

The Ford Script



Vol. XXXV

February 2014

No. 2



Sharon Leonard by the Leonard 1930 Tudor Sedan
at the GWC Pig Pickin' last year



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

The Ford Script



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

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

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

www.gwcmodela.org
Web Master: Greg Shepherd

Board of Directors

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Non-Board Position

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

Next deadline: Sunday, March 2nd

THE PRESIDENT'S CORNER



I had my heart set on a snowy winter. So far we have had just one “light” snow fall, and I am hoping for much more than that. All we have had is COLD!. I am sure glad I have my bear skin coat.

Why, you might ask, do I want more snow? The simple reason is that when it is snowy outside, I have to come up with things to do on the inside. I usually end up in my garage (unlike my Model A, it has a heater). And then I can work on my alternative hobbies, without any guilt.

I like to say that February is Alternate Hobby Month. This is when it is OK to really dig in to your non-Model A hobby. In my case, it is my steam car. It has been sitting all year, waiting for me to get over my fixation on my Model A touring car.

In recognition of Alternate Hobby Month, we have club member Clem Clement speaking to us at the GWC February Meeting about his alternative hobby. Some of you may even be aware that his alternative hobby is Trains. He is willing to share his interest with us, and he will bring down a selection of his favorites, and he may even try to convert some of the membership to Train Mania. That is OK, because we are safely a couple of months from spring, and by then the effects of Train Mania will have worn off, and it will be time for Model A Fords again.

But just to be safe, we have scheduled a Model A hands-on Water Pump rebuilding seminar at Jay's Garage (Melton's, not Leno's) on Saturday, February 22nd. This will be a hands-on exercise in how to remove your water pump, rebuild it, and put everything back together. Coffee and donuts will be provided, and the action starts at 9:00 AM. Directions will be sent to the membership ahead of time, so stay tuned.

Now, the fact that we have scheduled the Model A Water Pump Seminar the day before Train Day is just a quirk of the calendar. We are in no way trying to inoculate the GWC Membership beforehand so they don't catch Train Mania. We don't mind a little competition from other hobbies, and the February program is proof. We know that come spring, you will have that undeniable urge to take your Model A for a drive. With that rebuilt water pump working great, you will be able to enjoy the beautiful spring weather on a nice country drive.

And that reminds me, where should we drive to? Sounds like we need a plan for a nice spring day trip. Anyone have any ideas? Now is the time to start planning.

Doug Tomb
President

FROM THE EDITOR

I'm really excited about this issue. We not only have important information about what antifreeze to use in your Model A, but we have three interesting articles from members. First, there's Jim Gray's monthly description of his travels and adventures in his Model A, this time in a more train-related vein to get us psyched up for Clem and Sandy's Train Day. Next, we have the start of a new series by an older member who doesn't have the time or energy to write out his stories but is happy to tell them to Jim Gray, who will record the stories, write them up and then send them on to The Script for our edification. The storyteller wishes to remain anonymous, and so his byline will be "Mickey." And, finally, we have a submission from down-South member Doug Cox about solving a mysterious light-failure problem. It all makes for great reading while we're trapped inside on these cold winter days. Enjoy.

FROM THE “DECEMBER” SMOKE-FREE ROOM

(Editor’s note—The December joint board meeting was held after the January issue went to press, so its minutes are presented here.)



At approximately 7:30 PM, a joint meeting of the 2013/2014 Boards was opened at the Beckner home by Doug Tomb.

Those present were Doug Tomb, Benny Leonard, Gil Beckner, Howard Minners, Paul Gauthier, Jim Gray, Bruce Metcalf, Gerry Olexson, Bill Worsham, Greg Shepherd, and Woody Williams. Guests were Stan Johnson, MAFFI, and Bob Hartig, T-Bird Club.

The final Treasurer’s Report for 2013 was presented and the Treasurer’s records were transferred from Gil Beckner to Woody Williams. Greg Shepherd reported that the website had been updated. Additional reports were presented by various Board members and many of the Board members expressed their goals and plans for 2014.

Stan Johnson made a presentation on a bus tour from the Tidewater area through Northern Virginia to Greenfield Village, the Model A and the Ford V-8 museums in either the spring or September.

The Board would like to thank Charlene and Gil Beckner for hosting this meeting. With no further business to conduct, the meeting was adjourned at 9:30PM.

Woody Williams

FROM THE JANUARY SMOKE FREE ROOM

The meeting was called to order at 7:00 PM by Doug Tomb at Doug and Beverly’s home. The following were present: Paul Gauthier, Jim Gray, Bruce Metcalf, Benny Leonard, Jerry Olexson, Greg Shepherd, Bill Sims, Woody Williams, Bill Worsham, and our newly appointed board member—Club Librarian Jay Melton. Jim O’Neale, Suzan O’Neale, and Howard Minners, were unable to attend.



Woody Williams’ Treasurer’s Report included a presentation on his review of our books for 2013, and a draft of our budget for 2014. Funding was approved for Small Parts Day, Train Day, and a donation to the MAFFI Endowment, which came from the Memorial Fund.

Woody indicated that he feels it necessary to match receipts to all checks he issues.

Doug announced that the next two BOD meetings would be held at the City of Fairfax Regional Public Library at 7:00 PM on Wednesday, February 26; and Wednesday, March 26. The date and time of the April meeting is to be determined (TBD): the May meeting will be held May 28 at the Gauthier home at a time TBD; the June meeting will be held in conjunction with the post-Sully picnic at the Jaeger home, the date and time of which is TBD.

Paul Gauthier reported that our application to participate in the April 12 Cherry Blossom Parade has been accepted; our application to participate in the Memorial Day Parade has been submitted. Sandy and Clem Clement’s 41st annual Old Car and Train Day will be held at their house on Sunday, February 23, from noon until 5:00 PM. Small Parts Day will be held at Janet Merkel’s farm on April 26. Specific details will be published in the Script and on the website when they become available. We are developing a Janet Merkel mini-tour to the Blackberry Festival at Skyland in the Shenandoah National Park from Friday, July 26 – Sunday, July 28. Details will be published in the Script and on the website when they are available. Planning ahead, our Christmas Party will be held at the Fairfax American Legion Hall (as it has been the last two years) on December 6.

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JANUARY SMOKE FREE ROOM (Cont.)

Jim Gray reported that our first program, the January indoor flea market was lightly attended, but that all who were there seemed to enjoy themselves. The program at the February meeting on the 19th will be a presentation by Clem on his “other” hobby, model trains. Doug Tomb and Jay Melton are planning a water pump rebuild session at Jay’s garage on February 22nd at 9:00 AM, the day before Train Day. The March program will be a post-event presentation on water pump rebuilding given by Benny Leonard. The April 16th program will be a preparation day for Small Parts Day. The May program will be our preparation day for judges at the Sully show; Woody and Jim O’Neale will need a volunteer car or two to demonstrate how we need judging done. The June 18 program is open; the July program has historically been a second flea market; and the programs for August through November are under development. The December 17 program is our brown bag event.

Bill Worsham reported that the first Sully meeting will be held at the Manor House in the park on Wednesday, January 29, at noon; the second meeting is scheduled for Wednesday, March 19, at a place and time TBD. Bill asked Bruce Metcalf to attend to learn the details about the flea market; Bruce is assuming Karen Bush’s duties for the market this year.

Greg Shepherd reported that 30 members for 2013 had not yet paid their dues for 2014. The BOD is conducting an analysis of the membership to determine where we’re going in terms of numbers and residence location of members.

Benny is conducting an inventory of all club property, and will ask for members to either return or describe the club property they have to him as soon as possible. He also reported that the club tool shed needs to be painted this year.

Doug announced that the non-board position of Club Librarian has been filled by appointment of Jay Melton. Jay’s immediate tasks are to inventory all written and video material. Paul indicated he had several DVDs, and would coordinate with Jay to make them available to the membership.

Bill Sims reported that the deadline for the February Script is February 2.

The following items will be considered at a future BOD meeting: MARC’s request that we host the 2018 National Meet; Stan Johnson’s suggestion that we plan a club bus trip to visit the Model A Ford Museum on the Gilmore museum campus in Hickory Corners, Michigan.

Jerry Olexson
Secretary

CAFFEINE DOUBLE CLUTCH (CDC) FOR FEBRUARY

The breakfast group is planning to meet at the Fairfax Silver Diner again on February 18 at 9:30 a.m. Drive your old car if the weather’s nice, but if it’s not, then drive a modern. We’ve been consistently having 15 or more folks join us. Dick Johns, who joined us for the first time in January, even went so far as to say he had a “great time.”

Please let Clem Clement know if you can come—by email (clem.clement@cox.net) or phone (703-830-5597). This will help us get the table set up and prepare the staff for the great time they are about to have.

See you at the CDC! The next CDC breakfast gathering is on Feb 18 at the Fairfax, VA, Silver Diner.

Jim Gray

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



In great contrast with this January's weather, it was unusually warm this time in 1989. Who said what goes around comes around? The year's first Board meeting, at Peyton and Hellen Randolph's, was convened by newly elected President Bobby Harrington. He welcomed Jean Henderson, the club's first lady officer, who would serve as Membership Chairman, and also had words of appreciation for Clem and Sandy Clement for hosting the visit to their home to be dazzled by his trains, and for Andy and Ellen Jaeger for having us all out to their hideaway for the 25th anniversary pig pic celebration. A definite case here of what goes around coming around. At least a quarter century of doing those things in both instances!

At the January flea market, treasures changed hands and the club benefitted too. Clem put on his auctioneer's hat and hawked parts that members donated, yielding 80 bucks to the club's treasury. Coming up at the February meeting as per Guy Pearl, Program Chairman, would be a film on generator repair, followed up by a weekend hands-on work session at Hank Marsh's to actually do rebuilding.

With the winter doldrums in full roar and members itching to find activities, a full two pages of upcoming meets, fleas, and auctions were provided in the Ford Script. Trouble was, most were in even colder climes. Duh.

A new member appearing in the February Script was David Ball and his wife Martha . 3 others joined then too, but aren't on the roster now.

For once, no oddball stuff was offered in the swap column this month, just cars and parts wanted and for sale. Something was brand X though—a Chevy pickup, offered by Charlie Verts. He was forgiven..... Jim Cartmill, Assistant Script editor, wrote of attempts to get one un-named member's infamous phaeton started.

Despite the great horde of supervisors and a few doers clustered around it, it was a no go. John Kandl was credited with getting one cough out of it though. This time it was a case of going around coming around. It's still busted.

Dave Henderson

To Mr. Doug Tomb and the
Model A Ford Clu7b of America
George Washington Chapter

I am writing to thank you for your generous scholarship. I was very happy to learn that I was selected as the recipient of the George Merkel Scholarship.

I am studying automotive technology in the GM automotive service education program at Northern Virginia Community College. In this program, not only do I receive classroom training, but I am also gaining hands-on experience through an internship at Jerry's Chevrolet in Leesburg.

By awarding me this scholarship, you have lightened my financial burden, allowing me to focus more on learning. Thanks to your generosity, I am on the right track to a successful future.

Sincerely,
Kyle Burkett

(Editor's note—Kyle is the Gauthiers' grandson)

SULLY PINS

The new 2014 Sully Pins are in and will be available for sale at the February General Membership meeting for only \$5 each. Bill Worsham and Woody Williams have kept this years pin under wraps so come see the car that was selected for 2014. Hint, the car is not green, as in the last four years, and it has a new feature. And remember that we ran out of pins last year, so buy your pin early and make sure you get one.

NEWS FROM THE MODEL A MUSEUM

Planned for Model A Day IV at Gilmore on Sept 20th will be a SWAP MEET. This will be the first Model A swap meet held in conjunction with Model A Day, and it is hoped that this will grow into one of the largest events of this kind. There will also be museum viewing, seminars and other events during that third weekend in September.

License plate Topper and Bumper Sticker sales continue to excite Model A'ers from coast to coast. If you have not seen one or ordered yours, go to our website www.Maffi.org/Promotions.

Several clubs have taken advantage of Maffi's FREE BRICK promotion. We welcome 36 new members and ordered walkway bricks for: Henry's As, Sullivan Trail, Wisconsin Chapter, East Side, Grape Country, Smokey Mts, Dusty Wheels, River Cities, Calumet Region, Naper A's, Gold Coast and the Grand A's.

The Museum and Endowment Funds continue to welcome donations, large and small. In addition to monetary gifts, people continue to give rare and valuable items to increase the quality and completeness of our displays. In the Fall, Bill Edstrom donated the two vehicles that he had loaned to the Museum, a 31 Pickup and a 30 Fordor Sedan.

In January, Jon Bowers donated the 1930 Roadster he previously loaned to the Museum. All these items serve to make the Museum a more complete collection for the enjoyment of the Model A community.

John LaVoy
Vice President
Model A Ford Foundation Inc.

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MARC DRIVING AWARDS FOR 2013

The 2013 mileage report is noted below:

Jim Cartmill	31 Tudor	30,558
Clem Clement	30 Cabriolet	12,219
Joe Curatola	31 Tudor	7,673
Paul Gauthier	30 Tudor	6,013
Paul Gauthier	30 Delux Fordor	4,083
Andy Jaeger	31 Pick Up	9,465
Andy Jaeger	30 Town Sedan	9,488
Chuck Kunstbeck	31 Delux Coupe	14,902
Benny Leonard	30 Tudor	15,172
Phil McCormick	30 Tudor	4,863
Tom Quigley	30 Roadster	12,030
Tom Quigley	31 Victoria	3,170
Bill Sims	31 Town Sedan	13,974
Millard Springer	31 Cabriolet	19,100
Ashley Williams	31 Fordor	2,558
Woody Williams	29 Roadster	4,685
Woody Williams	31 Pick Up	255

Based on these mileages we have two awards pending for 2013. Benny Leonard is due the 15,000 mile award for his 1930 Tudor and Cricket is due her 30,000 mile award.

Cricket, Carol and I are looking forward to the 2014 driving year. We plan on attending the MARC National Tour down in Cary, North Carolina in September and hope to get in a few side trips before that.

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 on the MARC National Tour 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@embarqmail.com), to receive a registration form and information sheet. You can also find information about the program on the MARC Web Site.

Jim Cartmill

TREASURER'S RECORDS REVIEW

At the request of Doug Tomb, I have conducted a review of the 2013 Treasurer's Records, and in my opinion I have found them to be compliant with generally accepted accounting principles, methods and practices. This review was presented to the Board of Directors at their January meeting and is now reported to the membership. The review was conducted in three parts: compared the fund and bank balances to the Wells Fargo bank account and bank reconciliation, checked expense payment authorization on a sample of 10% of checks and 100% of all checks to Gil Beckner, and completed a balance sheet and statement of fund balances. If anyone has questions, please see me before the next General Membership meeting.

Woody Williams

WARNING ON LONG LIFE ANTIFREEZE

(Article forwarded by Phil Roche, written by Dave Tulawitzky, first published in Jim Cranes Western Michigan Buick Chapter newsletter.)

Antifreeze manufacturers have reformulated their products for long life and the inhibitor attacks, among other things, silicone compounds—the most commonly used base for gasket sealants. It also attacks lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators), and conventional gaskets and packing materials.

The warning here is to NOT use coolants with OAT inhibitors in your antique car. You need to read the product label and use only IAT (Inorganic Additive Technology) inhibited antifreeze.

OAT stands for "Organic Acid Technology" based corrosion inhibitors and they are designed to have longer service life than that of IAT coolants. Unfortunately that feature comes with a bad side effect for older cars. One fellow decided to change antifreeze in his antique car. His regular brand was out of stock so he bought the "advanced" formula. Four weeks later he found pools of antifreeze under his car. The antifreeze had dissolved the old gaskets. It was formulated with OAT inhibitors.

Here are some tips for finding IAT coolants:

1. Prestone says that all of its current antifreezes are OAT formulas.
2. Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it not say "long life." Peak Sierra brand is propylene glycol for those who prefer that. It, too, uses an IAT formula.
3. Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

Club comments:

I'm using Prime and Advanced Auto Parts antifreeze coolants. They say "Extended life." Neither say OAT/IAT. They are both green. Clem

Try "Conventional GREEN Formula" "PEAK" Antifreeze & Coolant. It's good for "All Makes and Models: 1989 and earlier"-----says so on the gallon container!!!! I use it in my "A" and '59 Cad. I have articles written on it somewhere around here if you want me to find them and send to you. The newer stuff is not good for old cars! Rick Menz

It is true. Don't even use any modern antifreeze that says long lasting, or heavy duty. They are acid based and will erode the head gaskets and lead solder on the radiators. They are all made for the new aluminum core radiators. CARQUEST makes a house brand antifreeze for older vehicles (read ones with copper core/lead solder radiators). Doug Cox

This AACA link backs up Benny's thoughts about the newer, extended life anti-freeze
<http://forums.aaca.org/f162/urgent-warning-extended-life-anti-freeze-292163.html> Bob Hartig

MEMBERSHIP REPORT

We are getting close to the deadline for dues...just a few weeks left...and have about 20 people that have not paid. 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 included in the Script and is combined with the applications for MARC, MAFCA and MAFFI if you have not joined these wonderful organizations yet.

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 2014. 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:

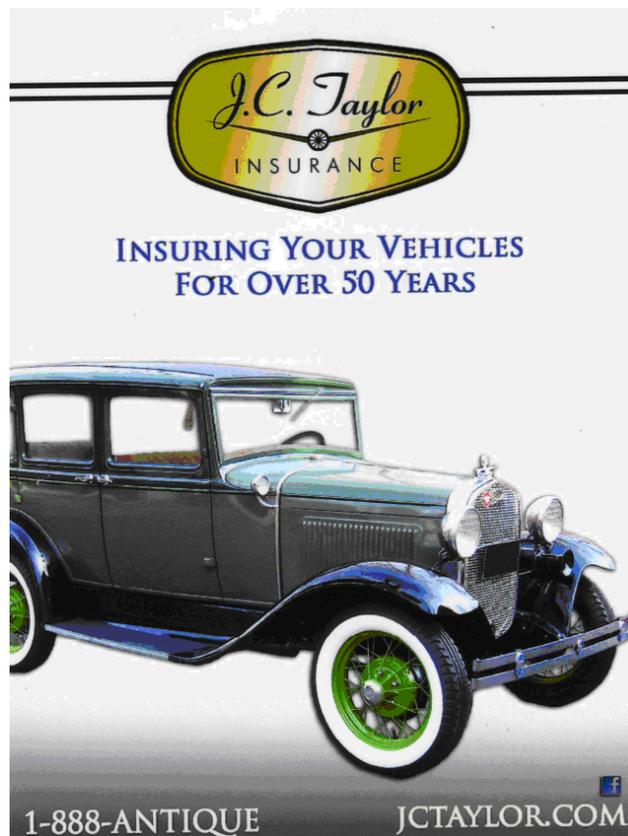
Greg Shepherd (GWC Membership Chair)
3715 Brices Ford Ct
Fairfax, VA 22033

Please get your dues in soon as 2014 is a year that we will be printing a hard copy roster and you don't want to miss out as being included. The hard deadline is:

February 28th, 2014

SUNSHINE REPORT

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



MICKEY'S MODEL A'S

I got my first Model A in 1941 when I was 13. Times were tough; the papers were filled with reports of German bombers over England and Lindberg telling Congress we should sign a neutrality pact with Hitler. Lots of folks here in the States agreed – we wanted nothing to do with another war. By no stretch of the imagination could those be called “the good ole’ days,” but my personal quest made them magical to me.

I was focused on one objective in 1941: earning enough money to buy a car. Not just any car, it had to be special – it had to be one I could get for twenty-five bucks. I had to work hard to earn that money; I mowed lawns, swept floors, shoveled snow, took out the trash and did everything I could think of to earn money. I also skipped the talkies and the stick ball games with my pals. I had no time to futz around, I wanted wheels!

Finally, after scrimping and saving for what seemed like forever, I reached my goal and chose the only car I could afford – a slightly beat-up 1929 Model A Ford rumble seat coupe. Some might have called it a jalopy, but to me it was the cat’s meow.

That A was only a year younger than I, but it was considered an old car, and I was still a kid. It had everything I wanted – it was a mechanical marvel that I knew could soon bring me the freedom to roam the streets of New Haven. I was too young then to be doll dizzy, but not too young to be mad about cars.

Of course, it didn’t run when I got it. In fact, I couldn’t even get the crank into the engine ratchet nut. I crawled under the car and saw that the motor mount pads were completely gone on one side, which meant the crank holes in the body and the frame didn’t line up. I jacked up the engine and crammed some scrap rubber between the mount and the engine, but it wasn’t enough; the crank was still too tight. I couldn’t find any more rubber, so I filed a taper on the crank until I could get it through the 2 holes and into the nut. Then came the real work. I cranked that engine over and over for 20 or 30 minutes at a time for over two weeks, and got nothing. Finally, I yanked the crank out and stomped away in disgust – turning mid-retreat to hurl the crank at that recalcitrant old car; IT POPPED! Three distinct pops told me I was close, so with a final furious fusillade of cranks, the old engine sputtered and stuttered to life. Never mind that the ammeter showed a full discharge rate, the car was finally running. It’s a miracle it didn’t backfire and break my arm.

Not long after I got the car started, the Japs bombed Pearl Harbor, and the United States was once again at war. And with the war, came rationing. As a teenager, I got ZERO ration coupons, so my pals and I dreamed up a scheme to get gas for the A. We’d wait until all the local gas stations were closed for the night. Then we’d bike around town with screw top cans and drain those last few drops of gas from gas pump hoses; we’d usually get a gallon or so a night this way. Yep, we were eager beavers, and acting as after-hours pump jockeys sprinkled a few pennies from heaven down on our motoring plans, but not enough.

The house my family owned had an old carriage house on the property, and next to that carriage house was a partially full fuel oil tank. I’d heard that Model As could run on anything, so I figured if I could cut that oil with a bit of gas, I could really stretch my feeble fuel supply. Horsefeathers, was I wrong! That gas and oil mix made the A cough and sputter as it belched out a great oily cloud of putrid black smoke. Almost immediately, I’d gummed up the engine so much that I knew I had to pull the head and clean things out.

We had no Bratton’s back then; heck, we didn’t even have a Pep Boys. But I’d hung around one of the stations where I got some of my midnight gas, and the chief mechanic there let me watch him work. I was eager to learn, and in fairly short order was so youthfully confident of my mechanical abilities that I

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MICKEY'S MODEL A'S (Cont.)

decided to pull the head myself. Three days later, I finally got it off, and got the carbon scraped out. With it off, I could see that two of the studs were broken, and it took another 3 days each to get them out and replaced; then another day to get a new head gasket and the head back on. I didn't want to break any studs myself, so I was careful to convince rather than cram things back together. After doing this a few times, though, I got to where I could pull a head in 15 minutes and slap it back on in 5 – not bad for a self-taught, 13-year-old mechanic.

Yep – those were heady days as I got more and more interested in engineering generally, and automotive engineering specifically. After a cousin helped me solve the cross-wired mystery of the ammeter, my pals and I had a great time driving and tinkering with that by-then fairly reliable old coupe. It even helped me earn money so I could buy more gas and parts. But how I made that A pay for itself is a story for next time.

Mickey

WATER PUMP CLINIC AT JAY MELTON'S GARAGE

We'll have a water pump clinic at Jay Melton's garage on Saturday, February 22, 2014. Jay and Cathy live at 2122 Greenwich Street, Falls Church, VA 22043. Their phone number is 703-237-6954, and Jay's email address is: jmelton58@verizon.net.

If you've rebuilt a pump before, then this will be a refresher, and an opportunity to rebuild a pump in a nice clean garage. Order your parts from Walt and come ready to work. If you haven't rebuilt a pump before, then come to see the hands-on of how it's done, then attend the March meeting for a program by Benny Leonard which will cover the process again. Finally, armed with the knowledge of how to check for a good casting and how things go together, you'll be ready to order parts from Walt and do one on your own.

To get to Jay & Cathy's house, take the I-66 East (toward Washington) exit off of I-495. Take exit 66 to VA 7 East toward Falls Church. Turn left at the first light onto Haycock; stay on Haycock until you cross over I-66. After you cross I-66, turn left on Turner Avenue; stay on Turner until you come to the "T" intersection with Grayson Place; turn right, then turn left at the first street you come to, which is Berkeley Street. At Berkeley's "T" intersection with Greenwich, turn right, and look for 2122, which will be on your left.

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GRAY WITH AN A

“If you build it, they will come...”

Imagine, if you will, a Model “A” Ford garage in your neighborhood that suddenly had to close its doors a quarter of a century ago. Unlike other stores or businesses that closed, this garage kept all its stock, and carefully stored it away in several climate-controlled storage facilities. Suddenly, the owners decided the time was right to re-open their business, and offer all those NOS items for sale once again.

Just substitute classic toy trains for Model “A” Fords, and this is exactly what club members Hope and Dan Danielson have done—re-opened their “Toy Trains & Collectibles” store in Manassas, Virginia, offering long-unseen items in original boxes for classic train enthusiasts.

The good news is that this store will also offer “garage” service to your trains, with repairs available for Z, HO, O, S, G and gauge 1 trains of all makes and ages. Their store’s address is 7216 New Market Court, Manassas, VA 20109, and their store number is 571-379-5497.



Hope Danielson – all smiles! (photo: Clem)



Buying in (photo: Jim)

Hope was all smiles, and both she and Dan were delighted at the turnout on this “pre-opening” opening day. In addition to the great selection of old stock, the Danielson’s have a multi-gauge layout where a customer can see his or her potential purchase demonstrated.

Clem, running mate Glenn McKinnon, and I had the opportunity to be the first in the door on Wednesday, January 30, at 10:00 AM. Clem wasted no time getting into trouble with his artificial dog doo and Eagles antenna banner.

The ever-photogenic and good natured Hope was kind enough to forgive both transgressions... except maybe for that Eagles pennant thing. Clem, in the meantime, purchased a fine-looking conductor pin, while I snagged two NOS American Flyer accessories. The packing tag on one indicated it had been made in September, 1953!



Here Hope poses with Jim and her grandson, Matthew in a photo by Clem.

Oh, and just in case you’re wondering if that Kevin Costner *Field of Dreams* quote was appropriate... it was from 1989... 25 years ago.

>>>>>>

GRAY WITH AN A (Cont.)

If classic trains are not your thing, here are a few other happenings in the coming days you might be interested in. They're not official club events, but you might want to go anyway!

MARCH 8, 2014 (Saturday)

1. Chesapeake Region AACA Parts Meet Howard County Fair Grounds 7:00 a.m.-3:00 p.m. <http://chesapeakeaaca.org/pages/activities/flyers/2014fleamarket4.pdf>
2. 17th annual Mason Dixon Gas Automobilia and Petroliana swap meet, Frederick, MD, Great Frederick Fair Grounds. Doors open to the public at 7:00 a.m. sharp, swap info: [Keith Elza](mailto:Keith.Elza@frederickfair.com) (443) 864-6271, Mike Carr (410) 850-0670 http://www.oldgas.com/pp_swaps.htm

MARCH 15, 2014 (Saturday)

The Patina Show at the Damascus Maryland Volunteer Fire Association Activity Center, located at 10211 Lewis Drive in Damascus, Maryland. <http://www.patinatools.org/auctioninfo.asp>

MARCH 23, 2014 (Sunday)

Woodstown, NJ- 43rd Annual Swap Meet and Car Corral held at Salem County Fairgrounds, 735 US Rt. 40, Woodstown, NJ 08098, 1/4 mile west of Cowtown. For additional information: www.siraaca.com or call 609-221-5435 (NOTE: this is the show formerly known as "Cowtown"; it's a Clem favorite)

MARCH 28 & 29) 2014 (Friday & Saturday)

Sugarloaf Mountain Region of the AACA Car Parts Meet in Westminster, MD –this is their 44th Annual Antique Auto Parts Meet. It's now at the Carroll County Agricultural Center, 706 Agriculture Center Drive, zip: 21157. Set-up 10:00 a.m. on Thursday March 28; gates open at 8:00 a.m. on both Friday & Saturday. Lots of free close parking – this is a great show! e-mail: smraaca@aol.com
<http://www.eventbrite.com/e/sugarloaf-mountain-region-aaca-auto-swap-meet-tickets-9797987043?aff=es2&rank=8&sid=b8b6512e649511e3b46f123138204015>

Come on spring... I'm getting tired of all this winter stuff...

Jim Gray



THE MYSTERY OF THE VANISHING LIGHTS

Last week two of my grandsons wanted to go for a ride in my 1930 pickup. After adding fresh fuel to the tank, we were off only to be stopped a few blocks away by one of Alabama's finest. Well, weren't stopped—more like he rolled down his window and asked if my old truck had "stoplights." I assured him it did. He replied then that they were not working and he didn't want anything to happen to a nice old truck (only in Alabama). A quick right turn into a gas station and having my grandson push on the brake pedal confirmed the officer's assessment. We immediately limped home, and, not wanting to disappoint my grandsons, piled into the 1930 Roadster even though it was COLD here. Checking the lights this time revealed that I had cowl lights that were not working—nor were the brake lights!!! Both vehicles started and ran fine, but the lights were another thing. The headlamps were fine but not the brake lights on either Model A!!

Now the guesswork kicks in. Having turn signals on both cars and dual tail lights, I started to wonder about the turn signal switch or the cheap overseas flasher units. The headlights worked, why not the brake and turn signals? Did the reproduction brake light switch go bad? After all, there are stories that they are not as well made as the original. The only thing common was the switches. Where do I start? Do I tear into the switch to find the problem? I even pulled out the wiring diagram that came with the turn signals, hoping it would point me in the right direction. This is where the cardinal rule of Model A troubleshooting paid off. That rule is **start with the simple things first**. So I checked the brake light bulbs and found that both the left and right were blown - on both vehicles! The bulbs on the roadster cowl lights were also bad.

Wait a second... what are the odds of 4 brake light bulbs going bad all at the same time, plus the cowl lights.... This is where astute observations from unlikely avenues are golden and should never be dismissed. While sitting at the kitchen table contemplating such an improbable occurrence, my bride of many years offered that "maybe it happened when we had that bad lighting strike last fall". OK, yes, we had a big lighting strike on a huge poplar tree in the backyard. It knocked out every GFCI outlet in the house and garage. The only damage we had was one GFCI outlet destroyed in the garage and two Battery Tenders that were hooked to each of our Model A's. The GFCI outlet that the Battery Tenders were plugged into was OK. The other key piece of information is that I left the 30 amp fuse installed in the holder on both vehicles. I normally unplug the fuse when I put the Model A's up for the winter, but this time I did not. The only logical explanation is that when the high voltage entered the house via the ground, it zapped both Battery Tenders and because the 30-amp fuse was in place, it continued on to destroy the brake lights and cowl lights. After replacing all the bad lights, I found that both flasher units were also bad. I'm lucky that neither the brake light switch nor the turn signal switch were damaged in this rare occurrence.

So what have I learned from this expensive lesson (2 New Battery Tenders, 4 brake light bulbs, 2 cowl bulbs, and 2 new flasher units)? One: the Battery Tenders are now plugged into a surge protector and Two: I will always remove the fuse when I put my Model A's away. And finally, check my lights as well as my fluid levels before driving out of the garage.

If you are wondering why the headlights and rear running lights were not affected, well, they are on a separate switched circuit. I'm just thankful that it did not damage the generator.

Doug (Ever Learning) Cox

(Editor's note: As Doug further clarified for me, since I've never removed the fuse for winter: With the fuse removed, the battery is then "isolated" and there is nothing to short out. Mice like to chew on the cloth covered wires.)

CLEM & SANDY CLEMENT'S 41ST ANNUAL OLD CAR AND TRAIN DAY

You are invited to join Clem and Sandy Clement for their 41st Annual Old Car and Train Day on Sunday, February 23, 2014, from noon until 5:00.

Please bring your significant other, kids, parents, and any other train, antique or old car lover with you to join in the fun and fellowship of antique trains and old cars.

Feel free to bring "show & tell" trains, if you wish, and even trains you'd like to run on Clem's standard gauge; "O" gauge; or "S" gauge tracks. If you have a train that needs to see the Locomotive (I think "Loco" may be a better word) Doc, then bring that along and leave it for Clem to look at.

If the weather is good, please drive your Model A or other antique vehicle to share. These "real cars" are invited to park on either side of the driveway. If you drive a modern, please park on the street.

Clem and Sandy would also appreciate it if you would bring a favorite appetizer, finger food or dessert for sharing with the crowd we always see at this special cross-hobby event.

DIRECTIONS: Take Route 66 West to Exit 55A onto VA 286 (South) toward Springfield (old VA 7100). Take the Braddock Road exit (VA 620), and turn right toward Clifton/Centreville. Turn left at the first traffic light (Colchester Road, VA 612), and go 2.2 miles. You will cross Popes Head Road (Church on left corner) at a 4-way stop, and proceed to "Colchester Hunt" on the left (marked by a brick sign on either side of the road), and turn left onto Saddle Horn Drive. Turn right at the second road, which is Gary Hill Drive; the Clement house is the first driveway on the left, number 12106.

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

Sandy and Clem Clement
12106 Gary Hill Drive
Fairfax, VA 22030

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



COMING EVENTS

Feb. 19 Monthly general meeting. Program: Clem's Train Hobby

Feb. 22 Model A hands-on Water Pump rebuilding seminar at Jay's Garage (Melton's, not Leno's) in Falls Church, VA. Coffee and donuts will be provided, and the action starts at 9:00 AM. (See p. 12 for more info.)

Feb. 23 Train Day at the Clements', from noon til 5:00 PM. (See info above.)

March 19 Monthly general meeting. Program: Benny's film of the Feb. 22 Water Pump Day.

March 28-29 Sugarloaf AACA Annual Indoor/Outdoor Antique Auto Swap Meet at the Carroll County Agricultural Center in Westminster, MD. Doors open 8:00am both days. 300 vendor spaces, car corral, 50-50 drawings. Fully heated building. Homemade food. Free parking and admission. For more info, contact Bob Clubb at 301-829-2000 or by email at <smraaca@aol.com>

WANT ADS

For Sale

1931 Ford Coupe Runs and drives, has always been under cover, with what owner believes to be the original motor. Has been in the family 45 years. Has replaced the top wood, horn, wiring, tires, etc. Needs top finished, shocks, interior, needle and seat in carb (might be float adjustment), and to have rumble seat installed. \$8,000 or more. Contact Don Walker at 703-909-3370 or email him at jbhw20170@aol.com (See photos in Classified section of the GWC website.)

1930 Town Sedan. Rebuilt balanced engine with counter-balanced crank. A total of 30 miles on the engine. Synchronized transmission with overdrive. Original upholstery (I think). There are some issues with the paint. \$14.5K. Photos attached. Please contact: Jim Kellett ([410-592-6344](tel:410-592-6344) or jkelford@hughes.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



Sully Volunteer Statement
Fathers Day, Sunday June 15, 2014

NAME: _____ PHONE NUMBER _____

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC is a big and active club, and running it takes money. Our primary moneymaker is our annual Fathers' Day car show at Sully Plantation. Volunteers - working 2 hours at a time - make this show work.

To get you working in the right area, please identify where you can help run the show by placing a check next to the committee(s) where you would like to work.

- Judging.** In this job, you'll see the best cars up close and personal. This is appearance judging, so don't be intimidated. If you like old cars (and you must!), I'll bet you'll love judging.
- Old Car Parking.** We need members for a couple of hours at a time to get the old cars parked where they need to be. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go!
- Registration.** This job will give you the opportunity to know the cars as they arrive for judging. Each car will have to get credentials from you to drive onto the field.
- Front Gate.** This is one of the most important jobs we have at Sully, because you have to direct the flow of cars at the main gate. With all the great looking cars arriving, time moves fast at this job.
- Flea Market.** This is the perfect job if you don't have enough fleas (and who does?) Getting the field laid out and marked is crucial to having a successful flea market. So what if you're the first to know where the best deals are? It's your job!
- Car Corral.** Park those wonderful "for sale" machines, and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!
- Snow Cone Booth.** This is, undoubtedly, the BEST job on a hot Sully day. Work under shade with lots of ice... now that's cool!
- Information Booth.** This is our outreach to the public, and focal point about the details of the show. You'll get to talk to a lot of good folks, and, if you are on the first shift, watch all the Model As drive by on their way to their judging field.
- Trailer Parking.** Maybe the best kept secret job at Sully. The trailers bring in the real gems to the show. Get them parked and see them first!
- Help Where Needed.** If you're not sure where you want to help, mark this choice. Our meet chairman will work with his committee chairs to put you to work where you are most needed.

Questions? Call our Annual Meet Chairman, Bill Worsham at 703-250-5474