

The Ford Script



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

The Ford Script



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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

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

Next deadline: Monday, January 6th

THE PRESIDENTS CORNER

I hope each of you had a special Thanksgiving. Now it's December and the Christmas season is in full swing. I look forward to seeing many of you at the Club Christmas Party this Saturday at 5:30 PM.

This is the time of year when we can look back and reflect on another fun year of getting our Model A's out and enjoying driving them. We had a Successful Sully Car Show, and we are already in the planning stages for Sully 2020.

At the Annual Membership Meeting last month, we elected a new Board for the coming year, including a new Sully 2020 Chairman, John Dougherty.

John has stepped up to take on one of the most challenging positions that the Club has to offer, planning and running the Sully Car Show. But, John is not alone. He has a whole Club behind him, so make sure you do your part by offering to help. A big Thank You to John for helping the Club with this important responsibility.

This past year, Jim Gray was our Sully 2019 Chairman, and we had another very successful GWC Sully Show. Jim introduced some new activities this year, most unique being the Century Class Vehicles, and the resulting parade of 100-year-old cars around the Sully grounds. As I looked around during the parade, all eyes were focused on the Century Class cars. I also noticed another interesting thing. Our Sully visitors stayed on well into the afternoon. Our hats off to Jim for all of his successful Sully efforts.

Leading the parade was the Take Apart Model T Ford. My own question was finally answered. Yes, the Take Apart T was actually capable of driving more than a few feet after reassembly. Very impressive, and a credit to the Model T Ford Club members.

Jim took on the most challenging task, of following in the footsteps of longtime Sully Chairman Bill Worsham. Bill has been doing Sully for so long, he made it look easy. It is anything but that, and his depth of experience helped the Club have many successful Sully Car Shows.

Coming up this month on December 18th at 7:30 PM is my favorite Monthly Meeting: The Brown Bag Gift Exchange. To participate, bring a men's or women's gift, wrapped in a brown bag. Your gift bag is your entry ticket to the meeting.

The Club will provide drinks and snacks, and we ask every member to bring their own favorite Christmas treat to share. Once the gift exchange starts, just sit back and enjoy the fun. There are a lot of interesting gifts that change hands over the evening.

See you at the Christmas Party and the December Monthly Meeting. Let's celebrate another successful year of GWC Club activity.

Doug

FROM THE EDITOR

Thank you for re-electing me to yet another term as your editor. I shall endeavor to continue publishing a newsletter that you can be proud of. Of course, I'm just the guy who puts it together. Without input from the members, there would be no content to assemble. Without the regular submission of monthly columns, photos and parade, show and tour write-ups, there would be little point in having a newsletter. First-hand stories of Model A adventures you've had are always welcome too. If it's Model A-related, the membership will want to read about it.

Bill Sims

FROM THE SMOKE FREE ROOM AND THE GENERAL MEMBERSHIP MEETING

November 20, 2019

Call to Order. The monthly meeting of the Board was called to order at about 6:30 pm by President Doug Tomb, at the American Legion Hall in Mclean, Virginia and adjourned at 7:30 pm. The general membership meeting was called to order at 7:30 pm and adjourned at 9:30 pm.

Attendance. A quorum was present for the Board meeting. The members who attended were: Jason Cunningham, Bill Sims, Milford Sprecher, Doug Tomb, Paul Bjarnason, James Kolody, Benny Leonard, Luke Chaplin, Greg Shepherd, Bruce Metcalf, and Jim Gray. Jamie Lucas was not present. The general membership meeting was attended by approximately 40 members, including the aforementioned Board members.

Minutes of Prior Meeting – Minutes of the prior Board meeting were published in *The Script*.

Board Meeting Agenda – President Tomb started the Board meeting enumerating agenda items to be discussed. Out of the discussions set forth below nothing was voted on. It was agreed that various items would be taken up at the next Board meeting.

General Membership Meeting Election of Board Members for 2020 - The principle agenda item for the general membership meeting was the election of the 2020 Board of Directors. The membership unanimously voted to elect the slate proposed by the Board, which is the same set of officers from 2019, except that Gerry Olexson took over from Paul Bjarnason as Secretary and the positions of Activities Chairman and National Club Liaison were not filled.

Treasurer's Report – Treasurer Paul Bjarnason provided a report on the finances of the Club at both of the meetings. Mr. Bjarnason reported that finances hit our budget targets for the year. The Club's uncommitted funds increased during the year by approximately \$2,000 over the prior year. Planning should begin for the 2020 Budget. Members are encouraged to bring ideas to the table.

Activities (tours/picnics) - Activities Chairman Jason Cunningham reported that planning for the Christmas Party is going well. The call for members to sign up for the party has gone well and that Saturday, November 30, is the deadline for members to sign up for the Christmas party. Instructions are on the Club's website and the cost is \$25 per couple. Checks will be forwarded to the Treasurer as they come in.

Programs - Program Chairman Luke Chaplin said that planning for the programs for 2020 must begin now and called for suggestions from the membership.

New Member Mentoring - Stan Johnson has suggested a formalized program to mentor new members. It is thought that this program would help to stem the Club's declining membership. The Board agreed to address this further at the next meeting.

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FROM THE SMOKE FREE ROOM (Cont.)

Script –Script Editor Bill Sims reported the deadline for the December Script is the Monday after Thanksgiving Day, which is December 2. Stories are sought for publication.

Program – Our regular program, which was to cover the Ford/Ferguson tractors, was not executed. Instead, Benny Leonard hosted a question and answer session on how to deal with a Model A breakdown on the road.

Respectfully submitted

Paul Bjarnason
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Outgoing President Jim Cartmill offered a warm and hearty THANK YOU to the officers and members of the Board who he said had served with him and made his job so easy. He also thanked Club members for their support and participation, adding "you are what makes being President worthwhile." He looked back on what had been accomplished. Over the year, membership had grown once again, and many of the new memberships were younger father/son or father/daughter interests, adding that from a preservationist point of view, having more youth in our Club helped to insure that the Model A we love and enjoy would be on the road for a long time. He said that once again the Sully Car Show had been a huge success and had grown to be one of the area's premiere car shows due to the skill of our Annual Meet Chairman, Bill Worsham, and his Sully Steering Committee. Technical programs continued to be well attended and exceptionally informative, thanks to Millard Springer's efforts. Millard set the benchmark that should be the envy of all our sister Model A clubs. Winding down, Jim said our activities had also been highly successful thanks to Lloyd Hoffman's efforts. The Script, edited by Bill Sims, continued to be a top-notch N/L, and the three individuals responsible handling those most visible month-to-month efforts did an outstanding job.



Secretary Walt Bratton announced the new slate of Board members for the coming year with only a few changes from the '94 Board. He said the Christmas Party plans were finalized, but the Board had agreed that they would scout around for a new location for '95 to "liven things up and spread things around geographically for the membership".

"GP," an 11-year-old boy, joined our Club and wrote about his first car. He had badgered his dad to buy him a Model A, and succeeded in doing so. He said it became his Dream Machine. The car was an older restoration with long storage, so GP had some work to do on it, such as painting the engine and wheels, with Herschel Brummit mentoring. He said that his dad also took him to an auction where he won the bid using money he had earned for a Model A frame, axles, and some wheels that he planned to start building another with. Such enthusiasm didn't end there. In the Script, he advertised as follows: "Wanted, 1930 or '31 Model A pickup, roadster body. Can come with or without inside. Looking for one in restorable condition for \$100-\$300. Call xxx xxx xxxx and ask for G.P."

Just who was this young man, and what's become of him in the 25 years ensued? We know him today as George Smolenyak!

Dave Henderson

MEMBERSHIP REPORT

We had two new members join this month.



William & Susan Bass
2801 31st St. NW
Washington, DC 20008
202-333-2063(home)
301-221-6598 (cell)
bass.bill@verizon.com

Bill owns a 1929 Tudor and joined us at the November meeting to meet us all. And still decided to join ... so that's saying something.

Matt Wolf
20 Shermanta Dr
Duncannon, PA 17020
Matthew.wolf17020@gmail.com
201-571-5175 (work)
Matt owns a 1929 Roadster.

Let's welcome our new members to the club!

We are doing well on our renewal of dues for 2020. I have collected a little bit over half of the dues. Please help me out and get your dues in. The amount is the same, so it's still only \$20 for a full-year membership. This includes access to the monthly newsletter as well as exclusive activities like tours, our high-profile parades—like Memorial Day and July 4th—as well as our Holiday and summer parties. 2020 will also include one of our unique Rosters with all the tips and hints members expect.



Please make the check out for \$20 to GWC (\$30 for those grandfathered in that get the paper copy of the Script) and mail it to:

Greg Shepherd
3715 Brices Ford Ct.
Fairfax, VA 22033

This year I will be accepting payment via PayPal and Venmo. So, no excuses for not getting your payment in. 😊

For PayPal, use my email: Shepman@gmail.com and choose the “friends and family” option (to save on PayPal fees)

For Venmo, use my id: *@Greg-Shepherd-92* to send the money.

MAFFI NEWSLETTER MINUTE

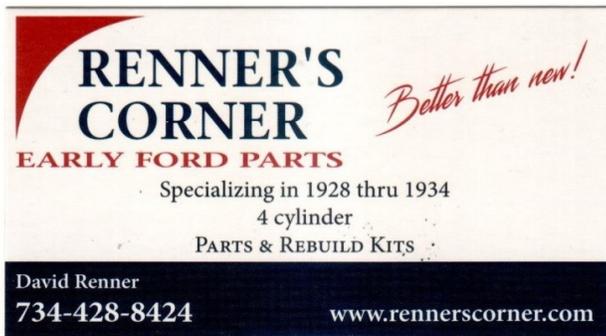
Thank you for your continued support of The Model A Foundation and of our museum, located on the grounds of The Gilmore Car Museum in Hickory Corners, MI. Through your membership and The Model A Foundation has built and up-fitted the museum without incurring debt. Your donations and contributions have allowed us to manage the Foundation in this way. We have an Endowment Fund in which we have set a one million-dollar goal with the interest to be used to cover annual museum operational expenses. We are about 93% of the way in achieving this goal. We ask that you consider giving a year-end gift to help us with our endowment objective and/or to help support our operations.

Your gifts allow us to continue supporting our hobby with one of the best museums anywhere in the world. Donations can be sent to:

Model A Ford Foundation, Inc.
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Peotone, IL 60468-0028

Thank you again for your continued generous donations!

Marsha Quesnel
MAFFI Trustee



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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

GROWING UP WITH PEYTON AS MY DAD

When I was growing up, my dad and my brother would talk cars at the dinner table. Most of it was incomprehensible to Mom and me. One day they were talking about some problem with a torque converter, and the next time they were discussing a problem, I piped in, "It must be the torque converter." It became my joke and a way to signal that it was time to stop talking cars.

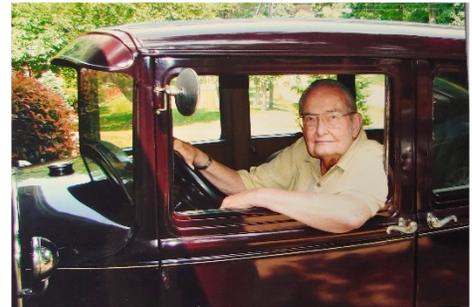
To this day I do not know what a torque converter is or does.

Dad bought his 1930 Model A fordor in 1971 and named her Girlie. Girlie sat for many years in our garage. I think it was a joke in the Club that Dad would never get her to run. Finally, he sent her off to somebody who did whatever needed to be done to get her running. I remember the day she came home. What excitement there was! I don't think he ever drove her farther than around the block, but it was always a source of great excitement to the other kids in the neighborhood to get a ride



in Girlie.

In the last years of Dad's life, when he had to stop driving because of Parkinson's, and Mom no longer drove long distances at night, I took over bringing him to these meetings. It was a special time for us in the car to and from, just me and Dad. I didn't always know what to talk about, and I couldn't fall back on the torque converter. But underneath it all, I knew I was sharing something that meant a lot to my father.



At the first meeting we went to together, there was a presentation on rebuilding a carburetor. Dad always wanted to sit in the front row so he could hear well. I must confess that the intricacies of a Model A carburetor did not hold the same fascination for me that they did for Dad. And I would have preferred to sit in the back where that response was not so visible to everyone else.

Over time I came to appreciate the passion and expertise that all of you bring to your cars. I made friends and looked forward to seeing them each month. I was welcomed as if I too had a Model A.



When Dad died and we had to sell his beloved Girlie, I made sure the new owner, John Dougherty, agreed to make her available for my daughter's wedding as she had so long envisioned it would be. He trailered Girlie from Virginia to Elkridge, Maryland, and we all got to ride in her one last time.

This gift is my thank you to the Club and the people who gave both my parents such joy for so many years. I hope it helps to get more cars on the road and to give more children, young and old, the same feeling of wonder and excitement that Girlie gave our family. I think Dad would be proud of that legacy.

Carol Randolph

THE SELDEN CAR OF TACOMA, WASHINGTON

This past October, Kathie and I visited the great northwest to participate in a celebration of life for one of our oldest and dearest friends – Kathie’s best friend for 60 years, and the person through whom we met.

We stayed with my high school friend Carla in Tacoma whose house overlooks the American Car Museum (ACM). One day I was excused from the estate work with our niece, and I took our hostess – an MG TF and Corvette owner - to the museum.

While discussing the collection with Tammy, a docent at the ACM, we learned that until very recently, they had a 1910 Selden on display. I’d only heard the name Selden mentioned in association with the battle he and Henry Ford had over the Selden Patent and the Association of Licensed Automobile Manufacturers (ALAM) in the early 20th century. I had no idea that Selden had made a car, but apparently he had – manufacturing an array of models for a number of years starting in 1906 ... just 3 years after Ford’s third try at a company had been established, largely with the money of a Scottish banker named John Gray.

Tammy added that the Selden family had taken the car back recently, but that it was on display at the Selden’s Home Furnishings store a few miles away. It was close – we had to go.

We met Nick Selden, a George B. Selden descendent, and talked cars. He showed us the documents that had been on display with the car, and from those I learned that “The original cars sold for between \$2,000 and \$2,500. The company sold 850 cars in 1908; 1,216 in 1909; 1,417 in 1910; 1,628 in 1911; 1,211 in 1912; 873 in 1913; and 229 in 1914, the beginning of World War I. The Selden autos were produced in Touring, Runabout, Roadster, and Limousine models. All cars were powered by a four cylinder 30 to 40 horsepower gasoline engine.”¹

We read that “The 1909/1910 Selden Runabout style vehicle shown here was purchased in September 1909 and driven daily for 25 years until the late 1930s. A professional auto restorer found the car in pieces in a field in Kansas. The front end and motor portion had been used as power for pumping water for over 20 years. This vehicle is one of only four known Selden automobiles to have survived to this day.”¹

Note that the sign talks about the car being part of the Frank Currie Collection. Frank was a legend in the hot rod world, and an avid participant in many races, in both hot rods and vintage automobiles. He owned the Selden until he passed in 2016.

<https://www.hotrod.com/articles/frank-currie-enterprises-passes-away-at-87/>

Frank Currie purchased the Selden from the original restorer in 1991; he then up-graded key essentials enabling the car to be roadworthy and street legal.

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THE SELDEN CAR (Cont.)



Nick then told us the car was at a local shop to get some electronic issues with some of the rally-specific equipment that had been added so that the car could compete in the Great Race. Turns out that it had competed in this most famous of all-American vintage road races 10 times and had done well, finishing first in 1997, second in 1998 and 5th in 2005 and 2007.

Nick then asked if we'd like to see the car – and of course we said yes. In less than 15 minutes we'd found the shop, shown Nick's card to the owner, and were in looking at this magnificent beast that had been resurrected and driven over 80,000 miles.

When new, the Selden came with a 4 cylinder 30 or 40 hp engine. The Selden we saw had been highly modified. Although still a 4-cylinder engine, it now had a displacement of 370 cubic inches and generated 150 hp. I



I noted that each piston had a primer cup and two sparkplugs, that the car had a vintage bronze carburetor, and that the air intake for the carb came from well underneath the cockpit through a large air filter.

The mother-in-law seat on the rear deck had been replaced with a wooden tool and spares box, and the gas tank had been fitted with a flip-open top for quick refueling. It had also been enlarged to provide more fuel for greater range.

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THE SELDEN CAR (Cont.)

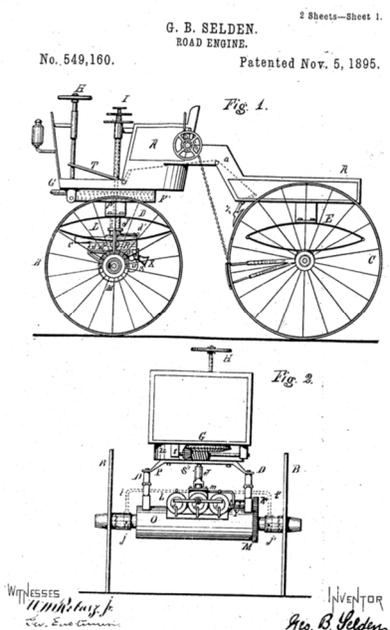
Gear shifting was accomplished by an externally mounted stick shift close to the cockpit. The outermost handle was the brake control. There was a separate hand control inside the car which appeared to be connected to an overdrive or gear splitter, the body of which (under the car) looked a lot like the Mitchell I have on my Model A.

The spoke wheels were mounted with massive 34 X 4 1/2" tires, and the color was a fantastic bright red. I was impressed by almost everything about this car... except that spare!

In researching the history of this car, I naturally fell into researching the history of the Selden patent. I've read accounts referring to Selden as a "patent troll," a term that really doesn't seem to fit the facts surrounding George Selden's foresight, invention and patent.



In the book *Drive*, by Lawrence Goldstone, the case is quite clearly made that rather than a patent troll, George Selden was an educated and talented (though underfunded) inventor who also happened to be a Patent Lawyer. He was, in fact, the first American to conceive of a "Road Engine" powered by gasoline; a unique idea that he then patented.



While attending the 1876 International Exhibition of Arts, Manufacturers, and Products of the Soil and Mine in Philadelphia, George Selden saw the colossal "Ready Engine" on display. This engine had been made by English expatriate and Boston resident George Brayton. "As reported in *Scientific American*, "The distinguishing features of this engine are that it can be started in a very short time, that it is economical in its consumption of fuel, and that, owing to the constant maintenance of carburetion, it is claimed, the danger of explosion of the hydrocarbon vapor is as greatly reduced as to be practically obviated." "Brayton's engine was the first to be powered by petroleum and the first to use any form of liquid fuel."²

The Brayton engine used a "constant-pressure" principle that came to be known as the "Brayton cycle" – a process found today in the gas turbines that power such things as jet engines.

But this "Ready Engine" was nearly 8 feet tall, and totally impractical for use in powering a Road Engine. In spite of this, Seldon personally saw the potential, and "before anyone else in America, realized that a petroleum-powered motor could be made

<https://patents.google.com/patent/US549160A/en>

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THE SELDEN CAR (Cont.)

substantially smaller and lighter.”³ Unable to raise funds for his radical ideas, George himself designed and conducted the experiments necessary to determine what fuel would work best in his conceptualized Road Engine. Based upon these experiments “George Selden was the first American attempting to build a gasoline automobile, and the first to conceive of a multi-cylinder motor to power it.”⁴

All this invention and development was going on when Ford was a teenager. When George Selden applied for his patent in 1879, Henry Ford was 16 years old.

George Selden continued to have difficulty in raising money to support his development of an automobile, which he had every intention, but no funding, to produce. He knew he was the first to design a car using petroleum distillates, and that he had conceptualized and designed a breakthrough invention, so he determined to protect that invention with a patent. As a patent lawyer by profession, he followed standard processes of improving and modifying his patent as he attempted to develop a sound financial backing to produce his invention. That he founded an automobile manufacturing company in 1906 is clear testament to that intention.

It seems to me that those who accuse George Selden of being merely a patent troll are simply ignorant of the facts. Ford fumed that ALAM wouldn't grant him a license to build cars because they considered his company to be an assembler rather than a manufacturer of automobiles. Turns out, this was actually quite accurate on May 11, 1904, when the ALAM suit against Ford was filed. Ford's company was not even a year old, all the running gear came from the Dodge Brothers, and many other parts came from a host of companies around Detroit. Ford really was just another assembler of automobiles.



ALAM and Selden eventually lost their case against Ford on a technicality – that Selden had specified in his patent the use of a modified Brayton engine. This made the Selden car materially different from cars being built in America at that time, which all used variants of the Otto Engine. The court ruled that this specification meant that gasoline powered automobiles employing gasoline engines other than Brayton engines were exempt from the restrictions impressed upon their manufacture by the Selden Patent.

I remain impressed by what I saw in Tacoma, learned from Tammy and Nick, and by what I read in *Drive* on my flight out to and back from the Seattle area.

The unfortunate bias against Selden is even evident on the Smithsonian web site where I found this image of the Selden patent model and this comment: “Selden deliberately delayed issuance of the patent until 1895, when automobiles were attracting more attention. Soon a

THE SELDEN CAR (Cont.)

patent-pooling association of auto manufacturing companies demanded and received royalties from other manufacturers for the right to produce Selden's "invention."⁶

Selden really did invent this gasoline powered Road Engine for which he had a patent, and the royalties due to the ALAM (an organization Selden belonged to and to which he'd sold the patent to make money) were not only entirely justified, they had been judged to have been appropriate. Ford, the nascent assembler of an automobile car sprung like a wagon, was no hero in this legal battle... he just didn't want to pay royalties.

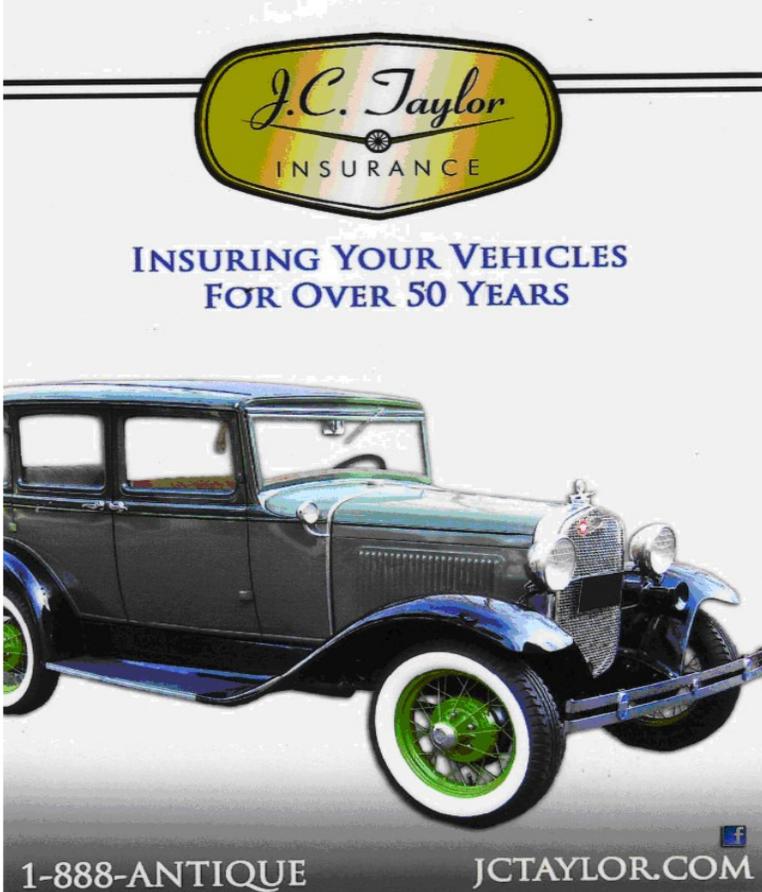
Jim Gray

1. Literature available at the "Selden's Home Furnishings" Selden car display
2. Goldstone, Lawrence (2016), *Drive!*, Ballantine Books. New York: Ballantine Books (pg. 25)
3. Ibid, pg. 27
4. Loc. Cit.
5. https://americanhistory.si.edu/collections/search/object/nmah_1305689
6. Loc. Cit.

P.S.

If you're interested in next year's Great Race, it will come through Virginia from northwest going south on June 27, 2020. The Great Race 2020 will run from June 20 – 28, 2020, from San Antonio, TX, to Greenville, SC. There will be an overnight stop at Beckley, WV and a lunch stop at Galax, Virginia on June 27.

<https://www.greatrace.com/route>



The advertisement features a vintage dark blue car with white-walled tires and green wheels. At the top is the J.C. Taylor Insurance logo, which is a yellow oval with a black border containing the text "J.C. Taylor" in a script font and "INSURANCE" in a sans-serif font below it. Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is written in a blue, serif font. At the bottom left, the phone number "1-888-ANTIQU" is displayed, and at the bottom right, the website "JCTAYLOR.COM" is shown next to a small Facebook icon.

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.

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2019 GWC MODEL A CLUB CHRISTMAS PARTY !!

WHEN: Saturday, December 7, 2019

Doors open at 5:30 p.m., and the cash wine & beer bar will be open. Dinner will be served at 6:30 p.m.

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

Beer and wine are served at the cocktail hour, and at dinner. Cash bar. BYOB is allowed, but they have to pour the drinks for you, out of your bottle. There is also liquor allowed, but again, they have to pour it for you.

Please bring an unwrapped new toy to put under our tree for the *USMC Toys For Tots* drive.



**NO RESERVATIONS WERE ACCEPTED AFTER NOV. 30
NO WALK-INS CAN BE ADMITTED**

COMING EVENTS

December

December 7 & 8 - Fairfax Station "Train & Old Car" event. Sat. 10:00 am - 5:00 pm. Sun. Noon - 4:00 pm. Fun! Fairfax Station Railroad Museum, 11200 Fairfax Station Road, Fairfax Station, VA 22039. For information, call 703-425-9225. The Holiday Train Show is the museum's biggest event of the year. It features model trains of many sizes to delight train lovers of all ages. Even Santa himself drops in from time to time. The show is held rain or shine. Displays are in and around the Station and grounds.

December 7 (Saturday) -- Annual GWC Christmas Party. (See p. 21 for details.)

December 11 (Wednesday) -- CDC Breakfast at the Silver Diner in Fair Oaks.

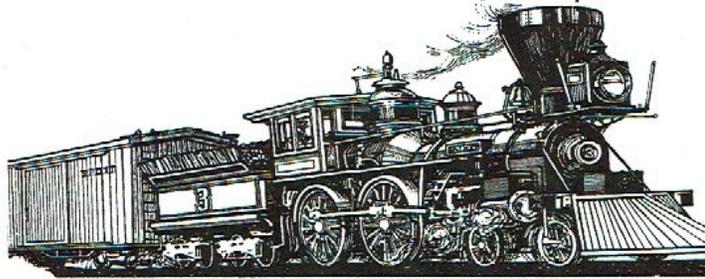
December 18 (Wednesday) -- Brown Bag Gift Exchange.

January

January 8 (Wednesday) -- CDC Breakfast at the Silver Diner in Fair Oaks.

January 15 (Wednesday) – Semi-annual flea market. No general meeting.

30th ANNUAL MODEL TRAIN SHOW



DECEMBER 7th 2019 - SATURDAY 10 - 5
DECEMBER 8th 2019 - SUNDAY 12 - 4

Featuring

Model and toy train displays in G, Standard, O, S, LEGO, HO, N and Z gauges.

Bring your old locomotive for the train doctor to fix or advise you of your options

Antique autos will be exhibited on the museum grounds, weather permitting.

*Museum open *Gift Shop open *Snacks and drinks available

Admission: \$5/adults \$2/children

FAIRFAX STATION RAILROAD MUSEUM
11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, VA 22039
703-425-9225

Beltway Exit #54, west on Braddock Road, left on Rt. 123, right on Fairfax Station Road

You are invited to get involved with the RR museum, we need your skills to keep us on track.

Call the Friends of the Fairfax Station: 703-425-9225

Visit our web site: www.fairfax-station.org

Like us on Facebook: <https://www.facebook.com/FFXSRR>

Follow us on Twitter: <https://twitter.com/FFXSTNRR>

We are an all volunteer, non-profit 501(c)(3) organization

