

# The Ford Script



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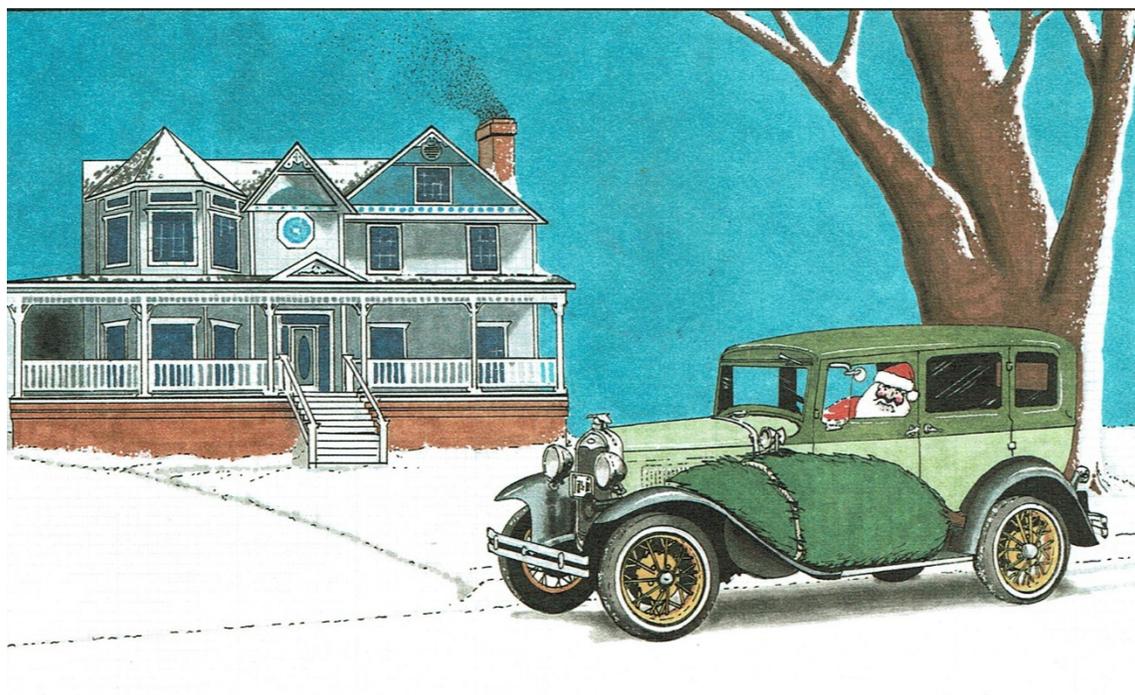


Illustration by Dennis Noblett



Dedicated to the restoration and preservation of Model A Fords for over 55 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 will be held by computer on the third Wednesday of every month using Zoom technology until it is safe to return to physical meetings. The meeting starts at 7:30.

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](http://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](mailto:billhsims@gmail.com)

**Next deadline: Monday, January 4<sup>th</sup>**

## **THE PRESIDENT'S CORNER**



Dear Members,

It's the first week of December and I haven't seen any snow yet. The temperature has been mild, and only in the past day have I seen the temperature get as low as the 20's.

Why is that important? That means it is still nice enough to get your Model A Ford out and go for a ride. Where would you like to go?

Just over a week ago, I went to a Sit & Sip gathering at the Ravensworth Shopping Center parking lot on Braddock Road in Springfield. We all got hot chocolate at the Swiss Bakery there. Very Good!

We gathered at 2:00 PM on Sunday afternoon, and we ended up having 6 GWC members, and two Model A Fords. Jim Baker and Phil McCormick both drove their Model A's, and the rest of us drove modern. Beverly took a picture so we could share the fun with everyone.

Jamie Lucas, Gene Rainville, Paul Bjarnason, and Beverly and I were there too. We sat right in the middle of the parking lot, and it was a good gathering. Let's do this more often.

At the November Board Meeting, held earlier last week, the Board decided that unfortunately we have to cancel the GWC Christmas Party due to Covid, and in the interest of keeping everyone healthy. With the current health rules in effect, there is just no way we can do this safely.

The good news is that there are news reports that a vaccine has been announced and will become available soon. Once that is available to our members, a lot of the concern about Club gatherings will be reduced.

In the meantime, we plan to have our GWC Monthly Zoom Meetings, and Luke has programs lined up for us to all tune in to.

Last month, Stan Johnson gave a very interesting presentation on Colonel Eisenhower and his cross-country trip in 1919. It was a very interesting history of driving across the country prior to the Good Roads Movement.

Stay tuned for another interesting program this month.

I look forward to "seeing" everyone at our fourth Zoom Monthly Meeting in December.  
Stay Safe,

Doug.

## **FROM THE EDITOR**

Another year in the books. That makes 25. (Dave, in his GWC 25 Years Ago column forgot to allow for the 2-year hiatus I took in 2003-04). But I'm still having fun. So let the good times continue. In car restoration news, poor Donnie can't find someone to paint Blaze. His painters have aged out (or died). I'm afraid that's true for the entire hobby. Blaze picked the wrong time to flame out. But have a Merry Christmas everyone. It looks like the Coronavirus hasn't struck the Club yet. Maybe we can squeeze thru this disaster unscathed. I hope so!

Bill Sims

## REPORT FROM THE BOARD ZOOM TELECONFERENCE

**Board Meeting  
December 2, 2020**



**Call to order.** The Board meeting was called to order at 7:00 PM by President Doug Tomb, via Zoom teleconference... (This is the rescheduled November Board meeting)

**Attendance.** A quorum was present for the Board meeting to enable voting. The members who were present included, Milford Sprecher, Doug Tomb, Gene Rainsville, John Dougherty, Paul Bjarnason, Luke Chaplin, Greg Shepherd, Bill Sims, James Kolody and Jerry Olexson.

**Not present.** Benny Leonard and Bruce Metcalf were unable to attend.

### **Board meeting agenda.**

Item #1 The December membership meeting is set for December 16 at 7:30 PM via Zoom. A presentation on Air Ship travel is scheduled to be given by Mr. Gunderson.

Item # 2 The Treasurer reported on the ground rules for establishing the Club's operating budget for 2021. He requested each Board member to submit their funding request, which would be consolidated into a "basic budget" for review at the December meeting. An Audit of the 2020 expenditures needs to be conducted.

Item # 3 Sully Chairman gave an update to the Board on the negotiation progress with the Sully Park Administrators. A Letter of Understanding and the issue of event insurance coverage have not been addressed by Sully officials. Because of these open issues, Chairman recommended that by the end of December, GWC notify the Sully Officials of a cease and desist of all activity for establishing a 2021 event at Sully Park.

Item # 4 The new Activities Chairman is seeking ideas and input from membership on venues of interest for the March April May time frame. Several ideas were floated to the Board such as C&O Canal Lock Tours and a Tour of the Eastern Shore of Maryland.

Item # 5 The Board entertained consideration of a Zoom Christmas Party for the Club.

Item #6 New Business The Sully Meet Chairman reported to the Board an offer to the GWC Club to participate and lead a car show for the May 15, 2021, McLean Day celebration. A summary meeting with Catherine Nesbitt resulted in an initial proffering of \$2,000 for the GWC to put on a car show at the grounds of St Luke Church. This would seem to be a unique opportunity for Club member involvement and Club fund raising and to replace the diminishing prospects of a Sully Park Car show this year. The show appears to have a limit of 50 cars due to health spacing requirements. More **draft details** are contained in the attached memo to the Board minutes (see next page).

A motion was made by the President to further explore the show proposal with C. Nesbitt and report back to the Board with final details of the proposal. The Board concurred. At that time, a decision would be forthcoming to meet the March 1 commitment deadline to undertake the car show.

>>>>>>

## **REPORT FROM THE BOARD ZOOM TELECONFERENCE (Cont.)**

The President has determined January 13 as the meeting date for the next combined Dec/Jan Board meeting.

Meeting concluded at 8:20 PM.

Respectively submitted,

Jerry Olexson  
Secretary

### **Attachment to Board Minutes**

Subject: Mclean Day Car Show.

John Dougherty briefed the BOD on the possibility of the GWC hosting a car show as the principal exhibitor for the annual McClean Day festival. John was contacted by Catherine Nesbitt at the Mclean Community Center (MCC) about a car show for their festival on 15 May 2021. Mclean Day is an annual event dating back to 1915. It is normally held over a two-day period but, due to the current situation, will only be held for one day. And, due to restrictions, will be spread throughout the Mclean community in lieu of one central location.

Catherine advised John they would like to have a car show for an additional venue of interest for the public. The location will be the parking lots at Saint Luke's Catholic Church and School. Due to space available, the show will be limited to 50 cars. The MCC will provide security, porta facilities, music, refreshments, and a food truck. Exhibitor times are: set-up 8:30-10:30 AM; show time 11:00-5:00PM. Advertising will be via the MCC (GWC would need to put a 'link' on our website).

John stated that he was elected as the Annual Meet (not Meets) Chairman but is willing to pursue this opportunity with the BOD concurrence, and assistance! Paul Bjarnason volunteered to assist in evaluating the feasibility of the GWC taking the lead as "exhibitor" for the event. Paul and John are already drafting a proposal for the MCC and will schedule an "on-site" meeting with MCC personnel. As incentive, GWC will be paid a fee by the MCC for our efforts.

Points to ponder:

- Would this become an annual event (read commitment) for GWC? If so, will further festivals return to two-day events?
- Would this car show conflict with the Early Ford V8 Club show in May? Several of our members are regulars at that show!
- If we take this on, do we: charge for each car? Provide a token (dash plaques or ?) for participation? Trophies?
- How will advance registration be managed? Day-of Registrations out of the question?
- Determine date for commitment (go no go!)
- Determine inclement weather policy (as in, we keep the money if it rains!).
- Earlier finish time if we can negotiate a small parade on a pre-determined route, on our way out?

The BOD concurred that John and Paul proceed and report progress at the next meeting.

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



In the President's Corner, a fond farewell and thankyou's abounded as Jim Cartmill stepped down from the job as the Club's top man. He looked back on 1995 while complaining of having too much Thanksgiving turkey and looking out the window at the season's first real snow. Jokingly, he said he was looking forward to being able to sit down at meetings and help in giving the new president-elect, Millard Springer, a hard time. He thanked all the officers and members of the Board and all members for support, words of encouragement, and participation. He mused about what had gone on during his watch, adding that he thought things had gone fairly well but that there was always room for improvement. Membership was growing, (including Tom and Liz Quigley, who were added to the roster) and said the Board was looking at ways to make new members feel more welcome and make restoration information more readily available to them. Special thanks went out to Bill Worsham, Sully Meet Chairman, for Sully '95, which was a resounding success. He credited our hard-working Script Editor, Bill Sims, for continuing to produce an award-winning publication and being able to call upon a wide range of contributors and come up with an outstanding publication month after month. Luke Chaplin was singled out for having put a great deal of work into making 1995's Club events top notch. Millard Springer was lauded for three years of hammering out innovative technical programs for our meetings. He said Millard not only has an awesome knowledge of the Model A but that his willingness to share it knows no bounds.

Editor Bill chimed in saying that having completed two years as editor, he was really enjoying himself and was glad in a way that a second full-time editor was never found, going on to say that the computer had made putting out the newsletter much easier than it was in the typewriter days and that as the single editor he could set a style and philosophy for the newsletter. He debunked the idea of keeping the national judges in mind when publishing and wondering what they would think about certain articles or photos or whatever they use to evaluate us. "The focus would be entirely local, anything a club member submits that is Model A related will find its way into the Script!" With unbridled enthusiasm he said he couldn't wait for another year as Script editor. But wait, there's more, 25 years more that is, and he hasn't let up yet!

Val and Donna Zadnick, new activities Chairpersons for 1996, said they were planning a variety of events and welcomed suggestions for more activities, and would circulate a sheet for members to note activities they would like initiated or expanded in addition to the Club's regular events that occur each year.

A tech tip came in from Millard. While one's first thought about how to change a fan belt would perhaps be to force it, that doesn't work well because the belt is too short to slip over the pulleys. The second thought would be to remove the generator mounting bolt, which works, but Millard had a better idea, simply remove the generator pulley, place it in the belt and replace the retaining bolt!

Dave Henderson

## GEORGE SMOLENYAK PASSES

For those that may remember him, my father, Colonel George C. Smolenyak, passed away early Saturday morning, November 14th. He will be interred at Arlington National Cemetery at a date yet to be decided.

He was instrumental in paving my career path. Besides trusting me to disassemble his prized Model A at the age of 11, and somehow get it back together, he also secured internships on my behalf with Club members and restorers, Herchell Brummitt, Millard Springer, and later helped to solidify my spot at the exclusive McPherson College...

I am forever grateful.

George P. Smolenyak  
[gsmolenyak@aol.com](mailto:gsmolenyak@aol.com)

## MAFFI NEWSLETTER MINUTE

### Give a Brick for Christmas!

Since 2011, when we first started raising money for the construction of the Model A Museum, over 2000 bricks have been ordered in memory or in honor of your favorite Model A'ers, Model A clubs and regions. We have room under the gas canopy at the Museum for about 17 more bricks but we will be opening up a new area very soon, so there will be plenty of space for future growth. So how about ordering a brick for a loved one for Christmas. A personalized brick would make a great gift for that parent or grandparent who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form in this month's issue of the 'A' Preserver to order your engraved brick or copy and paste this link into your browser:

<http://www.maffi.org/WSContent/Download/BuyABrickDonation.pdf>

It will be in place at the Museum by September 19, 2021

Merry Christmas and thank you,  
MAFFI Board of Trustees



## MEMBERSHIP NEWS AND INFORMATION

### Membership Report

It's that time of year again where dues are due! 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.



Before the Holiday season really gets going, please get your dues in. Since we most likely won't have any in-person meetings for a while, getting your dues in either electronically or via the mail are the only options.

[Pay Dues](#)

If sending a check, please make the check out for \$20 to GWC (**\$30 for those still grandfathered in that get the paper copy of the Script**) and mail it to:

Greg Shepherd  
3715 Brices Ford Ct  
Fairfax, VA 22033

Or I accept payment via PayPal and Venmo. No excuses for not getting your payment in. For PayPal use my email: [Shepman@gmail.com](mailto:Shepman@gmail.com) (and pick the **friends and family** option) and for Venmo use id: *@Greg-Shepherd-92* to send the money.

### New Members

We have two new families join ours this month.

Please welcome Andrew and Emily Reymer. They are members and heavily involved in the Greater Baltimore Model A Ford Club. They own a 1930 Roadster.

1808 Circle Rd  
Towson MD 21204  
(C) 202-413-3478  
[ireymer@gmail.com](mailto:ireymer@gmail.com)

Also, please welcome John and Vickie Hall. They also own a 1930 Roadster. Must be that time of year!

3256 Grady Lane  
Woodbridge, VA 22191  
(H)703-490-3420  
(C) 202-257-5484

Please update your rosters and welcome them to the Club!

Greg Shepherd

## **SIT 'N SIP – NOVEMBER 22, 2020**

The Club's latest "Sit 'n Sip" was held at 2:00 pm on Sunday afternoon, November 22 at the Ravensworth Shopping Center. We set up our lawn chairs near the wonderful Swiss Bakery to have ready access to the Swiss Bakery's hot chocolate. The weather was cool and cloudy but seemed to get about 10 degrees colder as we sat and sipped. Unfortunately, our two organizers, James Kolody and John Dougherty, were unable to make it due to other commitments. We had dual Model A representation, with Jim Baker's 1931 Town Sedan (with optional sun roof) and Phil McCormick's 1930 Tudor. Several passersby admired the cars and snapped some pictures, plus we got some "high signs" from others.

Other members in attendance drove their "moderns" and included: Club President Doug Tomb, Jamie Lucas, Gene Rainville, and Paul Bjarnason. Taking the pictures was the Club's First Lady, Beverly Tomb, who unfortunately could not be in the picture, for obvious reasons. Also, while we were there, Beverly enlisted us to help prepare a few of the 700 holiday greeting cards to be sent to airmen serving in Turkey. Beverly personally knows the commanding officer of these airmen. This is a gesture designed to show our appreciation for their service to these airmen, who are not able to be with their families over the holidays. This project is being spearheaded by Beverly, under the auspices of the Daughters of the American Revolution. It was a good Model A day.

Milford Sprecher



L to R for the pic with six: Jamie Lucas, Doug Tomb, Gene Rainville, Jim Baker, Phil McCormick, and Paul Bjarnason.

## **GEORGE WASHINGTON PARKWAY TOUR**

As befits the Club name as the George Washington Chapter (and formerly the Mt. Vernon Chapter), it seemed appropriate to see if we could put together a short tour down the GW Parkway before the weather turned too cold. A plan was hatched to drive to Mt. Vernon and have lunch at the Mt. Vernon Inn, before heading back through Alexandria and on our separate ways.

We met at the school on Ball's Hill Road at Georgetown Pike. The tour participants included Bruce and Loretta Metcalf, Doug and Beverly Tomb, Gene and Lana Rainville, Don White, Jim and Connie Baker, Tom Terko and me.

We headed down the parkway. My car died not long on the road. I was able to pull over and fix the problem, a blown fuse on the starter. That had happened about a week earlier and had never happened before. It was a quick fix.

It was a beautiful, if a bit chilly, day and we had a pleasant drive toward Mt. Vernon. On the way was Ft. Hunt Park, so we made a turn into the park. It is the site of a circa Spanish-American War fort. We made a quick rest stop and took a photo of President Tomb presenting the MARC National Newsletter Award to an absent Bill Sims.

We got back on the Parkway to head to Mt. Vernon, where we met up with Stan and Roz Johnson.

We had made reservations at the Mt. Vernon Inn. We were concerned about eating with others, so we had tables outdoors with the group divided amongst three tables. The service was a little spotty, but we eventually were served enjoyable and reasonably priced lunches.

After lunch, we learned why Gene and Lana were all dressed up. They wanted to take a photo for their Christmas card with their newly restored Model A!

On our return trip, we made a short detour onto Patrick St. in Alexandria where we made a stop at Jeni's Splendid Ice Cream for that oh so necessary tour ice cream stop! After we had our ice cream, the group split up so that participants could take the quickest route home.

While on the way back, Doug Tomb had some fuel problems, which he was able to address pretty easily by cleaning out the fuel bowl and carburetor screen. I had another blown fuse, but I had extras, so I was back on my way pretty quickly.

The short tours seem popular, so it is very likely that we will plan more of these for the better weather in the Spring!

Milford Sprecher



## “LADY LILLI”—A BOOK REVIEW

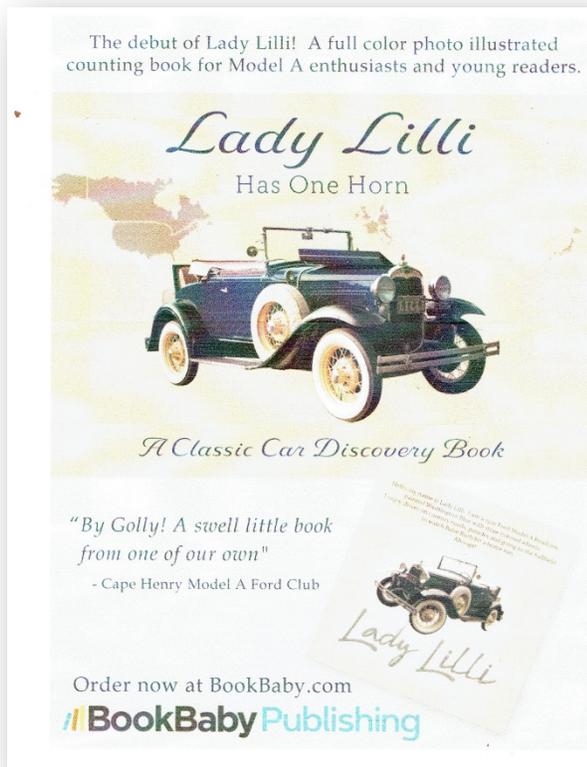
The back story...

“I think that’s a great old fashion automobile and maybe a new hobby. I wonder if I could drive it from Connecticut to Virginia Beach.” Those were my first thoughts. I googled antique car clubs in Tidewater and was lucky enough to speak with Bob Parish. He politely informed me that it was not a good idea and invited me to my first TRACCA meeting, March 2013, where he pointed me in the direction of someone who would transport my new purchase and introduced me to other Model A owners. Since then, I have learned much about my car, as well as my own abilities! The real value of antique cars is so much more than I could have imagined.

Overview of the book...

The main character is Lady Lilli, a 1930 Ford Model A Roadster. The beautiful illustrations provide several teaching and learning opportunities. There are 1 to 10 examples of number recognition. New vocabulary words associated with car parts and simplified explanation of an internal combustion engine. There is something for everyone, whether you or a little one is interested in mechanics or history you may just fall in love with Lady Lilli.

Lady Lilli also has her own Face Book page: Lady Lilli Adventures  
Book can be purchased through Barnes & Nobles, Amazon and Book Baby  
[Lady Lilli Has One Horn by Melanie Kordis | BookShop \(bookbaby.com\)](http://www.bookshop.com)



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## THE CHRISTMAS HAM

A longtime tradition in my father's family was to cook a fresh ham and slice it for barbecues on Christmas Eve. After the candlelight church service, we would all gather at my grandparents' house to feast upon these delicious barbecues. My 2 brothers and I would always be disappointed when the adults would go back for seconds, because as soon as the meal was over and the kitchen tidied up, we were allowed to open presents.

Another special treat for me was when my grandfather would produce a large peppermint candy stick, hit it with a hammer, and break it into small pieces for the candy dish. Incidentally, that candy dish had the loudest lid—no sneaking around—everybody knew what you were up to! (For you young folks, this was WAY BEFORE peppermint candy came individually wrapped in little cellophane papers.)

My mother inherited the job of cooking the ham after my grandmother's death. A year or so before my mother passed away, she gave me her treasured cookbook. She very carefully marked the directions for cooking this ham with a rather large red paperclip, and included a note that she was sure I would do a good job preparing this special ham.

The first Christmas after her death, I just knew the family would be expecting the Christmas barbecue, so I set out to find a "fresh" ham. Little did I know you practically have to find a farmer who will butcher a hog for you. We did find a ham at Magruder's, and with a somewhat heavy heart, I got out my cookbook and carefully opened it up to the big red paperclip.

I followed the directions as best I could, but I'm convinced my mother left something out of the directions, so my ham wouldn't taste like her's. The family ate the ham without any great accolades, and my son probably summed it up best with, "Mom, next year could we just get a honey-baked ham?" So much for tradition!

Karilyn Kunstbeck

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## MODEL A FORD HEADLIGHT BAR DISCOVERIES

On the way to getting my 1930 roadster on the road, I discovered a few things about the Model A headlight bar. I am sure that you know the headlight bar provides support to the two front fenders, binding them together from above, and also provides globular sockets for the headlights' mounting/adjustment ball, plus a place to hang the Ahooga horn and the license plate. Overall, a thin little bar with a lot of responsibilities.



As you no doubt know, the 28-29 headlight bar is level between the headlights. The 30-31 bar arches upward to the center and then descends to the other headlight. There is an additional bend in the 30-31 bar, just inside the point where it attaches to the fender. It is a very graceful curve, and is either the work of an artist, or a last-minute change at the factory to make the bar go around the radiator shell, to solve a problem similar to mine.

My problem was that I had modified the roadster a little with the result that the headlight bar and the '32 radiator shell wanted to occupy the same space. I bought some headlight bar parts at the Luray Swap Meet to try to modify one of them to solve the interference issue.

My original plan was to use a stainless steel bar that I had bought some time ago on EBay. But stainless steel doesn't stretch, bend and weld like mild steel. As I studied the stainless bar, I

noticed it had a seam on the bottom. That is, it is not a solid bar but a formed hollow tube. Surprise! An even bigger surprise was that when I started to work on the standard headlight bars, they turned out to be hollow too, with a drainage hole.

Then as I tried to heat and bend a pair of headlight bar ends I was surprised to find that the end 10 1/2 inches are different material than the center portion. Whether the ends are forged or cast, I am not sure, but they are a separate item, welded to the hollow center tube at a point just past the headlight pocket. Stay tuned, I am still heating and bending, but making progress.



Stan Johnson

**COMING EVENTS**

**December**

**December 16 General meeting conducted on Zoom at 7:30. Program on air ship travels.**

**WANT ADS**

**For Sale**

1929 Standard Roadster Body is in primer, fenders and frame are painted. The engine is frozen but all there. Several new parts—splash aprons, running boards, wiring harness and small parts. Great winter project. \$6,000 or best offer. Contact Paul Gauthier at 703-323-0009 or gokie1@verizon.net

1930 Ford 4-door sedan, black. All original, complete but not restored. Body in very good condition w/very little rust. Third owner. Last ran in the 1980s. Kept under carport somewhat protected from weather. Additional photos available. Needs full restoration. Located in Kensington, MD. \$5,000. Contact Bob Boswell at 301-949-4583 or <boswellrj@verizon.net>



Complete set of 21-inch wheels in excellent condition. Lug nut holes are good and no bent spokes. Wheels have been checked for straightness, sandblasted, and powder coated. I prepared these wheels for my Henry Award-winning coupe but discovered that powder coating wasn't acceptable, so I found another set, which I painted. These truly bolt on and go. No issues. \$750 firm. Contact Hunter Fanney at 301-606-1936 (c) (call or text) or 301-253-0057 (h)



>>>>>>

**WANT ADS (Cont.)**

**Wanted**

One question I have for Club members concerns roadster tops. Mine is looking pretty rough and I would like to replace it over the winter. I also want it done right and consistent with judging standards. Do any of the members with roadsters have recommendations on who can do the work? [johnhall3256@comcast.net](mailto:johnhall3256@comcast.net)



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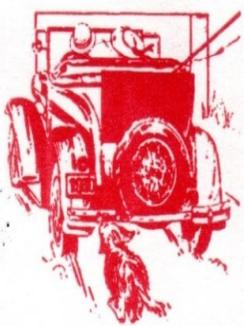
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