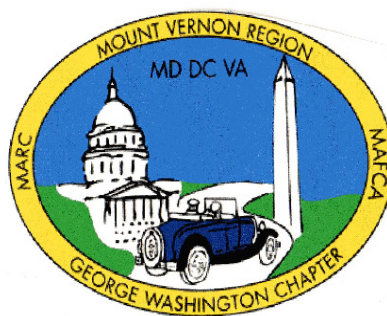


# The Ford Script



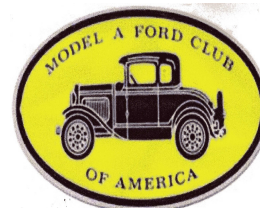
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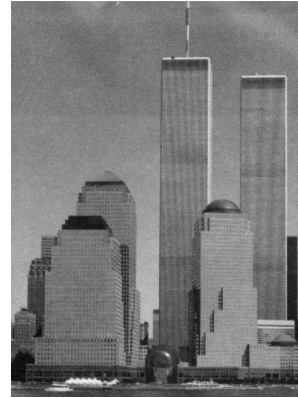


Aimee Beardmore driving onto the Sully grounds with grandfather Bill (See pp. 9-10)



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

# The Ford Script



Official publication of:  
George Washington Chapter, Inc.  
of the Model A Ford Club of America  
and the Mount Vernon Region  
of the Model A Restorers Club  
3903 Old Lee Highway  
Fairfax, VA 22030

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs. The chapter Web page on the Internet may be accessed by:

[www.gwcmodela.org](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

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For July and August, copy for THE FORD SCRIPT should be e-mailed to the Asst. Editor to arrive by the Monday prior to the first Wednesday of the month to: [kesedeme@aol.com](mailto:kesedeme@aol.com)

**Next deadline: Monday, October 5<sup>th</sup>**

## FROM THE PRESIDENT

"Dear Members,



Well, it is September 1st. I can't believe the summer is almost over. Just to help myself prepare for the inevitable approach of Fall, I took a steamboat ride on Sunday. I was up in New Hampshire for a family gathering, and one of the neighbors has a steam boat. He offered me a ride, and since there were no Model A Fords around, I was forced to accept. It was, as they say, a Blast!

So, what are you doing to prepare for Fall? Unless you are out of town, that Model A is just sitting in the garage, waiting for a drive. Why not get it out while you can. You can already feel the cooler weather in the air. It will not be long before we have "perfect Model A Ford weather." What do I mean by that? Well, cool, dry, clear Fall weather. Perfect for a Model A. It will run smooth with the cool air; it will not overheat; the scenery is at it's best; and the leaves will be in spectacular colors. You can even put the heater on (if you have one).

Jim Gray has put together a good selection of activities to participate in. Why not take advantage of these and join other Club members on an outing? Take your family, or a friend along for the ride, and create some fun memories that will carry you through the winter.

Also coming up are the large car shows of Carlisle, and Hershey, up in Pennsylvania in October. If you have never gone, now is the time to make up for it. How about a group of Club members making a day trip to either one, or both? Hershey is just a two-hour ride, and Carlisle is even closer. Hershey is easily doable in a day, leaving at 6:00 AM, on the field by 8:15 AM, then you have the whole day to walk the field, and leave for home at 6:00 PM. I have done this many times at Hershey, some years even going up and back several days in a row (just to avoid the expensive hotels). It's worth the trip.

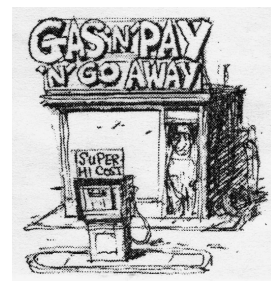
I always drive my Tahoe to Hershey, so I can bring parts back. If you don't have a pickup, and we go as a group, one of the members may even have room in the back of their pickup to bring your treasures back. Come to the September Monthly Meeting, and we will find out who all is going up, and we can share cell phone contact info, and make a trip of it.

See you down the road.

Doug."

## FROM THE EDITOR

Well, I've been around the country and after 9,500 miles, I'm back. And, oddly enough, from here to LA, to Vancouver, Canada, to Boston we saw not a single Model A. Not anything younger than 60. And we were mostly on back roads. I CAN confirm that California has no water and LA has the most expensive gas in the country. I had been appalled at the \$4.09/gal. I'd been gouged for when crossing into California from Arizona, only to discover that I hadn't been gouged at all—the cheapest



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## **FROM THE EDITOR (Cont.)**

gas in LA was \$4.29/gal.! Diesel, believe it or not, was 20 cents/gal. cheaper.

The biggest oddity? Having gone weeks without being able to have a campground fire because everything was so dry out West, we pulled into the entrance to Glacier National Park in Montana practically choking on smoke from a raging fire within view in the park, and I jokingly asked the ranger if we could have a fire. "Why, yes, you certainly can." "You're kidding, right?" I asked, stunned. Nope. Fires were perfectly fine with them. Maybe it was the presence of hundreds of fire fighters camped less than 5 miles away.

Anyway, I'm back. Much thanks to Bruce for his yeoman efforts while I was away. His issues were terrific! Oh, and I have my Model A back. Took it to Sully before the trip. It runs great!

Bill Sims

## **FROM THE SMOKE-FREE ROOM**

### **Board of Directors Meeting August 26, 2015**



**Call to Order.** The monthly meeting of the Board was called to order at 7:00 by President Doug Tomb in the meeting room at the Red, Hot and Blue Restaurant in Fairfax, Virginia.

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

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

**Treasurer** Jerry Olexson reviewed the current budget status using a handout showing the current budget status. The review discussed possible changes in expenditure allocations if needed, and a general recap of the budget status.

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

**Activities** In the absence of Activities Chairman Jim Gray, Benny Leonard reported that he had spoken to the Warhurst's daughter and that the tentative date for the Fall Picnic is Saturday, September 26.

**Programs**. James Kolody discussed the programs for the remainder of the year. Possible topics include programs on carburetor and tire balancing. Stan Johnson offered to do a program in November on the collection of era license plate toppers recently donated to the Model A Ford Museum. December will be the Brown Bag Gift Exchange. James also announced that any electronic/digital equipment/software for use in presentations should be routed through Greg Shepherd before purchase, and the invoice sent to the Treasurer.

**Membership** Chairman Greg Shepherd reminded Board members to submit job descriptions to him.

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## **FROM THE SMOKE-FREE ROOM (Cont.)**

**Sully Show** A full discussion of the points contained in the June Board Minutes took place. Sully Chairman Bill Worsham and Chief Judge Woody Williams explained the administration of the Sully Show. The points addressed in the June minutes were reviewed one by one. Bill stressed that the Sully Show Sully Committee was created to plan, coordinate and conduct the annual show. This allows the Board of Directors to concentrate on the normal club business during the Sully season. The Sully Committee meets periodically for preparation and review of the conduct of the event, with meetings open to other club members. The discussion continued with the responsibilities of the Sully staff, the Sully Committee and the Board, and clarification of other functions such as maps, refreshments, and judging standards. Certain changes will be made to club procedures such as posting a judging sheet and rules on the club website, routing the minutes through the club officers before publication, and routing comments about suggestions for improvement through the Sully Committee Chairman. As stated in last month's minutes, the Board continues to emphasize the club's positive social nature and focus on enjoying the Model A Ford and to emphasize the respect and appreciation by the entire club for the work of Bill Worsham and the entire Sully Committee.

**Youth Scholarship** Chairman Tom Quigley, read a Thank You letter from Scholarship Recipient Timothy Cassell. Tom reported that it is time to begin thinking about next year's scholarship program with responsibilities, budget allocations and review of procedures used this year.

**Editor** Bill Sims announced that the deadline for the next issue of the *Script* is Monday, Sept. 7.

**National Club Liaison** Howard Minners reported that the fall shows at Carlisle and Hershey are coming up, with Fall Carlisle to be held on 1-2-3 October and 7-8-9-10 October at Hershey.

## **Old Business**

**Lifetime Membership.** A nomination has been received for designating a club member as a Lifetime Member. The submission is in accordance with the by-laws, which say the action on the nomination should be completed within 90 days (in this case by the end of September). A committee made up of 2 members of the Board and one non-Board member is required. Tom Quigley and Stan Johnson were appointed to be on the committee and a third member to be named were tasked to make a recommendation to the Board by the end of September.

## **New Business**

A brief discussion was held regarding suggestions for future programs and activities. The idea of an auction as part of the January Swap Meet was one of the ideas. Also, it was mentioned that the programs need to have a balance of interest among the subject areas of technical, historical, and other subjects of broad interest.

## **Adjournment**

The meeting was adjourned at 8:53

Stan Johnson  
Secretary



## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1990)**

Pictured in an article about the Sully show from an unidentified source that was reprinted in the September '90 Script was Reed Martin's 1900 Knox, which he and spouse Barbara had driven twice in the London-to-Brighton, England, annual road rally for cars built before 1904.



Reed was quoted as saying that his was the only Knox ever entered. Continuing, the article quoted Registration Chairman Peyton Randolph as saying that the beautiful, cool spring weather made this the best show in the Washington, D.C., area. Entertainment had been provided by the Gay Notes Square Dance Club of Virginia and the Fairfax County Dixieland Band. St. Ann's Senior Youth Group provided face painting and balloon sales for the children. In addition to guided tours around the plantation, there was a vintage fashion show. Herchell Brummit was Chief Judge, and 37 trophies were presented. A special trophy was presented in honor of the late Jack Knowles by his wife to Ed Revere of Hartfield, Virginia, for his 1930 sedan.

Twelve GWC'ers brought their Model A's to the Gunston Hall Show, where the A was the featured marque; the Breedloves, Howells, Jaegers, Pogans, Springers, Cassels, Kraffts, Bennetts, Youngs, Dickens, Mattox and "The Newly Married Whites"! (Congratulations on your 25<sup>th</sup>, Barbara and Harry!)

At the September meeting that was upcoming, a new approach to competition among Model A's was in the works. Three trophies would be awarded for the 3 best running cars, "beauty would not be a factor", and award of a special prize for the WORST running car! No mention of what the prize was, hmmm.

New members announced this month were Doug and Connie Bell, Keith Coops, and Jim and Emilie Scheidel.

In the Script swap column, Bill Schutt offered up a Model A for sale, and it found a buyer. Even if you didn't know Bill, bet you know the car.... it came to be the most visible, most frequently seen on the Script cover, a car that has been and continues to be seen everywhere—Clem's 1930 68B cabriolet, Old Smokey. Also offered for sale coincidentally was a '28 Phaeton, famous for other reasons, if you get my drift. Sensing that he would probably have TWO Model A's around for a while, Clem was seeking winter storage. He was sooo right. Sorry Clem, couldn't resist....

Dave Henderson

## **CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST THURSDAY, SEPT. 10<sup>TH</sup>**

The next CDC is scheduled for Thursday, Sept. 10th, 9:30 am, at the Fair Oaks Silver Diner, 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road). If you haven't been before, this is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well.

It's my birthday!!! But don't be givin me no train sets or faitton cars or nuthin...I'll be the same age as I was last year +1. I promise not to tell one lie!! Who will be the designated adult?

Clem Clement

## GRAY WITH AN A



### *Remembering the Future.*

It must be true; it was on the front page of the Washington Post this past Sunday, September 6. For all intents and purposes, Marc Fisher offered up his version of an obituary for the American love affair with the automobile. Say it ain't so, Marc.

Marc's statistics seem to reveal that fewer and fewer teenagers are rushing to get their licenses, with many now not getting a license at all. He sub-headlines his article with "Car culture fades as people find new ways to work, play." He even opines that kids now hop up their smart phones rather than their cars. Have you looked under the hood of a modern car recently? Are you interested in hopping up those 2 dozen or more computers to make your car "cooler"? And how many of us can still fit inside a smart phone when it comes time to physically go out for a date?

Stephen Hawking talks about the three arrows of time in his *The Theory of Everything*. His principle contention is that time inexorably moves "forward" into the future. But what if the quantum guys are right? What if time moves forward AND backward? Let's test that. Let's see if we can remember the future.

After a sip or two of Jack Daniels, I've been able to remember my future encounter with my self-driving Google regulated automated mobile people system – or GRAMPS. I remember backward that sometimes names can influence how people feel about things. Remember the ill-fated Toyota- Chevrolet joint venture that the Japanese initially referred to as the Toy-Let? I thought not – the name just got in the way. But not this time – GRAMPS is our collective future.

The year is 2050, and I've just turned 100. Kathie and I are going out together, but to different destinations. Our telepathically ordered GRAMPS has not arrived. Kathie has a dentist appointment and I'm headed to a car show. When the GRAMPS vehicle arrived, it warned it would be in three accidents on the ways to our separate destinations, but that it would be O.K. because the GRAMPS was not to blame. I remember the GRAMPS specifically deriding all those stupid human-driven cars still allowed on the roads. I remember the next year, all human-driven cars were banned from using the highways. I also remember the GEICO gecko offering a free GRAMPS vehicle with each insurance policy, and a consortia of ambulance chasers being forcibly retrained as computer specialists to better analyze all the system crashes, code hacking and device collisions between and among the self-mobile devices on the roads of America. The good news is that teen pregnancies are down in the future; the bad news is that the young guys are all dating their personal communications devices (PCDs).

I remember arriving at the grid location for the car show holographic experience. As I looked into the mission access transport retina identification xpress® (MATRIX) port, I thought about becoming immersed in the prototype GRAMPS show from 25 years further into the future. Suddenly stacked rows upon stacked rows of open pods with wires and tubes connected to them appeared before me. I chose to lay down in one labeled "Neo" that was a nice blue color, and as the top closed with a hiss, I noticed things began to get a greenish tint, and I saw a black cat walk by. I remember I will think that I will see this all again.

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## GRAY WITH AN A (Cont.)

When I snap out of my future memories, I checked out CNN's report on the recent first by a Google car.



This (<http://money.cnn.com/2015/07/17/autos/google-self-driving-car-injury-accident/>) is one of Google's self-driving cars. Apparently it is representative of part of the decline in the American love affair with the car. In July it scored yet another first – its first accident with human injuries. How many times do our computer systems have to be hacked and crashed before we realize what a dystopia all these machine-driven devices could represent? I mean, how do you snuggle with the driver in this thing? And note that it doesn't even have a rumble seat anymore, so any surviving girlfriends won't be able to blush about all that supposedly occurred "back there... back then."

I think most of us would rather remember the past. Although we may be burdened with self-driving cars in the future, there will always be a yearning for the open road, a destiny you control yourself, and a car where you can snuggle with the driver... or maybe even in the rumble seat.

Jim Gray



## A PERFECT FATHER'S DAY

My wife Rickie and I purchased a 1931 Model A Coupe in 1988. We did a frame-off restoration in 1990. It was a family project; myself, Rickie, our 2 sons (Jimmy & Jerry), and several helpful friends completed the project in about 8 months. We have driven the car over 105,000 miles since restoring it. The '31 coupe has obviously become a beloved part of our lives.

My wife and I were talking and said wouldn't it be nice if we could teach Aimee (our 16-year-old granddaughter) how to drive our '31 Model A Coupe. She would then be able to drive her Grampa to the Sully car show for Father's Day. Sully is an antique car show that has been sponsored by the George Washington Chapter of the Model A Ford Club of America and the Mount Vernon Region of the Model A Restorers Club for 42 years. It is always held on Father's Day Sunday. The show would be something Aimee and I could do together and maybe help spark her interest in the antique car hobby that Rickie and I enjoy so much. When we talked to Aimee, she was excited and quickly reminded us that last summer I had taught her brother (Jake) and her cousin (Lucas) how to drive the Model A and they weren't even old enough to have a driver's license! Did I mention that she only had a learner's permit and had never driven a standard transmission before?

On the Friday before Father's Day, I headed to St. Leonard, MD, to teach Aimee how to drive our 1931 Model A Ford Coupe ... her first attempt at driving a vehicle with a clutch. We started our session at the kitchen table explaining how a clutch and standard transmission work, how she was going to practice, and some unique aspects of driving an antique car. I explained that she was going to have to push a lot harder on the brake pedal to make it stop because there are no power brakes on a '31 Model A Ford! The steering wheel is much larger than what she was used to and there isn't any power steering on a '31 Model A Ford. If the car isn't moving, she will have to use Power by Armstrong!

We moved outside to the '31 A and the 300'-long driveway. I showed her how to start it, how to use the clutch and how to shift gears, all of which we repeated over and over in the driveway. We then moved from the driveway to the subdivision street. Shift from first, to second, to third and using the gas pedal and clutch all at the same time. She did great! She gradually increased her confidence and speed. We did several circuits around the subdivision. The last lesson was how to take off on a hill. She again did a great job! I'm still not sure which one of us had the biggest smile!



When we got back to the house, her mother asked how we were going to get to Sully. I said I thought it would be a nice ride if we went through Washington, DC. Her mother said that wouldn't work because driving with a Maryland learners permit is not allowed in the District of Columbia. That meant we couldn't get there from our house without going on the Interstate.

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## A PERFECT FATHER'S DAY (Cont.)

Aimee spent Saturday night at our house and we got up early Sunday morning to head to the Sully Car Show. I told her before we got on the interstate that she should stay in the far right lane and keep the speed up around 50 to 55 MPH. She got lots of honks and waves from passersby on Rt. 66. We arrived at Sully to many cheers and applause as the 16 year old drove the 84-year-old Model A into the registration area. Again, lots of smiling from both of us. She had driven about 65 miles with no problems at all.

Aimee spent the next two and a half hours helping with registration. I told her she would be helping me judge the 30-31 closed cars. Rick Menz, Aimee and I only had 10 cars to judge. Rick and I pointed out the areas that were costing the contestant points. Aimee was tallying the points after Rick and I gave her the numbers. After 3 or 4 cars, Aimee pointed out that the next car had the wrong valve stems on the tires and the hub caps were not of the original design. She is not ready to strike out on her own judging yet, but I was quite proud of her for picking up on what Rick and I had been teaching her.

Once judging was completed, we enjoyed lunch and ice cream together under a big shade tree. Trophies were given out at 3:30pm and the announcer mentioned that Aimee was the youngest driver in a Model A and that she had driven over 60 miles. As we headed home after the car show, there was a lot more traffic at 4:00pm than there was at 7:30am. Heavy traffic turned into stop and go. Aimee received about a month's worth of experience with a clutch in just one day!



Aimee had driven about 130 miles and we had done a lot of laughing and smiling along the way. Sully was the first time that I can remember that just the two of us had spent the whole day together. She seemed to really enjoy driving the old car, learning about antique cars and enjoying the old-car family. I think we may have a young person to help carry on the antique car interest that Rickie and I enjoy so much!

What a Perfect Father's Day!  
Bill Beardmore

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## CRICKET GOES INTERNATIONAL, EH! – PART 2

The next day, another beautiful one, we joined up with the other A's at Milton for a caravan down to Niagara Falls on back roads. It was a wonderful drive and we motored along until it was lunchtime. We stopped at a small town and everyone headed for fast food. Well, not quite everyone—we spotted a bar and had wraps and beer for lunch. Another couple from California joined us but they weren't in their Model A. They had flown in and rented a car to attend Fords in the Park, the MARC meet and stay a while. When we left, there was a 1925 Willis Knight parked out front. Didn't find out who was driving it but it looked pretty good.

We headed on to Niagara Falls on our own and arrived at the host hotels without getting lost. There were actually three host hotels: The Sheraton where the hospitality room was located, The Crowne Plaza with the registration room, and The Skyline Inn behind those two hotels.



Our view from the Crowne Plaza, American Falls to the left and Horseshoe Falls to the right

When I signed up for a room both the Sheraton and Crowne Plaza were booked, so I had taken a room at The Skyline with a possible upgrade if something came available in the other two hotels. The next day I got a call that a room at the Crown Plaza was available so I jumped on it. They wanted to know if I wanted to upgrade to a water view. Absolutely! The view from our balcony on the 11<sup>th</sup> floor was stunning. We sat for hours, when we weren't touring or attending seminars or events, just watching the falls and listening to the water. Carol was surprised 'cause they didn't even turn the falls off at night! Incidentally, the Crowne Plaza opened in 1929 and was initially called the General

Brock Hotel in honor of Major General Sir Isaac Brock, leader of the Canadian and English troops in the early part of the War of 1812. He was killed defending Upper Canada from the American invaders. Kind of makes you feel odd.

Although no one turned off the falls, they did turn off the rain. How the host club managed to get wonderful weather for the entire meet is beyond my comprehension, but the only time it rained was on one night while we were sleeping. And the temperatures were well within the comfort range. Monday, the first full day of the meet, was an early get up to take a bus tour back up the QEW to Toronto. We got seated on the bus and in walked Hunter and Rosa Fanney. They didn't bring their Model A. Seems Hunter thought he could use his government passport but found out, almost too late, that he couldn't and had to arrange for a "real" passport, which I think he said he received the Friday before the meet. Then they were able to get some tickets from a couple that had to cancel their visit to the meet. Hunter had been asked to be a fine point judge and said there were only eight fine point cars to be judged. As we got close to Toronto, the trip became stop and go but we got to our first stop, Ripley's Aquarium of Canada, on time. I still think the Baltimore Aquarium is fantastic, but this place has them beat. I believe they said it had only been open two or three years. I have now been as close as I ever want to be to Great

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## CRICKET GOES INTERNATIONAL, EH! – PART 2 (Cont.)

White Sharks. They look hungry and you realize you are not on the top of the food chain. Just across the street from the aquarium was the old round house for the Canadian and Pacific Railroad. It is now the Toronto Railway Heritage Center. They have some wonderful outdoor exhibits that we visited but, unfortunately, the museum itself was closed until noon and we had go to lunch to stay on schedule.

Lunch was at a local restaurant whose name I cannot now remember but the food was great. We left from there to visit Casa Loma, a castle-like mansion constructed by Sir Henry Pellatt for



Sir Henry Pellatt's Casa Loma in Toronto

he and his wife Mary. Sir Henry had a quite interesting career and is well known in Canada for starting the Toronto Electric Light Company, which brought steam-generated electricity to Toronto; for his involvement with the Queen's Own Rifles of Canada, working his way up from a rifleman to commander; and, of course, the construction of Casa Loma, which was, in its time, the largest mansion in North America. Unfortunately the government of Canada did not like a public service being in private hands and arranged to appropriate the Toronto Electric Light Company for which Sir Henry received the sum total of—you guessed it—nothing. Sir Henry and his wife lived at Casa

Loma for less than ten years. After they moved out, the property was operated by investors for a time as a luxury hotel but was eventually seized by the city for back taxes and is now tourist attraction, museum, gallery and special event facility.

After visiting Casa Loma, we headed back to Niagara Falls. We were intending to go to the Show and Shine festivities but were late getting back and Cricket still needed to be shined due to her fun in the rain. So we had a small dinner and went to our room to watch fireworks over the falls.

Tuesday morning we hopped in Cricket and headed South on the Niagara Falls Parkway on one of the self-guided tours. We somehow missed two of the venues we wanted to see but did manage to make it to Fort Erie at the end of the parkway. Fort Erie figured prominently in the American Revolution and the War of 1812. During our Revolution it was used as a supply base by the British. After the Revolution the fort deteriorated and in 1803 construction of a new, more substantial fort was begun.

When the U.S. declared war on the British in 1812, the fort was unfinished and was eventually



Old Fort Erie (With 1814 American Flag)

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## CRICKET GOES INTERNATIONAL, EH! – PART 2 (Cont.)

dismantled before American forces occupied the site in late 1813. Very shortly the Americans were forced back across the river and the British began to reconstruct the fort. On July 3, 1814, the Americans were back and continued rebuilding the fort and reinforcing the defenses. The Americans occupied the fort through several battles and attempts to retake it but eventually destroyed the fort and withdrew to Buffalo shortly before the December 24<sup>th</sup>, 1814, Treaty of Ghent ended the war. The British

continued to occupy the ruins until the 1820's. In the mid-1800's, the area and ruins were a major crossing point on the "Underground Railroad." In the 1860's a Brigade of Fenians (Irish Republicans from the U.S.) used the ruins as a base for raids into Canada. These raids encouraged the move for Confederation that led to Canada becoming a nation in 1867. The fort has now been restored to its 1812-1814 configurations and is operated by the Niagara Parks Commission.

After visiting Fort Erie we grabbed lunch and headed back to the Crowne Plaza to rest up for the Welcome Banquet. The banquet was very enjoyable, especially the entertainment provided by the Leahy Family—seven, soon to be eight, children plus mom and dad. They all played violins—and other things with strings or keys—and they danced. Even the youngest (I think she was three) had a pint-sized violin. She didn't play but she was still very entertaining!

When it came time for the special awards, I thought Cricket might be in the running for the longest-drive award. But it was not to be. A couple, Chuck and Nora Elderton I believe, from San Jose, California, had driven in a tour out West, then come directly to the East Coast for the MAFCA Lighthouses and Lobsters Tour, headed to Niagara Falls for the MARC meet, and intended to drive to Detroit for another tour and then home. They expected to have over 10,000 miles on their car by the time they got home. I would judge that the couple was in their 70's and were driving—that's driving with a capital D—a 1930 Phaeton. They certainly deserved the award!



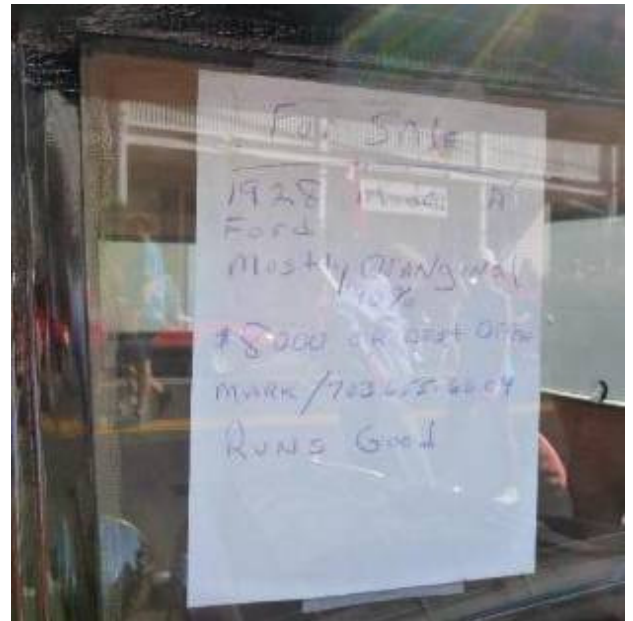
Chuck & Nora Elderton with their Very Yellow Phaeton

Jim & Carol Cartmill

[To Be Continued in next month's Script]

## CLIFTON, VIRGINIA, LABOR DAY CAR SHOW

Cliff Green, Clem Clement and I participated in the Clifton Lions Club car show on Labor Day this year. The streets were, once again, full of all manner of cars and motorcycles. Clem drove his '29 Packard and Cliff his 1940 Woodie. Of note was a 1928 Model A Tudor offered for sale at \$8,000 OBO. Here's the contact information I got off the windshield: Mark: 703-655-6604. The window sign claims the car is 90% original, and the odometer reads just north of 65,000 miles. The interior appears to be mostly original. It sounded good as it drove in; this one might be best kept as a "survivor."



Cliff Green could "knot" believe his eyes when Clem showed him his giant monkey paw. Was this a nautical nod to former naval aviator Cliff, or an acquiescence that to drive Clem's Packard one needs a harbor pilot's license?

Jim and Clem had it made in the shade for much of the day. Things started to heat up about 2:00 p.m., and many in the crowd headed out a bit early.

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## CLIFTON LABOR DAY CAR SHOW (Cont.)

It was once again a diverse and entertaining show, with local politicians working the food booths and lots of good places to eat and drink.

Fellow Model A lover Phil Foss shared this interesting view of things filmed with his nifty little hand-portable camera <https://www.youtube.com/watch?v=gZgyMfPgxd4&feature=youtu.be>  
For those naysayers who predict the end of the car age in America, I say they just don't realize how adaptive we addicts can be!

Jim Gray



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## **MORVEN PARK MANSION & CARRIAGE MUSEUM TOUR – THIS SATURDAY, SEPTEMBER 12TH**

We will have an opportunity to tour the Morven Park Mansion and its associated Winmill Carriage museum in Leesburg, Virginia on Saturday, September 12, at 10:00. Note that this tour currently has an upper limit of 18 individuals; we can increase this if we have enough demand. We will need a good head count in advance, so we will have a \$5.00 charge to help us hold the reservation.



We will meet at the Bob Evans in Chantilly, VA at 7:30 a.m., and depart from there to drive to the mansion in Leesburg at 8:30 a.m. Our tour of the mansion, will begin at 10:00 a.m. Our route will take us northwest on US 50 to a right turn onto VA 606, the Loudoun County Parkway, to a left onto VA 621, Evergreen Mills Road to Leesburg. Morven Park is located at 17263 Southern Planter Ln., Leesburg, Virginia 20176. Google says it's a 45-minute no-traffic drive in a modern; I've allowed a bit more than that since we have to walk up to the mansion where the tour begins. The tour will take approximately 45 minutes. The self-directed tour of the carriage museum takes about 30 minutes.

Our groups will be greeted at the mansion visitor center. For directions to the site and walking maps, please visit our website at <http://www.morvenpark.org/visit/directions.html>

The staff offers the following instructions to those of us who will be on the tour:

- Tours will occur rain or shine. In the event of inclement weather, programs are subject to alterations.
- Photography, food, and drink are not permitted in the Governor's Mansion or Winmill Carriage Museum.
- Restrooms are located next to the visitor parking lot. A limited number of restrooms are available in the Governor's Mansion and the Winmill Carriage Museum, so please plan accordingly.
- A considerable amount of walking on uneven surfaces is required from the main parking lot to the Governor's Mansion and from the Governor's Mansion to the Carriage Museum. Significant inclines may be encountered on these paths. Visitors should wear appropriate footwear.
- Any group arriving late (15 minutes or more) will have its tour shortened to fit within remaining scheduled time slot without refund. Morven Park is not responsible for tardiness due to traffic, difficulty in locating the site, or any other unforeseen travel impediments. It is the responsibility of the group leader to obtain clear directions prior to the site visit.

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## **MORVEN PARK (Cont.)**

Westmoreland Davis, the 55th governor of Virginia, and his wife Marguerite Inman Davis, were the most influential residents of the mansion at Morven Park. Davis served as governor of the Commonwealth of Virginia from 1918 to 1922. He and his wife purchased Morven Park in 1903.



Morven Park first opened to the public in 1967, under the operation of the Westmoreland Davis Memorial Foundation. His wife, Marguerite, established the Foundation in order to preserve their home for the benefit of the public and to ensure that the work and ideals of her husband lived on.

What is now known as the “Davis Mansion” began as a small fieldstone house, built in about 1780 and expanded upon through the following decades until it became the 22-room Greek Revival estate we see today.

Throughout the 1800s, Morven Park was the home of the Swann family, beginning with Thomas Swann Sr. in 1800, who was appointed Attorney General for Washington, DC, in 1833. Swann made his primary residence in Maryland, but kept Morven Park as his summer retreat. During the first winter of the Civil War, as the Confederate 17th Mississippi Regiment camped at Morven Park, Swann remained in Baltimore, where he had previously served a term as mayor. Following the war, he became Governor of Maryland and then served in the U.S. House of Representatives. (<http://www.morvenpark.org/about/mission.html>).

We will plan to have lunch after we are finished at Morven Park at the Tuscarora Mill restaurant located at 203 Harrison Street, Leesburg, VA 20175 <https://www.tuskies.com/>. I'm working out the details for that lunch reservation based upon the number of folks we have sign up for this tour.

If you want to join us, please let me know with a phone call (410-353-0381) or email [jrg240z@cox.net](mailto:jrg240z@cox.net) and send me a check for \$5.00 made out to the “GWC Model A Club” (which will cover the member and a spouse) to my address as listed in the roster. Please let me know if you will caravan with us and if you will be in a Model A.

Jim Gray  
Activities Chairman

## **SKYLAND APPLE BUTTER FESTIVAL TOUR UPDATE**

We'll meet at the Red Hot and Blue in Warrenton (360 Broadview Avenue, Warrenton, VA phone: 540.349.7100) at noon on Friday, September 18. Our trusty guide Janet Merkel will join us about 12:30 p.m. After we're all fueled up, we'll head up the hill to Skyland for the festival. We need to eat dinner at 5:30 so we can get down to the conference building for our 7:00 p.m. show with Lisa Meadows.

Jim Gray (410-353-0381 ( C ) and Janet Merkel

## **FALL MAINTENANCE CHORES**

(Reprinted from Bentley's service newsletter)



- **Change the oil** - I like Shell Rotella 30W. It is available at any auto parts store in a gallon jug, which is perfect for a Model A oil change.
- **Lubricate the chassis** - remember there are 23 grease fittings on a Model A. You should grease each one at least once per year. Don't forget the oilers on the distributor and throttle control linkage.
- **Check lubricants in transmission, rear end, steering** - use 600 W
- **Clean ignition points**, and set to .018 -.022"
- **Click here for a full maintenance schedule:** [Model A Maintenance](#)

## **PIG PICKIN', SATURDAY, SEPTEMBER 26TH**

Billie Warhurst has graciously invited us to hold our annual Pig Pickin' at her house (5709 Quietbrook Road, Fairfax, Virginia) again this year. We will gather there on Saturday, September 26, 2015, from 10:00 AM to 3:00 PM. Bring lawn chairs to encourage good weather.

Come join your fellow Model A Club members for an afternoon of old cars, good food and lots of fun with family and friends. Bring a dish to share (with any utensils needed) and your lawn chairs. The Club will furnish the main course and drinks. Plans include a BINGO game with a few prizes; and a "Corn Hole" bean bag toss.

The cost of the picnic is \$5 per household, \$10 for each guest who is not a member of your immediate household.

Please bring a dessert to share if your last name begins with the letter A – M; please bring a side dish if your last name begins with the letters L – Z. We'll have a sign-up sheet at the September 16 club meeting. We'll need your \$5 and the total number of people you will have in your party. You may also sign up by sending me a check for \$5.00 made out to: "GWC MAFCA, Inc.", and mailed to my home address, as shown in the membership roster.

Jim Gray

## **MEMBERSHIP REPORT**

We have a member with a change of address:

Jason Cunningham  
9812 Dellcastle Road  
Montgomery Village, MD 20886  
[301-648-4201](tel:301-648-4201)

## COMING EVENTS

### September

**Sept 12 (Saturday) Tour to Morven Park in Leesburg. Tour size limit is 18 people. Lunch at the Tuscarora Mill located at 203 Harrison St., Leesburg, VA 20175. (See p. for info.)**

Sept 12 Knights of Columbus Annual Car Show to benefit Honor Flight Network, 9:00 – 3:00. Coffee and breakfast, grilled foods sold onsite. 5115 Little Falls Rd., Arlington, VA. Rain or Shine! Go to <http://www.kofcedw2473.org>

Sept 13 (Sunday) Grandparents' Day & Herndon Car Show  
(<http://www.herndonclassiccarshow.com/>)

Sept 13 (Sunday) to Dec. 27 Every Sunday from 7:00 a.m. – 9:00 a.m. show at the Dunkin Donut in the Dulles Landing Shopping Center. Get there at 6 AM for a parking spot. More info at:<http://dulleslanding.com/news-and-events/cars-and-coffee-at-dulles-landing-every-sunday-starting-july-12th>

Sep 13 (Sunday) 46<sup>th</sup> Annual Autumn Car Show; Sugarloaf AACA; Urbana Pike Volunteer Fireman's Field, 3602 Urbana Pike, Urbana MD 21704; 9:00 a.m. – 3:00 p.m.  
<http://sugarloafmountain.aaca.com/calendar/>

**Sept 18 (Friday) – Sept 20 (Sunday) Apple Butter Festival tour to Skyland in Shenandoah National Park. Janet is organizing again. Lisa Meadows will provide entertainment again, but with a pre-arranged set, perhaps taking requests at the end. Several from the Colonial As will join us again this year. It will be more a concert than in the past. See the update in this month's Script, p. 17.**

Sept 19 (Saturday) Model A Day at the Gilmore Model A Museum from 9:00 a.m. – 4:00 p.m.  
<http://www.gilmorecarmuseum.org/event/ford-model-a-day/>

Sept 19 (Saturday) – 40th annual Edgar Rohr Memorial Antique Car Meet, Manassas Museum, 9101 Prince William St., 10:00 AM – 3:00 PM. (car registration 8:00 – 11:00 AM). Fifty class awards, 11 special awards. Two Model T Ford assembly demonstrations, car corral and antique car flea market. Near farmer's market, Old World Festival and historic Old Town Manassas shopping & sidewalk sale. Free spectator admission & parking. Registration: \$15 per car by 9-14-15, \$20 thereafter. Rain or Shine. Sponsor: Bull Run Region AACA. Flyer at website [www.bullrunaaca.org](http://www.bullrunaaca.org) . More info: Scott Patton, [\(703\) 474-6909](tel:7034746909).

**Sept 26 (Saturday) Pig Pickin; at Billie Warhurst's home at 5709 Quietbrook Road, Fairfax, VA. See the article on p. 18 for details.**

Sept 26 Wings, Wheels, and Keels Car Show at Hummel Airfield, Topping, VA, should top out at some 200+ cars. 8:00 -4:00. Antique boats displayed last year ranged from a true steam powered " African Queen" reproduction to closed cockpit race hydrofoils. There are tons of vendors and 100+ airplanes. The Flying Circus from Bealeton will be on display. Bluegrass music. Open cockpit plane rides. Preregistration is \$10 bucks. For info, [WWW.wingswheelskeels.com](http://WWW.wingswheelskeels.com) or call 804.758.2753

Wed. Sept. 30 – Sun Oct. 4 Fall Carlisle+

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## COMING EVENTS (Cont.)

### October

Oct 4 (Sunday) AFRH Antique Automobile Muster. We will have registration forms at the September 16<sup>th</sup> meeting. 8:00 to 12:30.

Oct 7 – 10 (Wednesday – Saturday) Hershey!

Oct 17 (Saturday) 10:00 a.m. – 3:00 p.m. Prince William Forest National Park Heritage Festival.  
[www.nps.gov/prwi](http://www.nps.gov/prwi)

**Oct 25 (Sunday) “There’s no There There” Tour. Snickersville Turnpike; stop at John Leydon’s garage at intersection of Snickersville Turnpike and Route 50; drive turnpike to its terminus in Bluemont; reverse course to JEBRAA farm for picnic lunch with Jim & Edna Cross. Food catering TBD.**

Oct 31 (Saturday) Annandale “Fall Festival” parade... used to be the Halloween parade.

### November

Nov 11 (Wednesday) Veterans Day

Nov 18 (Wednesday) General Membership Meeting

Nov 26 (Thursday) Thanksgiving

Nov 27 (Friday) Black Friday

Nov 30 (Monday) All day – “Cyber Monday”

### December

December 5 (Saturday) Xmas Party at the Fairfax Legion Hall

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

December 16 General Membership meeting - Brown Bag

Be sure to check Greg Shepherd’s excellent GWC MAFCA web site for updates to this list:  
<http://www.gwcmofa.org/>

Jim Gray  
Activities Chair



## WANT ADS

### For Sale

1929 Model A Custom Panel Truck. All original parts. Vehicle used in the first "Great Gatsby" movie. Has won trophies at Model A judging meets. Great condition. Great driver. Washington blue. All original oak interior. Body by York Body Company. Ordered for Quaker City Dry Cleaning Co. of Frederick, MD. Asking \$39,000 firm. Contact Richard Colandria at [ridgeview5000@gmail.com](mailto:ridgeview5000@gmail.com).

1929 Canadian Standard Roadster. Older restoration that still looks very good; great touring roadster. Arabian sand and copra with correct Robertson screws, fan shroud, red steering wheel, smooth bumper clamps and an EA horn for a January 1929 Canadian Roadster. Has been to 4 national meets, 3 national tours, and 4 regional Virginia tours. Featured (11 pictures) in Jim Schild's book, The Original Ford Model A, 1975 AACA National First Place Award and MARC Award of Excellence in Touring Class. Car is equipped with muffler shield, leakless water pump and aluminum fan, turn signals, emergency flashers, alternator, hood brackets, halogen headlights, top boot, powder-coated wheels, side curtains, trunk, front-mounted powder-coated toolbox and black tires. Asking \$20,900 or best offer. Contact Woody Williams at 571-439-1136.

1966 Cadillac Sedan Purchased from the dry South by a local DC collector, this all-original luxury liner has been recently gone through top to bottom, including mirror-like new paint and interior! The massive original 429 cubic inch engine and matching drive train have also been rebuilt and run exceptionally strong and smooth. This vehicle has absolutely no trouble cruising at high speed on the DC Beltway while you relax in the lap of decadent 1960s Cadillac luxury. True classic Mafia-era transportation through and through. Clear Virginia title. Asking \$14,000. Call George at 703-969-1715.

*The above-listed cars are on the GWC website with accompanying photos.*

Model A Transmission. Rebuilt. Cost \$375. Contact Jerry Covell at 703-328-4500 or [joovell@aol.com](mailto:joovell@aol.com)

Parts washer. New 10-gallon part washer with pump and wheel for pushing it around. Bought new for \$180; will sell it for \$125. Contact Benny Leonard at <[benshar100@gmail.com](mailto:benshar100@gmail.com)>.

Club Script's from 1980 thru 1990. I think they are complete. Come and pick them up Call Benny Leonard at [703-278-2994](tel:703-278-2994) home or cell: [703-863-5814](tel:703-863-5814)

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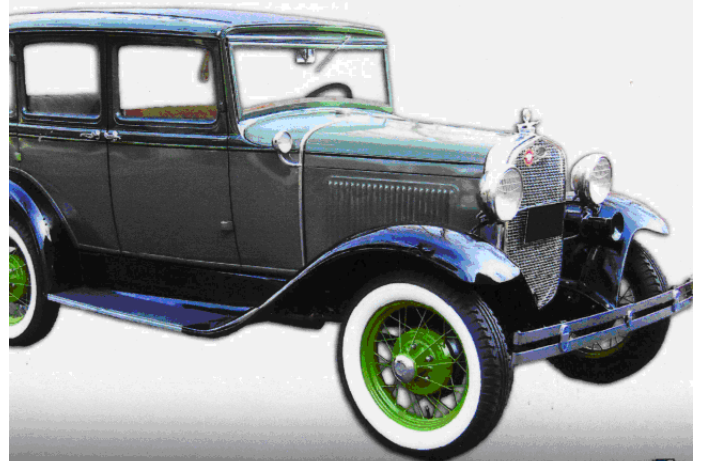
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