

The Ford Script



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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, January 4th

FROM THE PRESIDENT



"Dear Membership,

We are past Thanksgiving already, and the Model A is in the garage for the winter (unless there is a sunny day, or we don't get much snow, or if there is another excuse I can come up with to go for a drive.)

This month is the time for my favorite Club Monthly Meeting of the year, the Annual Gift Exchange. I already have a good gift picked out, and I hope it will be well received. If you haven't found a gift to bring yet, you have two more weekends to get it done.

The rules are simple, and will be published in the Script, so I won't go thru them here. Remember to bring a men's or women's gift, as appropriate, and the more the merrier. The Gift Exchange is a good way to get the Holiday Season into full swing, and it is fun.

Also, this is when we are supposed to be starting to give our cars the once over, making any needed fixes, or making the changes that we said we needed to make while we were driving our cars this past summer.

Earlier in the summer I was hearing a few sounds from my engine that I wanted to check into "once the weather turned cold". Well, now is the time. I want to drop the pan and check that the bearings are tight, and just give the engine a good check. As one of our members will tell you, when you hear a suspicious engine noise, don't wait to check it out. In his case, this meant a trip home by tow truck.

How about a Saturday Car Clinic sometime in January. I was thinking about doing this on a Saturday morning. I will order the parts I think I need in advance, and just go from there. Now that I have a convenient garage to do the work in (with heat), if it doesn't get all done in one session, there will be a follow-up session. I will keep you posted.

Well, that pretty much wraps up the year. I have enjoyed being President again this year, and I am pleased that Jim Gray will be taking over as President starting in January. The Board has started planning for next year, but we need your help to make it even better. Give Jim, the Board, and the Club your Active support, and that is all that is needed to make it another fun year for everyone.

See you down the road,

Doug."

FROM THE EDITOR

Another year completed—my 20th actually. I really enjoy editing The Script, so I won't do what I did after my first decade and resign for a couple of years to give someone else a chance—maybe sometime down the road if my travels eat up too much time and my assistant editor becomes the de facto editor. So keep those articles and fillers coming. When I first started, a 16-page Script was the norm. Now it's more likely to be 24 pages or more. It's a good sign that people want to share their expertise and stories. But I want more. If your submission doesn't make it this month, I will save it and put it in eventually when the time is right. People want to hear your Model A stories. Send them in!

Bill Sims

FROM THE SMOKE-FREE ROOM



Board of Directors Meeting November 18, 2015

Call to Order. The monthly meeting of the board was called to order at 6:10 PM by President Doug Tomb in the small conference room of the McLean American Legion Hall prior to the regular monthly meeting of the membership.

Attendance. Board Members present include, Doug Tomb, James Kolody,, Jerry Olexson, Greg Shepherd, Bill Worsham, Bruce Metcalf, Benny Leonard and Stan Johnson. Absent were Jim Gray, Tom Quigley, Howard Minners and Milford Sprecher. A quorum was present.

Minutes of the October meeting were published in *The Script*.

Treasurer Jerry Olexson reviewed the draft 2016 budget development status. He provided a worksheet showing the 2015 Budget and the 2015 Actual Expenditures year to date and requested that Board members provide input as to their proposals for the 2016 budget. Board members were asked to provide the information by December 1.

President Tomb asked for the following **Committee Reports:**

Activities. With respect to activities for the remainder of this year, the Christmas Party will be held on December 5th. The Fairfax Station Train Show, with Model A's invited, will be held on December 5th and 6th, and the Brown Bag Gift Exchange Monthly Meeting will be on December 16th.

Programs. James Kolody discussed the remaining programs for the year. Stan Johnson will present the program this evening on Syncromesh Transmission functioning and options for installing it in a Model A, followed by a review of the License Plate Toppers Collection recently donated to the Model A Museum. The December Program will be the Brown Bag Gift Exchange, which means members should start looking for a desirable gift in the \$20 range to put in their brown gift bag. The January program will be the annual indoor swap meet.

Membership Chairman Greg Shepherd reminded all members to submit their dues for the coming year. As nominating committee head, Greg confirmed the nominations for the various GWC Board positions for the coming year. The nominated board includes President- Jim Gray; Programs - James Kolody; Activities – Doug Tomb; Editor – Bill Sims; Assistant Editor – Bruce Metcalf; Secretary – Stan Johnson; Treasurer – Jerry Olexson; Assistant Treasurer – Milford Sprecher; Membership – Greg Shepherd; Annual Meet Chairman – Bill Worsham; Club Property Manager – Benny Leonard; Youth Chairman – Tom Quigley; National Club Liaison – Howard Minners. The slate will be presented to the membership at the meeting tonight.

Sully Show Sully Chairman Bill Worsham announced that Barbara has delayed her retirement until after the 2016 Sully Antique Car Show.

Editor Bill Sims announced that the deadline for the newsletter this month is Monday, November 30th. Assistant Editor Bruce Metcalf reported that he had sent a summary of the club's "No There, There" tour and picnic to both National Model A Magazines.

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FROM THE SMOKE-FREE ROOM (Cont.)

Tool Chairman Benny Leonard reported that he has laid out for sale in the main meeting room the remaining parts and tools that belonged to club member Ed McNulty.

Old Business There was no Old business discussed.

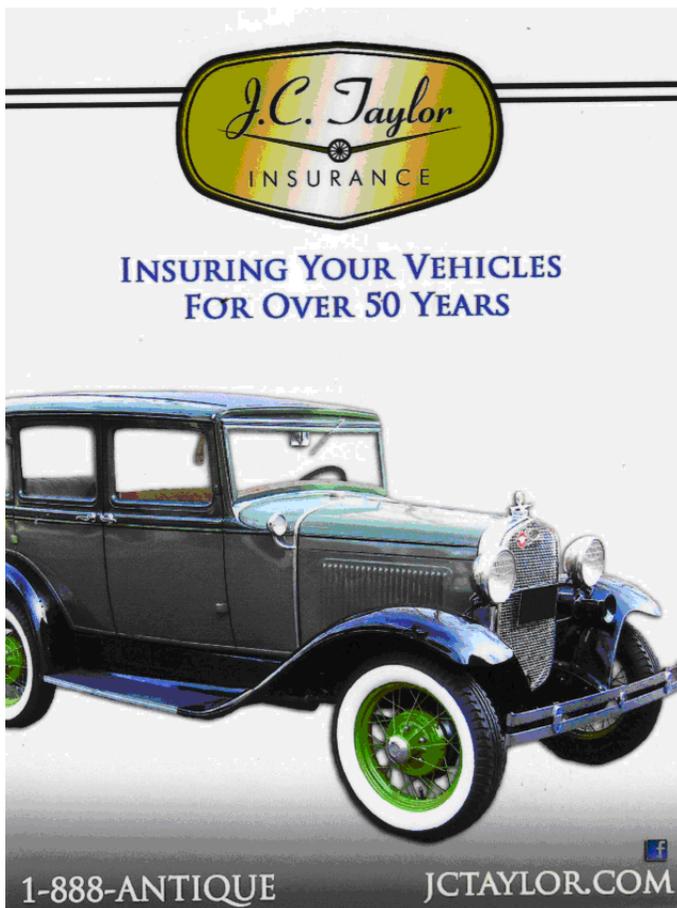
New Business There was no New Business discussed.

Adjournment

The meeting was adjourned at 6:55

Next Meeting The board will meet on January 9 during the joint old and new board meeting tentatively slated for January 9.

Stan Johnson
Secretary



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THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1990)

These were ancient times. No traditional Brown Bag Exchange at the December meetings then; it hadn't been invented yet. But Howard Minners was to make up for it at the meeting with his scheduled story about the phasing out of the Model T and the birth of the Model A. He would explain that Henry Ford had stubbornly resisted any changeover, and the transition was not noted for its smoothness or efficiency. The entire period was from just May 25th until December 2nd, when the Model A was unveiled and ultimately delivered to an intensely interested American public. Principal events highlighting the interval would be illustrated and discussed.



At the board meeting, member interest in hosting a national meet prompted the appointment of a committee to determine what would be required. A Technical Steering Committee had also been formed to provide necessary help to individual technical committees.

At the National Geographic Society's Explorer's Hall, a not-to-miss treat was in store for area car lovers. Entitled "Automobilia: Fact, Fun and Fantasy", it was an outstanding treasure trove of everyday objects that illustrated our national fascination with the automobile. Toys, tools, accessories, model cars, signs, maps, pedal cars and even song. A comprehensive exhibit that provided insights into some of the social and cultural spin-offs, everything from high-speed highways, suburbs and drive-in theaters to changes in courtship habits. Even a glimpse into what was then envisioned as being in store for the future of our enduring affair with automobiles. It was all free, and a sticker commemorating the event was handed out to boot.



The Christmas party at the Arlington K of C hall was enjoyed by all, with Santa even being in attendance. Pictured in the Script were the happy faces of incoming President Jerry Breedlove with PP John Howell, and Harry White and Freddie Forster, who had both just won a Model A Jim Beam decanter.

There was a lot going on in the Script's swap column: 6 cars, all Ford products (for a change), a motorcycle, a one-wheel trailer "with rust", various engines, parts, some admitted junk, and then the "other" stuff—a bike, a camp ground membership, trains, tools—everything but the kitchen sink. But Art Storer's offering of a hot water heater was close enough.

Dave Henderson



SUNSHINE REPORT

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

MEMBERSHIP REPORT

2016 will be a year where we print the hard copy of the roster for all members to enjoy. It will have tips and other info for use while out and about in your A. Comments for changes or enhancements are always welcomed.

Now onto more mundane matters. It's that time of year for folks to renew membership in our club for the 2016 year. Please help me out this year and get your dues sent in early so I don't have to hound everyone. We have about 80 members left to go.

Same rate as its been for years:

- Our standard membership is still just \$20 a year and requires an email address as that's the most efficient way to reach everyone.
- For members without email addresses, the dues are \$30 per year to help cover the cost of the printed Script. But of course, you don't get any of the emails about events, last minute updates and other assorted items.

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GWC CHECK PRESENTED TO THE ARMED FORCES RETIREMENT HOME



On November 19, Clem Clement and I had the honor of representing the club in presenting this year's donation to the Armed Forces Retirement Home in Washington, DC.

We were pleased to discover that we had been included in the agenda for one of their "town hall" meetings, which meant we had a good turnout of residents. It also meant, we were told, that wearing our military-themed hats was encouraged; we obliged. I was humbled to look out upon the face of democracy.

Nicolle Chappel, the acting Director, welcomed us graciously, reminding the residents that we were with the group who brought the vintage cars to the Antique Auto Muster. This brought applause and made both Clem and me realize how much our efforts can mean to this group. Although their quarters have been recently rebuilt or refreshed, they are still in a velvet cage, unable to be out enjoying the freedoms they purchased for us.



In the past, we have given our donations to the Home during their annual Antique Auto Muster, but this year's muster was rained out. As Clem and I discussed how the town hall was to be run, I mentioned to Nicolle that we car folks could be flexible and would recommend having a rain date for the Muster. And in defiance of all the rules of bureaucracy I've ever run into, Nicolle said, "O.K. We'll do that from now on."

Thanks to the AFRH staff for such a fine meeting, and to Clem for riding shotgun with me. Neither of us could believe the route that "Bitchin' Betty" (my GPS) laid out for us; we were reminded that the German word for architecture is "Baukunst," which translates to "building art", and that's what we saw: gorgeous brownstones and mansions with rounded ends and windowed tower rooms at diagonal crossroads. Block after block of the beauty that surrounds our national mall.



The AFRH is an awe-inspiring place, and its residents all heroes. I look forward to seeing them again in late January with a local model train club that will set up and run trains for them. We'll reminisce about our time in the service, and talk about the Auto Muster to come in the fall.

Jim Gray

CLEM AND SANDY GO TO THE GILMORE

This past summer, on the way to visit our sons, Sandy and I planned a short stop at the Gilmore Auto Museum (well, Sandy planned a short stop). Our 2-hour stay lasted 8, and we didn't even begin to see it all; whatta' place!! Note, however, that motels are quite a distance away.

<http://www.gilmorecarmuseum.org/>



“On a 90-acre historic campus midway between Detroit and

Chicago is the Gilmore Car Museum, where automotive history comes to life right before your eyes. Here, visitors shoot the breeze in an old-fashioned gas station, children stand inches from a 1930 Rolls-Royce that's from a Disney® movie, and grandparents reminisce about a '57 Chevy that was the star of their yesteryear. Stroll the campus, eat lunch in our authentic Blue Moon Diner, and walk right up to an amazing collection of over 300 vintage automobiles and motorcycles. It's the ultimate experience for everyone in your family, including the young, and the young at heart. - See more at:

<http://www.gilmorecarmuseum.org/#sthash.QhqTVufb.dpuf>”

A truly unique and ultimate automotive experience, the Gilmore Car Museum has been named one of



the Nation's TOP FIVE car museums and was recently listed as Michigan's #1 Greatest Historic Auto Attraction by Pure Michigan. Experience nearly 400 extraordinary, vintage and collector vehicles and motorcycles from all eras, all on display in over a dozen vintage buildings. Exhibits range from the early cars of the 1890s to fabulous Duesenbergs and Hudsons. There are also “American Legends: Hot Rods & Customs,” and automobiles built in the “Other Motor City – Kalamazoo.” The campus is also home to the largest museum ever dedicated solely to the Model A Ford, which became a reality

thanks to our own Stan Johnson when he was the president of the Model A Ford Foundation (MAFFI). The campus will soon feature Dust Bowl & Great Migration vehicles of the '20s and '30s, the elusive 1948 Tucker, vintage Pedal Cars, Walt Disney Studio's “Gnome-Mobile” and much, much more. When you visit, be sure you check out the authentic re-creation of a 1930s Shell Gas Station,

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CLEM AND SANDY GO TO THE GILMORE (Cont.)

where gas is always 18 cents a gallon. You can see more at: <http://www.gilmorecarmuseum.org/free-admission-for-all-visitors-presenting-a-museum-day-live-ticket-on-saturday-september-26th/#sthash.1CA9leRc.dpuf>

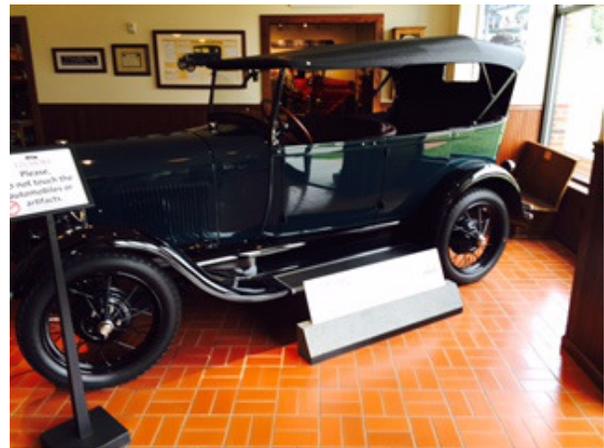
The museum sells, among other things Fordite jewelry. Ms. Sandy wears very little jewelry and saves our money for cars and trains. She fell in love with the multicolored Fordite jewelry. http://fordite.com/Home_Page.html

Fordite, also known as Motor Agate, is a unique automotive enamel material with an interesting history. The original layered automotive paint slag "rough" was made incidentally, years ago, by the now extinct practice of hand spray-painting multiples of production cars in big automotive factories.

The over sprayed paint in the painting bays gradually built up on the tracks and skids that the car frames were painted on. Over time, many colorful layers built up there. These layers were hardened repeatedly in the ovens that the car bodies went into to cure the paint. Some of these deeper layers were even baked 100 times.

Eventually, the paint build-up would become obstructing, or too thick and heavy, and had to be removed. As the story goes, some crafty workers with an eye for beauty realized that this unique byproduct was worth salvaging. It was super-cured, patterned like psychedelic agate, and could be cut and polished with relative ease!"

Here are a few photos of the cars we saw. This place should be on everyone's Bucket list.



Clem Clement

A NOTE FROM THE MODEL A MUSEUM

The Model A Ford Museum has had a great year and we thank all of you and your local Model A clubs for supporting the museum through your gifts and visits. Are you looking for a unique Christmas gift for your special Model A'er? A MAFFI membership would make a thoughtful holiday gift for anyone with interest in the Model A Ford. This gift provides a real "win-win" situation – an appreciated gift for the recipient and a welcomed MAFFI donation on behalf of the giver. Check out www.maffi.org for application and the benefits of membership.



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



FORD FINDS WEALTH UNSETTLING TO MEN

(NY Times, August 28, 1929)

Few Are Willing to Continue Useful Work Which Made Them Rich, He Says

OPPOSES IDEA OF RETIRING

The unsettling effects of wealth on successful men is noted by Henry Ford in an interview with H.C. Forbes which will appear in the Sept. 1 issue of Forbes Magazine, advance notes of which were released yesterday.

“It is a curious phase of human nature,” Mr. Ford is quoted as saying, “that when men make a great deal of money in some line of work they want to get into something they don’t know anything about. It may be another line of business, it may be banking, it may be sport, or, as more often happens, it may be society.

“The accumulation of money seems to unsettle them, making them dissatisfied to keep on doing the useful things they were doing and which brought them their financial reward.”

As for retiring, Mr. Ford said that “older men should never quit,” adding that “If all the men over 50 got out of the world, there would not be enough experience left to run it.”

As an antidote for persons who seem to be too busy, Mr. Ford recommended that they think more. He said that this activity made sleep less necessary and set six hours a night as his own period of rest.

Relative to his observation on the effects of wealth, Mr. Ford defined his own “supreme mission” as follows:

“My particular job, this time on earth, is to give the world the very best car I can make at the lowest possible price. If I knew any better thing I could do, I would do it.

“No matter where I am, no matter what plans may enter my mind, no matter what I may be told I should be doing somewhere else, I know that my supreme mission is to do this one thing and to do it right. To accomplish this successfully, it is necessary ever to be on the alert to sense what the public wants from us and to give it to them.”

Opportunity, said Mr. Ford, is only beginning, and he compared the fields open to accomplishment today with those of fifty years ago. While again decrying charity, he said the operations of the Ford Motor Company in England, Ireland, Russia and other countries were inspired solely by a desire to do something for the populations involved.



GRAY WITH AN "A"



A.nach.ro.nism (ə'nakrə,nizəm)

noun: anachronism; plural noun: anachronisms

1. a thing belonging to or appropriate to a period other than that in which it exists, especially a thing that is conspicuously old-fashioned.

(https://www.google.com/?gws_rd=ssl#q=anachronism)

Face it; we are a shrinking band of conservatives in an iconoclastic universe.

We live in an age of wonder; of incredible discoveries and fantastic inventions. I've written before about autonomous cars, and just today I read about the first implant of a complete meniscus (the cartilage between the Femur and the Tibia and behind the Patella) for a knee. My best friend from college is a plastic surgeon in Houston, and he tells me about the 3D cartilage he has printed with living cells with a bio-printing machine.

It also seems (according to Karl Fisch, Scott McLeod and Jeff Brenman) that "we are living in exponential times." One in which we are likely to be swallowed whole in the tide of change. On their web page: <http://safeshare.tv/w/ntjwDrwEwh>, they point out that if you were one-in-a-million in China, there would be 1,300 just like you. They also point out that the time to reach a target audience of 50 million by radio was 38 years; by TV – 13 years; by the Internet – 4 years; by iPhone – 3 years; by Instagram – 2 years; by the app "Angry Bird Space" – 35 days.

The number of Internet devices has increased from 1,000 in 1984 to 10 billion in 2014, which is a major factor in the explosion of data, information, and knowledge. Ninety percent of the world's data has been generated in the past 2 years, and new technical information is doubling every 2 years.

In 1900, human knowledge doubled every 100 years; in 1945 that time was reduced to 25 years; in 2014 it took 13 months, and by 2020 it will double in just 12 hours.

But this is not the first time we have bemoaned the accelerating speed of change. There was a wonderful song called "Rock Island" from the 1957 musical *The Music Man* by Meredith Willson, whose syncopated rhythm was laid down as if it were a slowing steam engine:

3rd Salesman: Why it's the Model T Ford made the trouble, made the people wanna go, wanna get, wanna get, wanna get up and go, seven eight, nine, ten, twelve, fourteen, twenty-two, twenty-three miles to the county seat

1st Salesman: Yes sir, yes sir

3rd Salesman: Who's gonna patronize a little bitty two by four kinda store anymore?

4th Salesman: Whaddaya talk, whaddaya talk.

5th Salesman: Where do you get it?

3rd Salesman: Gone, gone, gone with the hogshead cask and demijohn, gone with the sugar barrel, pickle barrel, milk pan, gone with the tub and the pail and the fierce.*

Willson was bemoaning the passing of the simpler times of his childhood in the early 20th century Iowa town where he grew up; a time of innocence whose end was brought about by modern transportation and fast talking shysters selling things to people who didn't even realize they needed

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GRAY WITH AN "A" (Cont.)

them. Kind of like Steve Jobs and Bill Gates – only we morphed somewhere along the way from physical to cyber travel.

In As You Like It (Act II, Scene 7), Shakespeare said that "All the world's a stage, and all the men and women merely players; They have their exits and their entrances, And one man in his time plays many parts, His acts being seven ages." Well ladies and gentlemen, we've made it through our infant; schoolboy; lover; soldier; and justice ages and slipped into the sixth age, "With spectacles on nose... and with our "big manly voice, turning again toward childish treble, pipes and whistles in (our) sound". So as the world rushes by us at breakneck speed, let's form a little pact and focus on our old friendships and old cars so that when we reach that last scene of all "second childishness and mere oblivion, sans teeth, sans eyes, sans taste, sans everything", we can at least leave this "mortal coil" contented by being smarter than our cars.

But be warned, Fisch, McLeod and Brenman claim that by 2017, a supercomputer will be built that exceeds the computational capabilities of the human brain.

Many of us already have one of those.

We call them our wives.

Jim Gray

*A combination bathtub and "hog scald" – a most practical item for any farm household

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ASHAMED I AM

I'm ashamed about my performance at last weekend's Katie's cars and coffee... Here's the story:

Jim Gray and I rolled at double o dark thirty Saturday morning for Katie's. Golly dark is dark. I followed Jim's bright LED lights and his flickering cheapo brake lite warning light. Mesmerizing thing!

It was still dark when we arrived on scene and were parked in front of Katie's. A hot coffee and cranberry muffin went down well for the both of us. We toured the lot and loved all the fine autos. A neat deal was a pumpkin carved with a VW emblem in front of a Vanagon. Our little Model A's stood tall among the big boys and girls.

When it got a bit lighter I did a tune up on Smokey (my 1930 Model A Ford). She had trouble on the last trip, so I checked and reset the points. I hadn't messed with the tune up for years and figured now was a good time. On the trip to Katie's, Smokey would do only 30 mph. At Katie's I closed the point gap, and in the process realized I had one of those early Nurex top plates where the center hole was too large, allowing the plate to shift. (Sometime I gottsta fix that).

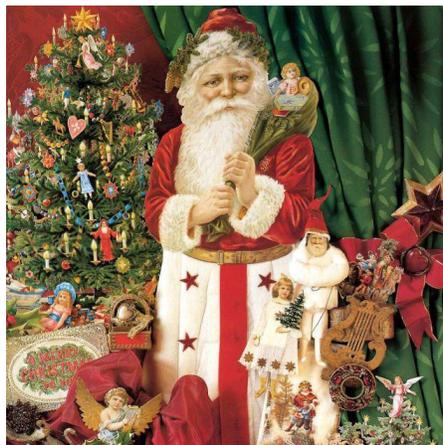


During my work under the hood, a small crowd gathered to see what I was up to. I'm guessing many of those folks don't know how to work on their cars; either they can't because they're digital or they're just not curious enough. John Sweet was by me commenting that the A was so easy to work on. That's when an idea hit me, and I sez to John: "Watch this...."

The engine was at idle running fine so I swung my screw driver about in the engine room and popped loose one spark plug connector. There was a gasp response from the crowd. I asked if someone would please put it back. "No thanks."

The engine ran smooth and fine on three cylinders with no change in sound or rpm. I blathered some prime words of a technical nature and removed a second plug connector. A murmur went thru the crowd and increased as I revved up the engine. "I gots 'em now," I'm thinking. More tech talk and I popped #3 connector loose. Engine continued to run, struggling a bit. Nobody wanted to race me, so I shut off the engine and took some bows. John Sweet said I done good... Oldest Model A Ford trick in the book and it always draws a crowd.

Clem



“WHAT-DA-YA-MEAN CROOKED?”

“Look at it! It’s not parallel with the carrier!” “It can’t be crooked, I put it on right!” “Well something’s wrong. Look at it!”

It’s back in early 2014 and I’m working on getting Cricket’s newly repaired rear end ready to go back on after my rear bearing debacle you might remember reading about in the Script some months ago. In what’s left of my mind I’m having another one of those conversations with myself that usually means I’ve messed up. Jon Phillips has graciously allowed me to use his K. R. Wilson axle stand down at the Model A Garage and I’ve just positioned the emergency brake bands on the carriers. But something’s wrong because—they’re crooked. The bottom of the bands is standing out away from the carrier about a quarter of an inch, which, looking from the rear, makes the bands crooked in relation to the brake backing plate and emergency brake carrier. (Sorry, I didn’t get a picture.)

I spend the next thirty minutes or so pushing, and pulling, and looking, and wondering, and slowly the light began to dawn. I go dig up another emergency brake band that isn’t attached to anything and sure enough, I see the problem. I’ve put the brake bands on backwards. There are four points on the brake band that ride on the carrier and keep it properly positioned. Two of those are the emergency brake retracting spring attachment points. The other two are the toggle link pin mounts on the open end of the brake bands and that’s where my problem was originating.



If you look closely at the picture above you can see there is a little jog in the elongated part of the toggle link pin mount. That little jog needs to go toward the carrier as in the picture. If the bands are reversed, like mine were, it puts the jog toward the outside of the carrier and the link end of the emergency brake band will slide too far toward the carrier. The two retracting-spring attachment points are lower on the carrier and in the center of the band, so the result is that the emergency band will be crooked in relation to the backing plate and carrier. It’s one of those small things that keep sneaking up on me. Happy Model A-ing!

Jim Cartmill

DECEMBER'S PROGRAM: BROWN BAG CHRISTMAS GIFT EXCHANGE

The December program will again be the rip-roaring Brown Bag Gift Exchange. We will operate under the same rules used over the past several years.

Each person will bring a nice gift, "wrapped" in a brown bag – and this bag will be your admission to the event. Lady-specific gifts should be marked on the outside with a large "L". The bags are placed on a table in front of the room. Each member gets a ticket stub in exchange for his bag. The other half of the ticket goes into a bowl.



"Nice Gift" means "No Junk!" - Find something among your Model A holdings that you would like to get as a gift if you didn't already have it. If you can't find something, a new part or tool in the \$10-\$20 range would be just right. (For example, last year one GWC member purchased two hood prop kits, one for his own car and one for the brown bag gift exchange.)

Then comes the fun! When the meeting begins, a ticket is drawn from the bowl. The holder of that ticket comes to the front and selects a bag from the table, turns around and opens the bag so that everyone can see the gift. When the *oohs* and *ahhs* have subsided, he/she draws a ticket from the bowl, hands it to the Master of Ceremonies, and returns to his seat with the gift. The new number is called out and the holder of that ticket comes forward and announces his/her decision, 1) Take a gift that has previously been unwrapped, or 2) Select and open a new bag. If he/she takes the previously opened gift, then that person (who relinquishes the gift) comes back to the front to 1) take a bag or 2) a previous gift, but not the one just relinquished.

Each subsequent ticket holder comes forward and has the chance to take any previously opened gift or take an unopened bag from the table except that the third holder of a given item gets to keep that item. (Example: Tom opens up a carburetor, Karen takes the carburetor from Tom, Benny takes the carburetor from Karen and gets to keep it).

The fun is always increased when someone opens a gift that multiple people are eager to own. So wrap a gift up in a brown bag and come to the meeting ready for a good time. In the end you will go home with a nice gift and pleasant memories.

MODEL A CLUB CHRISTMAS PARTY REMINDER

WHEN: Saturday, December 5

WHERE: American Legion Post 177
3939 Oak Street, Fairfax, Virginia 22030

TIME: 5:30 – Doors Open 6:00 -- Dinner will be served



Don't



forget

FAIRFAX STATION TRAIN DAY THIS WEEKEND

This weekend, December 5 and 6, 2015, we are playing trains at the reconstructed Fairfax Station. Come on out! Weather permitting we gather some old cars as well. Too much fun playing trains, both inside and outside the station. We operate trains of all major gauges for all to enjoy. Docents are available to talk about the history of the station and the surrounding area. I plan to have one of my oldy cars there. I also will be a loco doctor. "We Fix memories." Come on out, bring the family and enjoy the Christmas fun at the old Fairfax Station.

Location: The station is off Ox Road (Rt. 123) near the intersection with the Burke Center Parkway on Station Road.

Hours: Saturday—10:00-5:00 Sunday—12:00-4:00

Merry Christmas
Clem Clement

COMING EVENTS

[Club events are in bold]

December

December 5 (Saturday) Christmas Party at the Fairfax Legion Hall (see p. 15)

Dec 5 & 6 (Saturday & Sunday) Fairfax Station – Holiday Car & Train Show (see above)

December 16 General Membership meeting - Brown Bag (see p. 15 for the rules)

January

January 20 Winter flea market in lieu of general meeting

Be sure to check the GWC web site for updates to this list: <http://www.gwcmodeleda.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 rfbaden@gmail.com if interested.



Wanted

Wanted to buy—Two used or new 4.75 x 19 tires for trailer. Must have tread that will pass Virginia inspection and no dry rot/cracks. Please contact Woody Williams at 703-858-1192 or vamodela@verizon.net

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