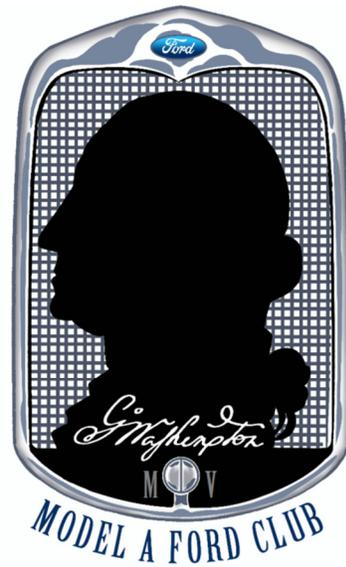


The Ford Script



Vol. XL

January 2019

No. 1



While cruising the Danube last year, Doug and Beverly Tomb were walking in Vilshofen, Germany when a Model A 4-door sedan came cruising by.



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 George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

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 and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org
Web Master: Greg Shepherd

Board of Directors

President	Doug Tomb	703-241-4152	douglas.tomb@verizon.net
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Tool Chairman	Benny Leonard	703-278-2994	ben5@cox.net
Youth Development	James Kolody	703-795-9301	grubsworms1@gma il.com
National Liaison	Jamie Lucas	703-893-8957	jandmlucas@msn.com

Appointed Positions

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Club Librarian	Jay Melton	703-237-6953	jmelton58@verizon.net
Historian/Archivist	Tom Quigley	703-912-4293	tjquigley6@gmail.com
Sunshine Chairman	Jim Gray	703-250-1991	jrg240z@cox.net
Technical Advisor	Tom Terko	301-949-7329	tterko@verizon.net

Copy for THE FORD SCRIPT should be e-mailed to the Editor at: billhsims@gmail.com

Next deadline: Monday, February 4th

THE PRESIDENT'S CORNER

In my inaugural entry in the Script as 2019 Club President, I am very optimistic for this upcoming year. The Club is financially sound and ready to continue our focus on the Model A Ford. Tom Quigley and the 2018 Board built a firm foundation and have energized many people and initiated new ideas that we will build upon in the year ahead.

We welcomed two new Board members this year, Luke Chaplin, VP and Programs Chairman, and Paul Bjarnason, Secretary / Treasurer. Thank you both for stepping forward to take an active role in guiding the Club.

Luke is working hard to capture the interest of existing and new members by providing programs that are interesting, inspiring and educational. Luke has developed a program slate that is very strong. I ask the membership to recommend programs, or to conduct a program themselves, that will entertain your fellow enthusiasts. If you have ideas or questions, contact Luke.

Our Activities Chairman, Jason Cunningham, has several tours and National Capital parades on tap that will get our cars out and in the public spotlight. The Cherry Blossom, Memorial Day and Fourth of July parades are an amazing experience. He also has tours on tap, but if there is a tour that any member would like to sponsor or coordinate, the Club will support you in that effort too. Tours can be one day, or a multi-day event. There is a nearby MARC National Club tour this year as well in May.

Our main event of the year, **The Sully Car Show**, is coming up fast. This is the principal focus of our Club, and all members are requested to participate. This is your event, so get involved and continue to make it a success. This year, I would like to offer a free Sully pin to every Club member who volunteers at Sully, as a Thank You from the Club, and as a demonstration that you supported the Club in this important effort. Contact Jim Gray and Bill Worsham, and offer to help them where needed. Many hands make easy work.

Finally, I hope that all members will take the time to assess their individual Model A and see what it may need to improve its reliability and safety. If you have questions, or need help doing some repairs, bring those questions to the Monthly Meeting. Contact Greg Shepherd, who will add your request to his regular Club email announcements. If you need a tool for your repairs, contact Benny Leonard, Tool Chairman. Tools to lend from the Club Tools inventory is one of the main benefits of Club membership.

I am looking forward to many fun drives in my own Model A this year, and I look forward to your joining us in the fun.

Doug Tomb

FROM THE EDITOR

A glaring omission from Dave's GWC 25 YEARS AGO column this month was that the January '94 issue was my inaugural issue as Script editor. Except for 2004-05, when Cliff Colee took over, I've been doing it ever since. When I took over, I'd originally figured on doing it for just a few years before a more talented editor stepped in. No such luck. And for that, I am truly grateful. I enjoy putting together every issue; it's a terrific challenge and impossible without the contributions of all the Club members who submit articles and columns. For that, I thank you.

Oh, and for those who don't know, Alice and I became grandparents last June. Born to our daughter Ariel—Rowan Henry Campbell. Sorry for the late notice.

Bill Sims
January 2019

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting
January 5, 2019



Call to Order. The Board meeting was called to order at about 8:00 pm by President Doug Tomb.

Purpose: This was a transitional meeting attended by both the 2018 and 2019 Boards.

Location: President Doug Tomb hosted the meeting at his (and Beverly's) home.

Attendance: Board Members present at the meeting included members of the 2018 and 2019 boards of directors, as this was a transitional meeting. Present were: Benny Leonard, Jamie Lucas, Doug Tomb, Jerry Olexson, Bill Sims, Stan Johnson, Milford Sprecher, Bill Worsham, Tom Quigley, James Kolody, Greg Shepherd, Bruce Metcalf, Jason Cunningham, and Paul Bjarnason. Not in Attendance: Jim Gray (due to a family commitment), and Luke Chaplin (had to leave early). A quorum was present.

Agenda: Doug Tomb presented a brief agenda for the purpose of giving a flavor for the issues of the upcoming year. While no matters or decisions were voted upon, the following items should be noted by the members for their individual attention in the near future:

1 – For Sully event planning, interested board members please contact Jim Gray. January 10 (this Thursday) at 10 am a meeting will be held at Sully Plantation with the Fairfax County Park Authority staff there at the Sully Plantation to discuss plans for this year's show. We expect personnel changes at the Fairfax County Park Authority staff there, from the staff in charge last year, so we will have to get to know the new staff and their expectations of our Club. Board members are encouraged to contact Jim Gray for particulars, including possible plans for a pre-meeting to identify and mutually discuss any issues to be raised with the Fairfax County Park Authority staff.

2 – Board members please submit budgets for your respective areas of responsibility by January 19th to the Budget Committee by e-mail to each member of the Budget Committee. The Committee consists of Doug Tomb, president (douglas.tomb@verizon.net), Paul Bjarnason, treasurer (paul.bjarnason@gmail.com), and Milford Sprecher, assistant treasurer (milford.sprecher@gmail.com). The Budget Committee will put the 2019 budget together at the next board meeting scheduled for January 23rd.

3 – Board members please send your "top 10" recommendations for monthly general meeting topics to Luke Chaplin by January 10th. Recently, a robust list of suggestions for meeting topics was compiled and shared via e-mail with us who are on the board, by Luke Chaplin. From this list, each board member is requested to provide his "top 10" choices (including who might be the presenter) to Luke Chaplin, for the consideration of the general membership. No deadline for this was set at this board meeting, but I think it would be helpful if Luke were to receive suggestions by Sunday, January 13th, just a few days before the next general membership meeting, which is January 16th. This would give Luke a few days to work with the suggestions.

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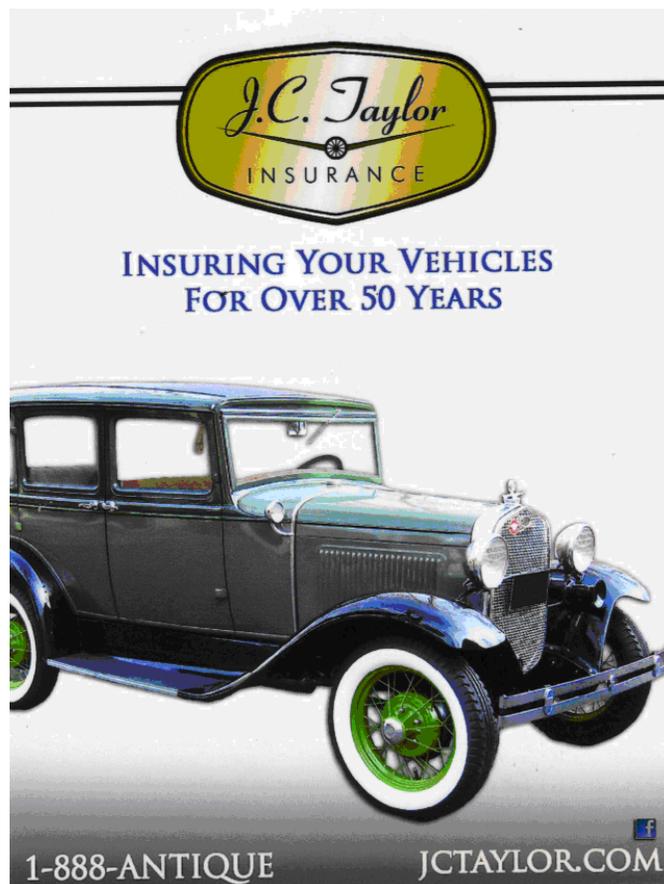
FROM THE SMOKE-FREE ROOM (Cont.)

4 – Board members who volunteered to provide refreshments at the monthly general membership meeting, please identify yourselves via e-mail or a phone call to Stan Johnson (fordyhorses@aol.com), who will compile and publish the list. Please do this by January 10th, especially the person who volunteered for the January meeting. Refreshments should include two types of soft drink (like Sprite and Coke), cups, a bag of ice, and some cookies, pretzels or crackers. A few beers would be nice. Board member volunteers who have brought refreshments to the Monthly Meeting may submit a claim for reimbursement (with receipts) to the GWC Club Treasurer, Paul Bjarnason, for reimbursement.

5 – Several other matters were discussed that will require further future development and resolution including: future activities and tours, small parts day, sand blast day, board meeting locations, newcomer protocols (greeters for new member support), web site update, and membership status (MAFCA and MARC).

Adjournment: The meeting was adjourned at approximately 9:30 pm.

Respectfully Submitted,
Paul Bjarnason
Secretary



THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



Jim Cartmill, our new president for 1994, addressed the membership in the Script's President's Corner column, stating what an honor it was for him to serve the Club as president. He thanked the members who volunteered to serve as officers and directors with him, and noted that 1994 was the 30th anniversary of our chapter, it having been incorporated in Virginia in 1964.

Jim pointed out that our Club is what we make it and we succeed in our purpose through participation. He said we have over 275 Model A's in our Club and his goal was to see more of our cars participating at our 30th anniversary events.

Small parts day at Walt Bratton's was coming up, and members were urged to think about what was needed for their cars. Millard Springer was lining up some great technical programs to help in getting them on the road in '94.

Bill Worsham was looking into finding the exact price of a Board insurance policy to protect board members if they were sued by a Club member over any action taken by the board. A rough estimate on hand was that it would be in the \$300 to \$500 range. Jerry Breedlove was to investigate obtaining a computer for use of the newsletter editor, and Andy Pogan would begin submitting our chapter information to "The Restorer" and "Model A News". The Board was to look into picking up an engine in need of rebuilding as a project for future Club seminars and the finished engine could then be raffled off.

Millard Springer wrote about "How not to build a show car". He told of an owner who began ripping into the restoration of his Model A. He became one of Walt's best customers. After lots of effort and expense, he was ready to win trophies, he thought. However, he met with disappointment because he hadn't followed the judging standards. Reproduction parts were used at every turn, improper finishes on nuts, bolts, and trim abounded and there were pits on the undercarriage, all of which didn't comply with requirements for fine-point judging, which has as the objective making the car appear as it just came off the assembly line. The sad truth was the money and frustration prevented him from ever enjoying it as a driver and it never was a show car.

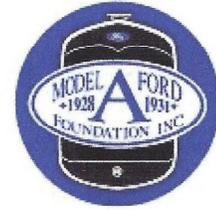
January was Flea Market Nite, sound familiar? Members were told it could be a chance to find that much-needed part, and to get rid of any auto-related junk that may have accumulated. "If it's big or nasty dirty, bring it anyway. Just remember to sell it outside in the parking lot. Even if you don't know what it is, bring it. Bring lots of cash and parts and let's make this our biggest and best flea market yet"... Amen.

Dave Henderson





Model A Ford Foundation, Inc.
P.O. Box 28
Peotone, IL 60468-0028



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December 6, 2018

George Washington Chapter MAFCA & MARC

C/O Douglas Tomb

2122 Grayson Pl

Falls Church, VA 22043

To the Members of the George Washington Chapter MAFCA & MARC,

The Trustees of the Model A Ford Foundation acknowledge you for your most generous donation of \$1000.00 to the Model A Ford Foundation Museum Endowment Fund. Without the continued enthusiasm and support of your organization, as well as others like you, the museum would have remained a dream. This donation will help ensure the museum is available for future generations to enjoy.

We thank you for your continuing support of MAFFI and the Museum.

We hope your members will be able to join us at the Museum on the third Saturday of September 2019 for our annual Model A Day celebration.

The Model A Ford Museum has become a major automotive museum and one of the best in the country. *All of this is made possible because of generous people like you!*

Happy Holidays!

John D Marshall

John D Marshall

Executive Director

MAFFI is a 501 C3 organization. All Donations are deductible to the limit of the law.

MARC NATIONAL TOUR RESCHEDULED FOR MAY 20-23

The MARC National Tour in Elkins, WV, has been re-scheduled for MAY 20-23, 2019. The hosts will be contacting everyone who has a reservation already. For more info, call 304-363-8762.



MAFFI NEWSLETTER MINUTE

"Happy New Year from the Board of Trustees at MAFFI! We hope you had a great 2018. Reflecting back, we are very pleased with the progress and additions made to the museum over the course of the year. During 2018, through donations, we added 10 vehicles and an elaborate tool display to our collection. In addition, 3 vehicles were placed on loan to the museum. We have a partnership with NATMUS in Auburn, Indiana, in which 4 Model A vehicles and a cutaway chassis are on display in a vintage gas station environment. Our balance sheet improved and we remain debt free. Model A Day at The Gilmore saw the largest attendance to date and we were grateful to have Tim Kelly's Town Car and Town Car Delivery collection on display.

For 2019 we are working on a new theme for our annual Model A Day at The Gilmore. We also plan to have new displays completed in our showroom and service garage as well as an educational display showing the inner workings of a Model A chassis. Thanks to all that made 2018 such a success and help support the museum as we jump into the New Year!"

Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org

TOYS FOR TOTS UPDATE

Thanks to all that contributed to our Toys for Tots during the Christmas Party. And this year our normal drop-off site was not collecting, so a new site was found: Greenbriar East Elementary School in Fairfax County! Unfortunately, the timing did not work out for the December Script as the school has a program with the Fairfax County Police to pick up the toys with a motorcycle riding Santa ... but it was after the Script deadline. A few pictures from the festive event:



CLUB FINANCIAL SUMMARY FOR 2018 YEAR END (12/31/2018)

	<u>Income</u>	<u>Expenditure</u>
Club Activities	\$4,171.78	\$10,662.57
GWC Sully Annual Car Show	\$14,994.75	\$8,325.68
Membership	\$3,634.00	\$2,310.71
Meeting Programs	\$74.62	\$197.13
Treasury	\$781.00	\$567.19
President – Misc.	\$0.00	\$1,113.73
Club Tools	\$0.00	\$149.39
American Legion Hall Rental	<u>\$0.00</u>	<u>\$2,400.00</u>
Totals	\$23,636.15	\$25,858.28

GWC Charitable Contributions

Scholarship Awards (5)	\$5,000.00
MAFFI Donation	\$1,000.00
Armed Forces Retirement Home	<u>\$500.00</u>
Total Charitable Contributions	\$6,500.00

GWC YTD Results

Beginning of year combined balance (01/01/2018)	\$40,680.30
Club Income and (Expenses) for 2018 Year End (12/31/2018)	<u>(\$8,722.13)</u>
Current GWC Combined Account Balance (12/31/2018)	\$31,958.17



USING BEADS TO ENHANCE ERA FASHIONS

By Rosie Cassou, Cruisin A's of Hemet, CA

Using Beads to Enhance ERA fashions www.mafca September 2018

Early Bead History

Beads have been made by every culture and have been revealed in archaeology sites. October 12, 1492, Columbus recorded in his logbook the natives of San Salvador Island were given glass beads. This is the earliest written record of glass beads in the Americas. His ships carried glass beads along with other European trade goods. The Spanish explorers in 1527 and in 1539 carried glass beads for trade with the native inhabitants of Florida.

Types of Beads

Most often, it was an old-fashioned stone drill bit pumped by hand or even an awl that created the hole in the natural bead or stone so that it could be strung.

Natural Beads are made from natural materials such as bone, teeth, stone, wood and fossilized bamboo, skeleton of sea creatures, shells, abalone, coral, mother-of-pearl, pearls, dentalium shells, horns of many animals, and ivory from tusk of elephants until it was banned.



Bone



Sea urchin



Pearls



Mother of Pearl



Wood



Bamboo



Quartz Crystal



Horn

Man Made Beads made by hand from hollow tube of blown glass or wound beads from a heated glass rod to make glass beads, crystals, bugles, Swarovski crystals, cubes and Delica and seed beads. Beads come in imitation pearls, turquoise, steel, pewter, enameled metal, silver, gold and cloisonné. The AB (aurora borealis) beads were made after the model A Era.

Glass beads were available with metal foil, known as silver or gold foiled lined. These were made with a thin layer of gold or silver leaf or foil sandwiched between two layers of clear glass. The first glass layer is usually drawn or wound, while the second layer of glass is folded around the metal leaf. In the early 1800s, the mercury glass beads were originally made with mercury to give them a metallic luster. By the 1900s, the mercury was replaced with a silver nitrate solution, made of silver nitrate, water and sugar, but the name stuck.



Oval



Round



Tube



Square



Heart



Gold foiled



Silver foiled



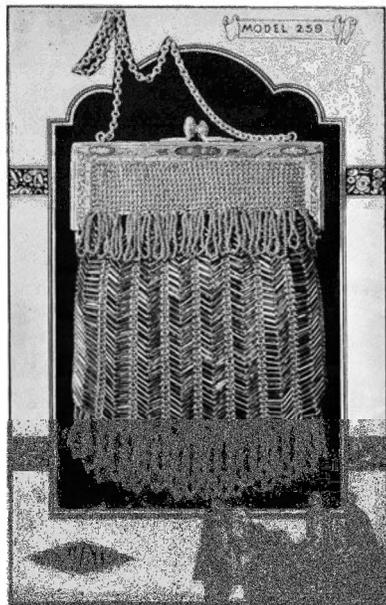
Rondelle

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USING BEADS TO ENHANCE ERA FASHIONS (Cont.)

During the Model A Era, you would find beads hand sewn on evening dresses, lace, head gear, purses and in the jewelry worn for daytime and evening. Great care should be taken with the cleaning of any dress, lace, gloves or outfit that has vintage beads attached to it, to not ruin the color or appearance of these hard to find vintage items.

Reference: The Beading Book by Julia Jones
Antiquedress.com



Reference: The Beading Book by Julia Jones
Antiquedress.com
Indians.org/articles/beads.html
Firemountain Gems Catalog
Hiawatha Book of Bead Bags –1927

MODEL TRAIN AND OLD CAR SHOW AT FAIRFAX STATION 2018

During November, Sandy and I spent 2.5 glorious weeks in Europe chasing around Britain, Ireland and Wales. Our youngest son Eric and Fiancée Rebecca invited us over to see them in their new haunts in Cardiff, Wales. We had a fab time.

That brought us back to the good old USA Wednesday evening of the Fairfax Station Model Train and Antique Car Show that weekend. To say the least, we were functioning sharp as a marble due to time differential and worn outness from all the hiking and exploring. Thursday evening, I brought my train repair equipments and trains for the Standard Gauge layout being built by Hope Danielson and her grandson Matthew Kehn. Not that I did any work...

Saturday morning, I was up early and to the Fairfax Station in a modern. We had two Model A Fords attend the show: Jim Baker's 1931 Fodor sedan and Phil Foss's 28 Tudor sedan. Light rain started mid-morning so they both skedaddled home. Thanks, guys, for bringing out your cars. They (and you) were well enjoyed. Trains had been set up Friday evening and Saturday morning and were warming up for a great day of playing trains. Saturday's crowd was big and steady throughout to day; even in the rain. Saturday afternoon Jim Gray spent a couple hours flogging a dead American Flyer loco and tender. The owner was some kind of happy to get it running. He had just bought the set from the train sale at the station.

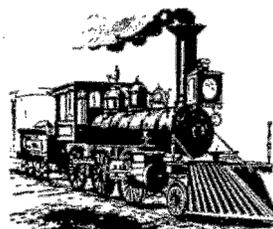
Sunday was the better day of the two. I brought my 1930 Cabbie out for the day. It got little muddy getting into position. Steve Childress helped me with loco doctoring, which left the Cabbie outside unmonitored. Hope Danielson and JB Weillepp both had to chase children off the car (even with parents watching). "Smoky" is still very muddy from kid's muddy hand and foot prints.

We were quite busy repairing trains and chatting with train owners and wanabe's. The huge crowd at the event displayed their happiness of all things. During both days a bazillion kids chased the large-scale train running completely around the Station.

My duties at the show are to encourage old cars to attend and to be one of the Loco Doctors. We were a little light this year on both accounts.

At about closing time, Jim Gray stopped to help pack me out. From sitting all afternoon working on trains, as I got up I got lite headed (More than the usual.) Jim took my Model A home and put her away safely. (He commented that Smokey was the mostest neatest bodacious Modle A he has ever driven.) Sandy drove Jim back and they packed me out. Many thanks Jim and Sandy.

Merry Christmas,
Clem Clement



6-VOLT BATTERIES

(Reprinted from Paradise Valley Model A Ford Club, San Bernardino, CA, website PBMAFC.ORG Submitted by Bill Shields)

Original Battery - 6 volt, 80 amp hour, 13 plates, positive ground. Battery measured 9 3/8" long x 7 1/2" wide x 9 1/2" high.

Group 1 battery size will fit, but Group 2 batteries fit the battery box like they are supposed to. The Group 2 for the Model A slides down into the box with no room to wiggle around. The original corner hold downs fit it nicely too. Always nervous about the Group 1 wiggling around under the later style hold downs and shorting against a terminal. Put wooden blocks that fit in the corners of the box to prevent that from happening.

Autozone - 1-6 volt

There are batteries at Auto Zone that have the battery post the way your battery should fit. Autozone has them for \$81, 3-year warranty BUT if you check with them they also sell the reconditioned battery with same 3-year warranty for \$30. Purchased one of these about 2 months ago. You need the 6-volt Group 1-size battery. Part #1

Duralast (Autozone)

Industrial/Battery Part Number: 1-6VOLT 575 CCA (L 9 1/8" X W 7 1/8" X H 9 3/8")

Case Heavy Equipment Center

Used a 6-volt that was bought at the Case Heavy Equipment Center. It was 675 cold-cranking amps and the size of the case was just right for the battery tray. Try there; it is the strongest battery found.

Optima Batteries

Optima/6 Volts, 800 CCA (1000 CA) RedTop automotive starting battery with post terminals
850 CCA/6 volt 10x3.5x8
800 CCA /12 volt top post 10x6.75x8
800 CCA/12 volt comb 10x6.75x8
72-month warranty
- Red Top. They last; they don't lose their charge over the winter; and, most of all, they don't spew acid or acid fumes, which in my case is very important because my battery is up on the firewall. They also have high cranking amps. 4wheelparts.com. \$127.99 was the final price and that included free shipping.

Interstate Battery

WORKAHOLIC - 610 CCA \$122
Ultrapower #901 - 700 CCA, Interstate part # 1-VHD \$75.95
6-Volt Group 1 500 CCA \$99 (8 7/8" X 6 7/8" X 8 3/4")
PN: 1-VHD
6-Volt Group 2 675 CCA \$109 (10 1/4" X 7" X 9 1/8")
PN: 2-XHD 610 CCA
PN: GC2-HD-UT

>>>>>>>

6-VOLT BATTERIES (Cont.)

Exide

7200 Battery (6 Volt)

NAPA

BAT 7244

Tractor Supply

Com 1 HP (part number 0470506) I think.

Sears

From Consumer Reports:

The majority of car batteries are created by 3 manufacturers - JCI, East Penn, Exide and Johnson Controls Industries (they bought out Delphi). Delphi makes some EverStart models sold in Walmart and AC Delco. Johnson Control Industries makes Duralast - seen in Autozone stores, Diehard - sold in Sears, Kirkland - the Costco brand, Motorcraft - which Ford sells, some of the EverStarts, and Interstate. Exide makes Exide batteries, Champion, Napa and even a percent of the EverStart batteries.

The Model A has a positive ground electrical system. Ford was the first automaker to do this and for good reason. Due to gases from the battery, the positive terminal always has a tendency to collect corrosion and cause poor connection. Ford engineers thought if they applied the positive terminal of the battery to the ground connection (reversing current flow) it would reduce the terminal corrosion and the corrosion that would form would not have as much effect on reduced voltage.

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FIVE STATES IN 1929 ABOLISHED SPEED LIMITS

Reprinted from "The Evening News, San Jose, California, Wednesday, August 27, 1930

Maximum speed limits were abolished in five states in 1929, while 12 states raised the limit, with the objective of speeding up traffic, according to reports received by the California State Automobile Association. Kansas, Tennessee, Vermont and Wisconsin prescribe a speed that is "reasonable and proper". In effect, this means that speed is not to be considered prima facie evidence of reckless driving, and such cases will be considered on their merits.

With improved highways and added safety qualities in motor cars, the tendency throughout the country has been to speed up traffic, and each year finds the legislature of various states fostering proposals to abolish maximum speed laws.

SPEED LIMITS INCREASED

States which increased their speed limits by action of the legislature during 1929 are: California, from 25 miles per hour to 40; Delaware, from 30 to 35; Illinois, from 35 to 45; Minnesota, from 35 to 45; Nebraska, from 35 to 45; Nevada, from 45 to 50; New Mexico, from 35 to 45; Ohio, from 35 to 45; Pennsylvania, from 35 to 40; South Dakota, from 25 to 40; Texas, from 35 to 45, and Virginia, from 35 to 45.

A total of 11 states do not prescribe maximum speed laws. These are: Connecticut, Florida, Indiana, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming.

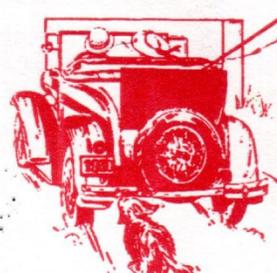
The limits in other states range from 20 miles an hour in Massachusetts to 50 miles per hour in Nevada, with the majority of states placing the limit at between 35 and 45 miles an hour.



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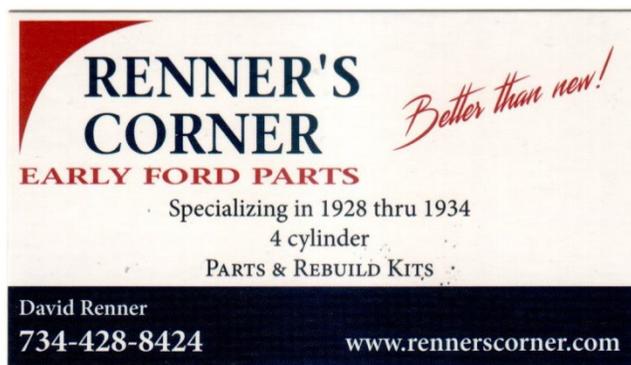
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COMING EVENTS

January

January 16 (Wednesday) Monthly Meeting – Annual Club flea market. No general meeting.

February

February 13 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

February 20 – (Wednesday) Monthly General Meeting

March

March 13 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

March 20 – (Wednesday) Monthly General Meeting

WANT ADS

For Sale

1929 Model A Sedan. Beautiful condition. Garaged 90% of the year. \$25,000. Contact Chris & Sherry Maggio at grmaggio@cox.net if interested.



1947 Ford 1.5 ton truck. Restored, but not show. Dennis Carpenter engine with less than 1 hour running, 12-foot wooden bed, converted to 12V negative ground electrical, stainless exhaust, turn signals, seat belts, fenders and running boards were NOS when I installed them, spare parts, much more! Asking \$15,000 or will negotiate. Truck is at my house in Monrovia, MD. Luke Chaplin, 301-865-5753 lukechaplin@comcast.net. PS, have model A parts for sale too!

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