting passing on the concrete-filled iron duck and those 5 '35 Ford hubcaps, rims, beauty rings and whitewall tires.



Clem's Checkometer



The Back 40

Glenn had headed out to the back 40 to check out the cars; he's always looking for a good '68 Pontiac hood, and you never know when you might come across one. He didn't find that hood, but he did find the extremely rare, some say unique, 3-years-ahead-of-actual-production 1956 Chevy dual windshield Fakecamino.



Glenn's 1956 Fakecamino



Detailed engine

What a find! Clem said that one of the exceptional features of this specimen was its upholstered front of the radiator and the well areas in front of the radiator. Musta' been for hauling beer or as shock absorbers. The bed of this thing was absent. The sides of the bed were upholstered in puke yellow vinyl. The rear seat foot area was still there, minus much of the metal due to iron oxidation. The spare tire could be seen laying flat. The engine compartment was covered with a whitish muddish colored stuff, which Clem claimed he didn't taste. Actually for a Chebby, though, Clem thought it looked pretty neat. From its original brown suede bed to its finely detailed engine, this was a keeper – so Glenn let its owner keep it.

SUGARLOAF MOUNTAIN MEET (Cont.)

After Clem bought a couple of raffle tickets from Bob Chubb's daughter, we headed out to eat lunch. We heard that "Maggie's" was good, so we drove a mile or two to find out.



Maggie's in Westminster MD



Buffalo Beer Ad on the wall

Our waitress, Teresa, said Maggie's was famous for crab cakes; so Clem and I ordered them. As we sat at our table in the front bay window of the restaurant under a vintage Buffalo Beer poster, I wondered if it was known for its cheesecake as well. I opined I was unaware that scantily clad Indian maidens in ribbon ballet shoes ever perched on stampeding buffalo. That led Clem to inform us of several of the 42 uses for buffalo chips just as food was arriving. Who knew that #42 was pulverized chips being used as diaper powder? Need more buffalo facts? http://www.webpanda.com/There/42_uses_of_the_buffalo.htm .

We stopped by Walt Bratton's custom-built radiant floor-heated 12,000 square foot warehouse on the way home. Walt graciously gave us the grand tour. The entire operation is impressive. The layout provides for the best possible arrangement for expedited shipping and receiving. Clem particularly liked the secure area where shipments and deliveries could be handled inside the building, minimizing the possibility of theft. Walt built his warehouse big enough to have space to work at the current level plus some additional space for future growth.



Walt Bratton's Warehouse



Radiant heating manifold warms the building

Although Walt has most things Model A, and is very easy to work with, he couldn't help Glenn with his requirement for a '68 Pontiac hood. He does have a nice pair of early '28 Model A headlight buckets, though.

I guess we'll just have to plan on going to Carlisle to find Glenn's hood. Darn the luck.

Jim Gray and Clem Clement
Pictures by Jim Gray and Glenn MacKinnon
Picture of Reed Martin by Doug Tomb

SMALL PARTS REPAIR DAY, SATURDAY, APRIL 27TH

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

This year, Small Parts Day will be held at the home of Janet Merkel, 9306 Merkel Farms Road, Bowie, MD, from 9:00 a.m. to 3:00 p.m. on Saturday, April 27th. Members should bring any parts that will be needed to repair their item. Be sure to get those ordered ahead of time so as to have them on the 27th. Equipment will be on hand to do final cleaning and paint parts, as well as tools to aid in mechanical restoration tasks. The cleaner the parts are when they arrive, the faster the rebuilding effort will be. Sand blasting is available for those that need it. Craig Sawyer from Southern Maryland Model A Club will be at the Merkel's to assist with carburetor work and will flow test the jets. Even if you don't plan to rebuild a part, anyone is welcome to come, watch and learn. Ladies, please join in the fun.

Coffee and donuts will be provided by the club in the morning and lunch will also be served. If possible, please let Janet know if you plan to attend by email: gmjm64@verizon.net or phone 301-262-6587 so she has an approximate count for food. Even if you find out at the last minute you can attend but didn't sign up, it's ok. Please still come.

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

From Route 495, Woodrow Wilson Bridge:

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

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

From Route 495, American Legion Bridge:

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

If you get lost, call Janet on her cell phone, 301-325-7020.

COMING EVENTS

April 6 Pancake Breakfast and Antique Auto Show at Clarendon Methodist Church on 6th and N. Irving Sts., Arlington, VA. 8:00 to 12:00. Trophies for 1st thru 3rd-place cars. \$8 (adults), \$4 (children under 10), free (children under 5). Model T Club take-apart car. Activities for children, raffle for prizes (Redskins and Nationals tickets, etc.). Proceeds to go to Doorways, a battered-women's shelter.

April 13 Cherry Blossom Festival Parade. Contact Clarice Shaw if you want to participate. She must have release forms in to them from everyone in our group by March 12th.

April 11-14 MARC National Membership Meet, Charlotte, NC.

April 17 GWC General Meeting (small parts repair guidance at different tables)

April 27 Small Parts Day at Janet Merkel's. (See p. 17 for info.)

May 11 Apple Blossom Antique Car Show, Winchester, VA., Shenandoah Region AACA, Jim Burnett Park. Flea market and car corral. Take Pleasant Valley Rd. off Rt. 50 and follow signs. For info, go to <http://www.sraaca.com/>

May 18 Grand Opening of the Model A Museum near Kalamazoo, MI. (See p. 6.)

CLASSIFIED ADS

For Sale

I have a 31 coupe that I must reluctantly sell. I Intended it as a "driver" and, in fact, it is a very nice driver. It looks good and drives even better. I don't want it to end up as a "street Rod" and am asking you to see if anyone in the club may have an interest. Asking price is less than I have invested but is what I think the current value is. \$16,500 or best offer. (I also have some spare parts, engine, trans and some misc parts.) The car still needs a headliner and a couple of interior panels. See attached picture. Richard (Dick) Morrow can be contacted at 703 754 7076.



Gas welding unit, complete with oxygen/acetylene tanks, gauges, hoses and all assorted related supplies, all on a handy, portable, wheeled cart and ready for your welding and brazing jobs on your Model A or other projects. Only \$135 for \$500 value. Val Zadnik [703-892-6720](tel:703-892-6720).

CLASSIFIED ADS (Cont.)

I just finished working on my 1930 Model A closed cab pickup. I did the engine, converted to 12 volts, cooling system, redid the breaks, the trans, and the wheels. Runs nice right now and I hope to begin getting to some of the events. But now I have a bunch of extra parts left over. If you want any, call Gregory "Wojo" Wojtkun 540-668-9056.

5 each 19 inch Garfield W/W tires, less than 5 years old, \$375 for the set of 5.
Two wire wheel rims, sand blasted, need primer and paint, \$50 for the set
5 inner tubes - \$25 for all 5
6 volt battery - purchased Feb 13, \$60
6 volt coil - \$8
6 volt generator - \$75
6 volt distributor - \$50

This toolbox is handcrafted from cherry wood to show and protect the tools that originally came with the New Ford. The tools are securely held by Velcro strips and rest in a felt pad. \$250 plus shipping. Satisfaction guaranteed. Return item within 10 days of receipt for a refund, minus the actual postage it took me to mail it. Email Sewall Tyler atoverdam.sewall@gmail.com for more information. Phone: [540-687-5125](tel:540-687-5125). Tools are NOT included.



To Rent

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

New vacancy: can store one Model A, or comparable small-sized car, in a modern, secure garage building in the GMU vicinity of Fairfax. \$85 per month. Contact Dave Henderson at 703-938-8954 or by email at jrdshen@verizon.net

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).

MARC-Model A Restorer's Club- \$38.00

6721 Merriman Rd, Garden City, MI 48135
734-427-9050 www.modelaford.org
(Includes six issues of the Model "A" News per yr)

Name (Print) _____
Spouse's Name _____
Address _____
City _____ State _____ ZIP _____
Phone Number _____
Is it ok to list phone number in club roster (yes or no)? _____
EMAIL address _____
Is it ok to list email address in club roster (yes or no)? _____
Signature _____

MAFCA-Model A Ford Club of America - \$40.00

250 South Cypress St., La Habra, CA 90631
562-697-2712 www.mafca.com
(Includes six issues of the Restorer per yr)

Name (Print) _____
Spouse's Name _____
Address _____
City _____ State _____ ZIP _____
Telephone _____
Permission to publish my telephone number in future membership rosters? yes _____ no _____
(Ask about Optional new member package - extra \$10.00.)

MAFFI Membership Application Form

Over Seventy Years Ago...Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent. You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America. Your membership donation is tax deductible under the Internal Revenue Service rule 501 (c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the building of research centers in many locations. Exciting new projects are on the horizon and you can be a part of them!

www.maffi.org

Name : _____
Address: _____
City: _____ State: _____ Zip: _____ Telephone: _____
Chapter: _____ Email Address: _____

Family Membership:
_____ Annual \$25.00 _____ Three Year \$70.00 _____ Life \$350.00

Club Membership:
_____ Bronze \$100.00 _____ Silver \$250.00 _____ Gold \$500.00 _____ Platinum \$1000 _____ Other

I wish to make an additional optional tax deductible contribution of: \$ _____
Please apply addition contribution to: _____ Museum Displays _____ Endowment Fund

Total Contribution Enclosed: \$ _____

Please print and mail this form to: MAFFI, P.O. Box 95151, Nonantum, MA 02495

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

Names- First _____ Spouse _____ Last _____
Address _____ City _____ State _____ Zip _____
Phone (H) _____ (C) _____ (B) _____ E-mail _____

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

For members with email the dues are \$20.00 per year but are prorated over the year: Joining after March 31st = \$15.00, Joining after June 30th = \$10.00, Joining after September 30th = \$5.00. Email is the preferred way as it helps on club costs as well as emails are sent about club events, invitations and other related activities.

For members without email the dues are \$30.00 per year but are prorated over the year: Joining after March 31st = \$22.50, Joining after June 30th = \$15.00, Joining after September 30th = \$7.50.

Please visit us at: www.gwcmoford.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



