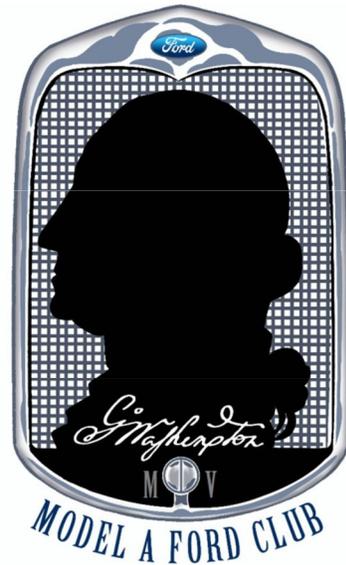


The Ford Script



Vol. XLIII

February 2022

No. 2



1929 Ford AA on display at the Georgetown Loop Railroad outside Denver



Dedicated to the restoration and preservation of Model A Fords for over 59 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

Web Master: Greg Shepherd

Board of Directors

| | | | |
|-------------------------------|------------------|--------------|-----------------------------|
| President | Luke Chaplin | 301-865-5753 | lukechaplin@comcast.net |
| VP & Program Chairman | Milford Sprecher | 301-830-2198 | milford.sprecher@gmail.com |
| Activities Chairman | Eugene Rainville | 703-489-7321 | rainvillegl@gmail.com |
| Editor | Bill Sims | 301-891-3616 | billhsims@gmail.com |
| Asst. Editor | Bruce Metcalf | 952-288-3508 | kesedeme@aol.com |
| Secretary | Stan Johnson | 571-344-5950 | roznstan@aol.com |
| Membership Chairman | Greg Shepherd | 703-475-6513 | shepman@gmail.com |
| Treasurer | Paul Bjarnason | 703-627-1324 | paul.bjarnason@gmail.com |
| Assistant Treasurer | Edna Cross | 703-431-0012 | Edna.cross@PenFedRealty.com |
| Annual Meet Chairman Emeritus | Bill Worsham | 703-250-5474 | billworsham@aol.com |
| Annual Meet Chairman | John Dougherty | 571-228-9567 | doughert@cox.net |
| Tool Chairman | Benny Leonard | 703-863-5814 | ben5@cox.net |
| Youth Development | James Kolody | 703-795-9301 | grubsworms1@gmail.com |
| National Liaison | Doug Tomb | 703-967-5229 | Doug.tomb@verizon.net |

Appointed Positions

| | | | |
|----------------------|-------------|--------------|-----------------------|
| Concessions Chairman | (vacant) | | |
| Club Librarian | Jay Melton | 703-966-7719 | jmelton58@verizon.net |
| Historian/Archivist | Tom Quigley | 703-615-9109 | tjqquigley6@gmail.com |
| Sunshine Chairman | Jim Gray | 410-353-0381 | jrg240z@cox.net |
| Technical Advisor | Tom Terko | 240-463-6455 | tterko@verizon.net |

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

Next deadline: Monday, February 28th

THE PRESIDENT'S CORNER



Hello fellow club members!

Well, I have survived my first leading of a board meeting and looking forward to leading this Club through the rest of the year. Health care workers are sounding optimistic about getting COVID under control and that will enable us to have more outdoor activities and more in-person meetings. Our goal at this moment is to start having in-person meetings again starting in April, so keep your fingers crossed!

Yes, we are still hoping to find somebody to serve as refreshment handler. The members of the board already have their hands busy running the Club, so if you would like to keep having refreshments at the monthly meetings when in-person ones resume, please consider volunteering for this position.

So, what is in the planning for the upcoming year? No activities beyond what was presented in the last Script have been added yet, and our monthly GWC breakfast is still canceled until April 1, 2022. Planning for Sully is under way and ways of improving our cash flow are being discussed. Smaller events are also under discussion and if the COVID situation continues to improve, we expect to see a comeback of sit-and-sips, tours, picnics, etc. As before, if you have ideas for events or have a good location to hold any of these at, PLEASE get in touch with me, Gene or any board member and tell us. This is YOUR model A club, so all suggestions are welcome, especially for presentations at the monthly meetings.

We still plan to overhaul the Club air compressor, but due to weather and access to Benny's place, no progress has been made yet. Interested people are still invited to join in and help or even just observe and learn. Contact me (lukechaplin@comcast.net) if you want to help.

So, in closing, let's all keep going as we head into the new year. If you have pictures of your current projects, send them in to the Script with a brief description of it and share it with the other members.

Luke

FROM THE EDITOR

I'm glad to see that Benny Leonard is out of the hospital and appears to be pulling through his bout with Covid-19. Sharon got it, too, but not as bad a dose. Both are in slow recovery. See Jim Gray's article on page 6. He says that they both got vaccinated, and I'm glad for that. Otherwise, this might have been a fatal event.

I haven't heard from Don Temple lately, so I'm assuming work on Blaze is at a standstill. He's been working on the MAFFI bus project, which will be the subject of February's general meeting program. Hopefully, it's nearing completion and Donnie can get back to finishing my car. LeBarron-Bonney going belly up sure didn't help things. Meanwhile, my substitute car is sitting in the garage waiting for warm weather. Spring is still a long way off.

Bill Sims

REPORT FROM THE BOARD ZOOM TELECONFERENCE

**Board Meeting
January 2022**



President Luke Chaplin opened the Zoom meeting at 7:03. In addition to Luke, those who participated were Gene Rainville, James Kolody, John Dougherty, Paul Bjarnason, Stan Johnson, Bill Sims, Greg Shepherd, Milford Sprecher and Bruce Metcalf. Luke declared that a quorum was present.

Treasurer Paul Bjarnason reviewed the 2022 budget, explaining the rationale for each major item. The budget is segmented into non-discretionary and discretionary items. The board voted to approve the budget, which will be published separately in *The Script* Club newsletter.

Sully Car Show Chairman John Dougherty gave a brief summary of the status of the preparations for the show. A new item will be the production of a free Model A coloring book to be provided free to children at the show. A proposal to sell event-specific T shirts at Sully was discussed. A motion passed to have Bill Sims investigate the type and cost of various T shirt options.

Vice President Milford Sprecher reported that the February General Membership meeting topic will be a description of the Model A Bus Project to be given via Zoom by Ken Ehrenhofer of Illinois, who is managing the project. The bus being restored for use at the Model A Museum site (Gilmore Car Museum) is a commercial street route bus produced by Ford Motor Company. The bus is being completely restored with the chassis work already done by Don Temple and his club in North Carolina.

John Dougherty reported on the status of *The Squad*, the informal group of Club members who offer to help people who are working on their Model A projects. John reported that the squad has been on "Winter/Covid break" but is open to requests as the weather warms up.

The Club's Smith Air Compressor is in need of a tune-up. Parts have been procured and the work will be done at a time when Benny Leonard has recovered from his recent hospitalization.

The Club is still looking for a member to volunteer to be the refreshment chairman. The job involves procuring and transporting drinks and munchies for the meeting using Club funds. Gene Rainville volunteered to do the job for the first in-person meeting.

After the meeting, President Luke Chaplin sent an email to all Officers. In that email he nominated Stan Johnson to fill the vacant Secretary position. As required in the Club by-laws, a majority of board members must vote in favor of the nomination. The other Officers responded positively via email. Luke announced that the board had established Stan as the Club Secretary for 2022.

Secretary,
Stan Johnson

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

From president Millard Springer, "Spring is just around the corner and that means it's almost Model A driving time again. Your Club has lots of interesting outings in mind for you this season, but the first and most important thing you need to do if you want to participate is to be sure you have a safe and reliable antique auto to drive. A lot of people are afraid to drive their cars because they lack confidence in them." Millard went on to talk about breakdowns, saying he'd like to present the Springer theory regarding maintaining a safe and reliable Model A. "It goes like this.... The main causes of breakdowns are poor workmanship during restoration or repair, the owner's failure to evaluate the component that was restored or repaired, a poor understanding of Model A mechanics, and the lack of proper maintenance." He said the best way to troubleshoot is to avoid it entirely, and that basic maintenance is the easiest way to go about it.



We lost member Wheeler Rodgers, who passed away January 19, 1997. Wheeler lived so that when he was gone, he wouldn't be forgotten. He worked hard and was very successful but always had time to help his fellow man. The Club made a donation to the Fairfax Church of Christ building fund in his memory.

Coming up at the February program was a presentation by Luke Chaplin on transistor ignition system conversion for Model A's. He would explain the difference between a transistor system and a conventional one with a description of how to install it and what benefits and problems might result from using it. Marvin Meyers, the new Tool Chairman, gave a list of the then 18 tools the Club had available to loan out to Club members. He also appealed to those who had tools they had borrowed to report in whenever they passed them on to another member in order to keep track of them.

In the Classified Ad section, a whole third page of parts for sale were offered at prices from only \$1 to \$5. Included were such items as a '30 radiator shell, a clutch housing, a u joint, rear axle housings, a sedan rear fender, and on and on. Didn't this guy have any idea of what he could have reasonably expected to receive for them? OMG, the lister was me!

Dave Henderson

A red rectangular advertisement with white and yellow text. The text reads: "ARIES MUFFLERS & PARTS", "ORIGINAL MODEL A FORD EXHAUST SYSTEMS MADE PRECISELY TO THE FORD DESIGN", "ALSO STATION WAGON TAIL PIPES AND FORDSON TRACTOR MUFFLERS (1917-1936)", "AMUFFLER.COM", "JDAVIS@AMUFFLER.COM", and "650.279.6609".

ARIES MUFFLERS & PARTS
ORIGINAL MODEL A FORD EXHAUST SYSTEMS
MADE PRECISELY TO THE FORD DESIGN
ALSO STATION WAGON TAIL PIPES AND
FORDSON TRACTOR MUFFLERS (1917-1936)
AMUFFLER.COM JDAVIS@AMUFFLER.COM
650.279.6609

A blue-bordered rectangular advertisement with white and blue text. The text reads: "EVERYTHING FROM A TO T!", "SNYDER'S ANTIQUE AUTO PARTS", "888-262-5712", "snydersantiqueauto.com", "FREE CATALOG \$10.00 Outside the U.S.", and "THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!". There is also an image of a Ford logo on a pedestal.

EVERYTHING FROM A TO T!
SNYDER'S
ANTIQUE AUTO PARTS
888-262-5712
snydersantiqueauto.com
FREE CATALOG
\$10.00 Outside the U.S.
THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!

SUNSHINE – BENNY AND SHARON LEONARD

Benny and Sharon still need our thoughts and prayers.

I sent out a couple of reports to the Club during the month, which I will summarize here.

Benny contracted COVID sometime around the holidays; Sharon tested positive as well. Both had both Pfizer shots, and I believe both were boosted.

Benny wound up in the hospital, where he was on oxygen but not intubated. He was released from the hospital and allowed to return home but is still using supplemental oxygen when needed.

Both Benny and Sharon are recovering, but slowly. They remain exhausted from their bout with the virus.

Write a note or a card if you wish, but please, please **DO NOT** try to call or drop by – they cannot see or talk with you just yet, nor are they using text, phone or email. They need peace and quiet and rest. And our prayers.

Their daughter Sandy is keeping a close and watchful eye on them both. I will send out updates when I know more.

Jim Gray
Sunshine

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THE GWC BUDGET FOR 2022

Adopted by the Board at
Board Meeting dated January 26, 2022

At its meeting, January 26, 2022, the GWC Board adopted a budget for the Club, for 2022. The budget provides for all aspects of operations. While the proposed budget leads to a projected loss of \$2,689, how the year will actually end up will mainly depend upon the financial results from this year's Sully show, to be held June 19. With a bank balance at the beginning of the year of \$35,074, the Club is well situated to cover this expected loss while meeting its obligations to provide the membership with a substantial level of activities. Following are the highlights of the budget, broken down between "non-discretionary" and "discretionary" categories.

Non-discretionary expenses – Non-discretionary expenses total \$3,614 and are expenses which are ordinary and necessary to the operation of the Club, i.e., they are not optional or easily controllable. For this category, the Board approved \$3,614 in funding, which includes: prior year Zoom - \$39; VA State Corp Commission registration for the Club spent in 2021 - \$25, Current year Zoom - \$157; Bi-annual printing of GWC roster - \$600; Webmaster costs - \$108; Script printing and mailing - \$250; and \$2,250 for rental of the American Legion Hall and refreshments for 9 in person general membership meetings, plus miscellaneous items of other expense.

Discretionary expenses – Discretionary expenses total \$12,255 and are expenses which the Club may at its discretion approve, including: 2022 Board transition dinner - \$1,200; National Club Representation Program - \$100; In-person Board meeting dinner costs at \$30 per person, 2 meetings and assuming 10 persons attending - \$1,200; Projector bulb - \$100; Refreshments for 2 Tech days at Benny's place, \$70 each day - \$140; Refreshments for a small parts day - \$70; Club costs for 2 Club picnics at \$600 each - \$1,200 (assuming \$10 subscription for each attendee); Annual Christmas party, net cost to the Club - \$3,500; Sand blast day, \$400 for media and \$70 for refreshments - \$470. (However, the Board resolved to charge members who come to Sand Blast Day for any blast media used on their parts. Any amounts collected from attendees will be an offset against the \$470.); Restoration of Smith compressor –\$1,000 – The Smith Compressor has been a main feature at the Sully car show for many years. It is in need of attention, as the motor does not run well and the frame is cracked. The full cost of bringing the compressor to good operating condition is not yet known, but \$1,000 provided as a place holder. The costs will be re-assessed when volunteers will get to work on it, when the weather warms; Post Office Box rental - \$275; GWC charitable giving program - \$3,000, including - \$500 to Armed Forces Retirement Home; \$500 for Model A Ford Foundation; and \$2,000 Scholarship program. Scholarship program information is available on page 16 of this month's Script, including instructions on how to apply.

Revenues – Anticipated revenues total \$13,180 and include: \$3,000 in dues, \$1,000 in Script ad revenues, and \$9,180 from the Sully car show. As already stated, profits from the Sully car show are uncertain.

Net projected loss for 2022 - The net result of \$13,180 in revenues against \$3,614 in non-discretionary expenses and \$12,255 in discretionary expenses provides a net loss of \$2,689. As the year progresses, the Board may re-visit some parts of this budget.

WEBSITE REPORT

We have a full board as mentioned elsewhere in this Script. Full listing of everyone and contact info can be found at: <http://www.gwcmodela.com/officers.asp>



MEMBERSHIP REPORT

Last mention of dues for 2022. We have less than 20 people still outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those legacy members that already receive the Script on paper. And remember, 2022 is a HARD COPY roster year, so don't miss out on being included.



Contact me if you have a question on if I have received your dues or not.

You can send your money via PayPal by using Shepman@gmail.com for PayPal and make sure to pick Friends and Family as part of the process. Venmo is also available—use @Greg-Shepherd-92. And finally, Zelle can be used with my phone number: 703-475-6513

For the more traditional route, the membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc.) when you mail the check in. Please make the check out to 'GWC Inc.' and send to:

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

The hard deadline is: **February 28th, 2022**

George Washington Chapter Inc. Model 'A' Ford Club Application

Names- First _____ Spouse _____
Last _____

Address _____ City _____ State _____
Zip _____

Phone (H) _____ (C) _____ (B) _____ E-mail _____

Model A's owned 1) _____
2) _____ 3) _____

ANTIQUE AUTO INSURANCE PRESENTATION AT THE JANUARY MEETING

The Club was fortunate to have a presentation on antique auto insurance at the January Zoom meeting presented by Bill Simons of the Northern Virginia Regional Group of the Early Ford V8 Club.

Bill was in the insurance business for over 50 years and serves as the insurance advisor for the national Early Ford V8 Club.

Bill started his talk by discussing liability amounts for auto policies. He recommends \$500k to \$1 million in liability insurance. If you have an umbrella policy, he recommends adding your antique cars to that umbrella policy to take advantage of the additional coverage that an umbrella policy provides. An umbrella policy is additional liability insurance for everything you have insured, auto, home, etc.

When it comes to antique auto insurance, he recommends going with one of the established antique auto insurers like J.C. Taylor, Haggerty, Grundy, etc. They understand working with old-car owners and the ins and outs of getting your car repaired should it be in an accident. They also work with agreed value of the vehicles rather than the cookie cutter policies by the companies that don't specialize in antique or classic car insurance. The non-antique car insurers have no idea how to value your car. It's important to remember that these companies are not the actual insurers; that is usually another company and that company's name is typically on the insurance card you get with your policy.

Most antique car insurance policies place limitations on the use of the car. Be sure to read the fine print in your policy. Most policies prohibit you from taking money for the use of your car. You can take an occasional pleasure trip. You cannot use the car for any business purpose. You can road test repairs to the car. You can drive it on a tour or on an extended trip if there is a car show at the end of the drive. Some policies have a limitation on the number of miles that you can drive annually.

If the agreed-upon value of the car is up to \$25,000, there typically is no additional premium. Over that, you may need to pay an additional premium.

If you have a partially restored car that is not running, you still need antique liability and physical damage coverage as a typical homeowner's policy excludes any auto-related claims.

According to Bill, all of the specialty antique auto insurers have an excellent reputation and are generous with their claims. Word gets around quickly if there is a problem, so they work hard to maintain their reputation.

Bill recommends shopping around and reading the restrictions in the policies.

I thought that the presentation was excellent and brought up a number of points that I was not aware of. Right after the meeting, I added my antique cars to my umbrella policy. That was a simple phone call to my agent and sending them a copy of the declarations page from my policy. The additional cost to add them to the umbrella policy was about \$25 for the year.

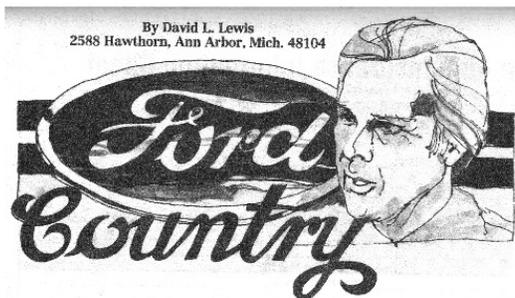
Milford Sprecher

MAFFI NEWSLETTER MINUTE

Happy New Year from the Model A Ford Foundation. We have been busy doing tasks around the Museum so it will be ready for Model A Day 2022. Members of local clubs did some troubleshooting on electrical issues on the Gibby Station Wagon. At the end of the day the lights and horn all worked. John Marshall and crew have been working on the Paddy Wagon that will be added to the Museum collection later this year. The Museum should receive a large collection of unique Model A parts from the Steve Ryan collection in the spring. These parts may be included in the Model A Day Swap Meet. The Museum was offered the Gordon Buehrig Re-Creation Model A as a donation. The car is on display at the National Automotive and Truck Museum (NATMUS). Another possible donation of a 1929 Fordor Blindback is in process.

Details on Model A Day 2022 at the Museum will be coming soon. Thank you for your continued support of the Model A Ford Foundation through your membership and your donations.

Marsha DuBreuil, MAFFI
clubcontact@maffi.org



OVERRATED AMERICANS

American Heritage recently asked select journalists, politicians, and historians to choose the single most overrated figure in all American history. Henry Ford was among those nominated.

Ford was selected by Bernard Weisberger, who noted that Ford, “despite popular misconceptions, did not invent the automobile, the assembly line, vertical integration, or mass ownership of cars.”

True. But it was Ford who capitalized on the above “inventions” to far greater degree than anyone else, just as U.S. steelmakers capitalized on European steelmaking advances and the Japanese have reaped the harvest of Western creativity.

The moral: Innovations are fine, but of what use are they to innovators unless they can exploit them satisfactorily?

Ford was in good company among *American Heritage*’s overrated figures. Others nominated were Benjamin Franklin, Patrick Henry, Thomas Jefferson, Woodrow Wilson, General George Armstrong Custer, and John F. Kennedy.

TIPS FROM BRUCE HAYNES

(Reprinted from The March 2017 Generator, the official newsletter of the Old Dominion Chapter/Region in Richmond)

A commonly overlooked step in a tune-up is the rotor gap. Get out your feeler gauge and check it! The spec is .025. While .020 won't hurt, anything less could cause the rotor to hit the lugs in the cap. More than .025 will reduce spark intensity.

MARC MILEAGE PROGRAM AWARDS FOR 2021

The 2021 mileage report is noted below:

| | | |
|------------------|-----------------|--------|
| Jim Cartmill | 31 Tudor | 42,296 |
| Clem Clement | 30 Cabriolet | 15,215 |
| Joe Curatola | 31 Tudor | 11,495 |
| Paul Gauthier | 30 Tudor | 6,013 |
| Paul Gauthier | 30 Delux Fordor | 4,564 |
| Andy Jaeger | 31 Pick Up | 9,663 |
| Andy Jaeger | 30 Town Sedan | 10,263 |
| Chuck Kunstbeck | 31 Delux Coupe | 27,470 |
| Benny Leonard | 30 Tudor | 16,278 |
| Benny Leonard | 30 Coupe | 1,768 |
| Bill Sims | 31 Town Sedan | 15,673 |
| Milford Sprecher | 30 Town Sedan | 6,552 |
| Milford Sprecher | 28 Roadster | 1,606 |
| Millard Springer | 31 Cabriolet | 20,915 |

Based on these mileages, we have one award pending for 2021. Chuck Kunstbeck drove his 31 Coupe 2,611 miles last year giving him a total of 27,470 miles in the program and is therefore due the 25,000-mile award. Most of the rest of us apparently were hiding a bit from COVID-19. Maybe we will do better in 2022.

The Mileage Program is sponsored and administered by MARC and one of the requirements of the program is membership in that organization. All mileage accumulated throughout the year counts toward the program. However, mileage accumulated during years you are not a member of MARC does not count toward an award. Betty Fisher is the National MARC Mileage Program Chairperson who took over after the untimely death of her husband, Dick, who passed away in 2019. Betty uses the published MARC roster to determine membership. If a Club member drops their membership in MARC, I do not carry them in the program, though I do maintain their previous data. Should they rejoin, their mileage begins accumulating from their total the last year they were a member.

If you are planning to go to any of the MARC or MAFCA meets this year (miles are miles) or just participate in Club events, why not make your miles count by joining in the MARC Mileage Program? To join you must, as mentioned, be a member of MARC and pay a one-time registration fee of \$1.00 per car. Your car must be of original manufacture (1927-1931), be titled as a Model "A", and be authentic in that it should have an original type four-cylinder engine (1927-1934) and have an original body style for year of manufacture. Awards begin at the 2,000-mile point, followed by a 5,000-mile award, then every 5,000 miles thereafter. Come join the fun and make all those miles this year count. Contact Jim Cartmill by phone at home (540-743-5510), by cell (540-878-8819), or by email (cartmill@embarqmail.com), to receive a registration form and information sheet. You can also find information about the program and the necessary forms on the MARC Web Site.

Jim Cartmill

MODIFYING A MODEL A CRANKSHAFT TO USE IN A MODEL T RACING ENGINE.

(My friend has built 2 T speedsters using rare period aftermarket speed parts and bodies. His first one appeared on the T club's magazine cover, and he has been inducted into the Speedster Hall of Fame. -- Dave Henderson)

lsigworth1@cableone.net wrote:

Hi Dave,

The Model A crankshaft is 1/2 inch longer than a Model T shaft. There are several ways to compensate for this. I cut off the rear flange, then turned down the oil slinger until the grooves disappeared. It so happens that the oil slinger is in exactly the right spot where the flange needs to go. Also, the bolt pattern and OD of the Model A flange is the same as the Model T flange, however it is a little thicker. The flange is bored out until it is a press fit onto the turned down oil slinger. It is then welded and faced off until it is the same thickness as a Model T flange. The nose of the crankshaft must be modified to accept the Model T fan pulley. The main bearing journals must be ground to about 1.5 inch OD. Also, special main gearing caps are required. Stock Model A connecting rods are used, but special pistons that have the wrist pin location move up the piston skirt must be used.

A counterweighted Model B crank can be used but the main bearings must be turned down a lot more and the counterweights must be trimmed to clear the block. Plus, they are hard to find and much more expensive than a Model A crank. It is usually cheaper to have counterweights bolted or welded onto a Model A crankshaft than to use a Model B.

You guessed right; my friend is Bob Bowen. I was at his shop today and cut out a gasket for the reproduction radiator cap that he just finished machining to get it to fit on the Cord radiator. We got it to fit nicely and then buffed it out in preparation for chrome plating. We hope to get the exhaust manifold parts soon so we can run the engine and maybe drive the thing. I am skeptical about trying to shift gears. The linkage has a lot of slop in it and I will be surprised if it can be shifted easily. I hope it surprises me.

Regards,
Larry Sigworth

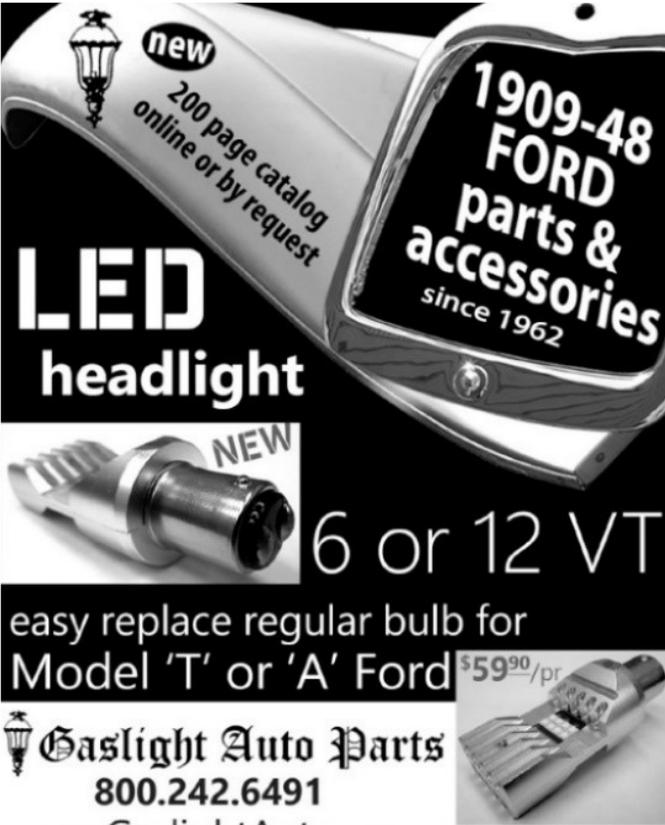
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FROM YOUR ACTIVITY CHAIRMAN

Here we are already into February 2022. Hopefully, most of the snow is behind us and we can start thinking about getting our "A's" ready for another fun-filled season. At our last Board meeting, the Board approved a nice healthy budget that will allow Club Members to have several good outings throughout the 2022 season. First and foremost, we will have another great Christmas Party at the Fairfax American Legion Hall on December 3, 2022, beginning at 4:30 just like last year. Secondly, we will have two Club picnics this year. Remember the fun we had last October? Sully provides a great picnic space with lots of picnic tables and places to display our Model A's. For now, we will shoot for July and another in October. In addition, we are planning three Tech days, a Small Parts day, a Flea Market Day, and a Sand Blast Day. Also, we hope to organize a number of one-day tours and possibly an overnight tour. As you can see, lots to look forward to in 2022. Let's get this year's COVID behind us and reacquaint ourselves with our GWC friends.

Your Activity Chairman
Gene Rainville
703 489-7321
rainvillegl@gmail.com



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www.GaslightAuto.com

Urbana, OH

COMING EVENTS

February

February 16 (Wednesday) – GWC Zoom Membership Meeting – 7:30 p.m.

February 23 (Wednesday) – GWC Zoom Board Meeting – Type TBD – 7:00 p.m.

March

March 16 (Wednesday) – GWC Zoom Membership Meeting – 7:30 p.m.

March 23 (Wednesday) – GWC Zoom Board Meeting – 7:00 p.m.

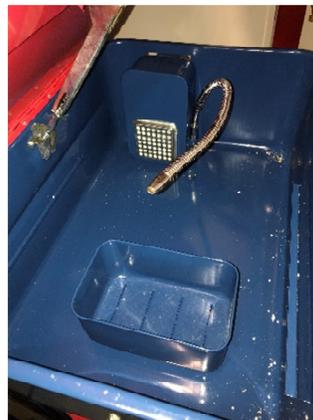
WANT ADS

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Door hanger attaches to floor jack. Allows one person to remove and install car doors. Padded, removable side rails and bottom. Using this avoids marks, scratches, dings and dents when removing or installing a car door. Fits most floor jacks with saddle holes measuring 1.17" – 1.19" (30mm). Could also be used for hanging bumpers or storing auto glass. Used once. \$50. Contact Bud Pratsch at 703-620-2518



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APPLICATION INSTRUCTIONS FOR SCHOLARSHIP COMPETITION

GWC plans to award scholarships from a fund of \$2,000 to rising (i.e., anticipating admission for Fall 2022 semester) or current college or trade school students. Applicants must be sponsored by a member of the GWC or be a GWC member. Applicants will be considered for a possible award by the GWC Scholarship Committee, based upon the following criteria from the information provided in the application:

1. Extracurricular activities, volunteer work and/or employment
2. Personal and family association with Model A Fords and/or GWC activities
3. Education and/or training plans
4. Essay content and quality

How to Submit: Submit an application via e-mail to the head of the scholarship committee, James Kolody at: "grubsworms1@gmail.com". For any questions, Mr. Kolody may be reached via e-mail or by text or phone at: 703-795-9301.

The Essay: The essay may be on any topic or combination of topics of the applicant's choice. The essay should not exceed 750 words. Essays from all applicants (with their permission) will be considered for publication in the GWC Script. Following are suggested topics but any topic related to the Model A Ford would be welcome:

1. Interest in the Model A Ford
2. What about the car hobby attracts people, young and old, to it.
3. What one learns or achieves by working on a Model A Ford.
4. Your history or association with the Model A Ford and activities, including maintenance and repair

Deadline: Applications must be received by no later than April 30, 2022.

Application for 2022 Scholarship

Information page -- Submit an information page with the following:

1. Applicant Name
2. Applicant mailing address
3. Applicant e-mail address
4. Applicant telephone number
5. Name of sponsor (Applicant may be a Club member or sponsored by a Club member.)
6. Relationship of GWC member-sponsor to applicant
7. Work and/or volunteer experience
8. Hobbies and interests
9. Education completed so far
10. Why you would like to win a scholarship and what would be the intended use of the funds, e.g., tuition, books, living expenses, other
11. Name and address of your educational/training institution
12. Permission for essay publication – state whether you grant permission to the GWC for possible publication of your essay in the GWC Script. If permission is granted, publication would be at the discretion of the editor of the GWC Script.
- 13.

Your essay – Submit your essay, not to exceed 750 words. Pictures are not required but any pictures provided should be in high resolution jpg file format.