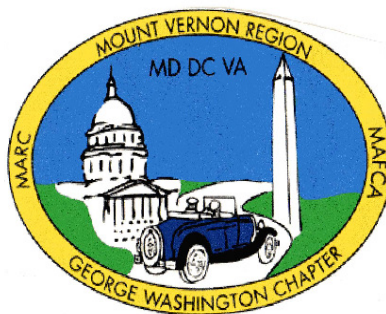


The Ford Script



Vol. XXXVI

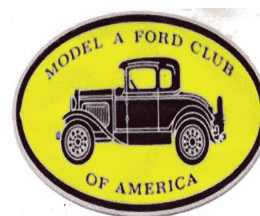
October 2015

No. 10



Photo by Milford Sprecher

The A lineup in front of the Warhurst home at the Pig Pickin'



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.gwcmodeleda.org
Web Master: Greg Shepherd

Board of Directors

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Sunshine Chairman	Greg Shepherd	703-476-6496	shepman@gmail.com
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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: billhsims@gmail.com

Next deadline: Monday, November 2nd

FROM THE PRESIDENT



Dear Membership,

Well, it is October already, and the driving season has only a few more weeks left, unless you have a heater, or a bear skin coat. I have the bear skin coat, and I will happily trade it for a heater any day. Windows are nice too, but I can't do much about that on my phaeton.

We were rained out of the Armed Forces Retirement Day car show yesterday, but I hope they can reschedule it; it is a nice event. Jim still has another tour set up for us at the end of October, so I hope you can get the Model A out for one more Club local tour.

As we get to the end of the touring season, the Board is focused on what you all want to do next year. More local tours, a national tour, more parades, another picnic or two? How about a garage tour some Saturday? We want to hear from you, so we get it right. We always have Sully to prepare for, but we have more time for other things too.

If you have an idea, let us know. If you have a specific hot button, and want to volunteer to be the lead on just that one event, that would be Great! The best way to be sure that the Club does it right is to offer to help make it happen. You can be the event Committee Chair, and the Board will help and support you, so everything goes off well.

If we start planning now for next year, and making a budget, then there is plenty of time to get everything set up so it runs smoothly. Just ask Bill Worsham. He starts planning Sully the day after the last one is over. By the time the new year starts, everything is well in hand. We can do that for other activities too, but we need your help to make it all happen.

This is Hershey week, so I am headed off to the Flea Market field, and the Show Field on Saturday too. If you have been to Hershey, I hope you can make it again this year too. If you have never been, you are really missing a Grrreat event. It is only a two-hour drive, so you have no excuses, just get in the car and go.

See you down the road,

Doug.

FROM THE EDITOR

Alice and I had a great time up in the Blue Ridge Mountains at the Apple Butter Festival, even if driving the Model A was out of the question with a new engine. The weather was perfect. Lisa Meadows was her usual engaging self and provided a very entertaining evening's worth of song. The only drawback to the weekend was Skyland's restaurant running out of blackberry cobbler. Not to be deterred, Alice and I asked at the information desk in the lobby if they'd phone the Big Meadow restaurant. Sure enough, they had plenty. So we drove the 10 miles to Big Meadow and had our blackberry cobbler—with blackberry ice cream. It was ecstasy!

It's good to have my Model A back home. It really runs like a dream. I'm taking it out for a spin occasionally to break in the new engine. I'm planning to take it on the There's No There There Tour at the end of the month to give it a bit of a run. Donnie Temple did a terrific job on getting it back up to snuff, and now I have overdrive (after waiting 5 months to get it from Mitchell). He even stopped by on the way to Hershey to check it out and give it a tweak.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting September 26, 2015



Call to Order. The monthly meeting of the board was called to order at 1:00 by President Doug Tomb in the Pool House of the Warhurst Estate in Fairfax, Virginia.

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

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

Treasurer Jerry Olexson gave a summary report on the current budget status.

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

Activities Activities Chairman Jim Gray highlighted the October 25 Model A trip up the Snickersville Turnpike (State Rte 734) from Aldie to Bluemont and the return trip to JEBRAA Farm on Lime Kiln Road for a fully catered picnic and other farm and sawmill activities hosted by Jim and Edna Cross. .

Programs . James Kolody discussed the programs for the remainder of the year. The October program will be on rebuilding the steering box, and in November Stan Johnson will present a program on the collection of era license plate toppers recently donated to the Model A Ford Museum. December will be the Annual Brown Bag Gift Exchange.

Membership Chairman Greg Shepherd reported that membership renewal time is approaching. This will be the year when a printed copy of the roster is distributed to members.

Sully Show Sully Chairman Bill Worsham reported that all bills have been paid and the books have been closed on the 2015 Sully Show

Tool Chairman Benny Leonard announced that he is planning a workday for the Club's tool shed in which the shed will be pressure washed and painted, and the tools cleaned and organized.

National Club Liaison Howard Minners reported that the MAFCA Annual Awards Banquet will be held December 3-5 in Medford, Oregon. Also Fall Carlisle will be held on 1-2-3 October and Hershey on 7-8-9-10-11 October.

Old Business

There was no Old Business.

FROM THE SMOKE-FREE ROOM (Cont.)

New Business

A set of raffle tickets for the 2016 MARC Meet in Perrysville, Ohio, has been received. The club will buy the tickets and distribute at a later date.

A Museum bus Trip was discussed. Stan Johnson agreed to work with others to identify the itinerary and dates. The committee will present a proposed trip at the next board meeting.

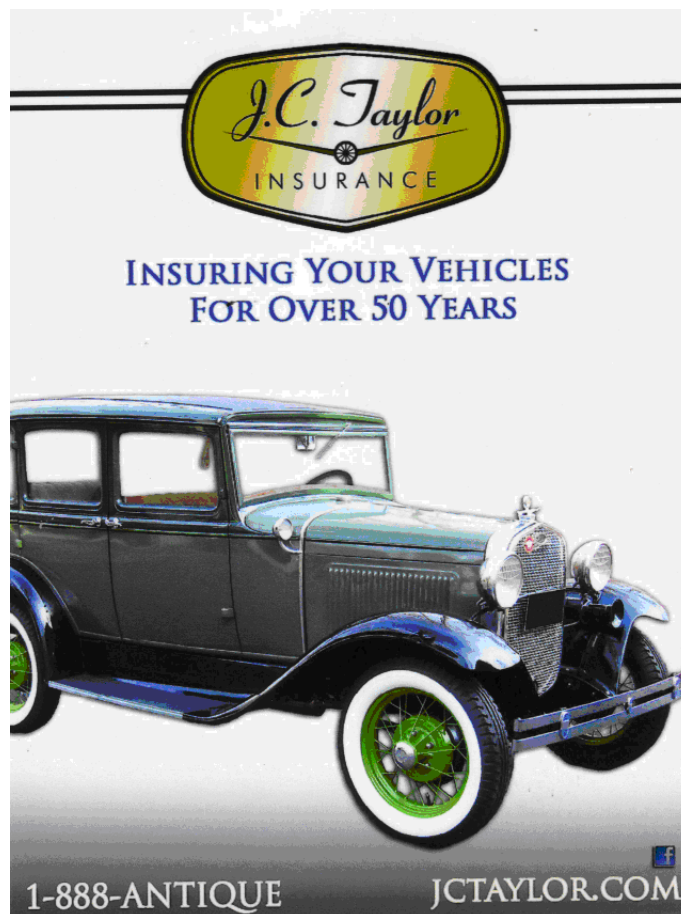
Future Board Meetings

The October Board Meeting will be held on October 28; the November Meeting will be held on November 18th, an hour before the General Membership Meeting at the American Legion Building. The December joint meeting of the old and new board members will be held at a location to be announced later.

Adjournment

The meeting was adjourned at 1:53

Stan Johnson
Secretary



THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1990)

President John Howell was quick to commend Bobby Harrington and his able Pig Pickin' staff, including George Merkel, Andy Pogan, and John Kandl, for making the event at Allen Pond Park a roaring success. 20 Model A's in attendance and 150 barbecue consumers! In those good old times there was no fooling around about the event's name. We really did have pig!



A questionnaire had been circulated at a previous meeting for suggestions about activities. Members said more hands-on technical sessions were wanted, and there were now so many of us that it seemed plausible to form smaller groups to work together on projects. A proposed technical committee structure was drawn up to be voted on at the next meeting. Various committees would be formed. A committee would be limited to 12 members; each would select a chairman, hopefully someone with expertise in the area of concern; technical subjects would be decided upon by the volume of interest; each committee would present one program during the year and write a Script article, etc.

We had been invited by the Performing Arts Association of Alexandria to attend their Great Gatsby Gala. Stepping out on the town for the event were; Chuck and Teta Johnson, Jerry Olexson and Ester Nokle, Fred Klein, Bill and Marylee Cassels, and Donna and Val Zadnick. There was plenty to eat and drink, plus prizes. Bill and Marylee won the use of a Mercedes Benz for a weekend in a raffle. It was a colorful event, where era dress predominated.

Jim Cartmill's column on the Service Bulletins addressed the September 1929 one. It discussed the importance of using 600- weight lube rather than grease in steering boxes, as grease, if used, tended to get shoved aside and the gears were consequently subject to wear. The bulletin also suggested adding 10 percent kerosene to the lube in the transmission and rear end in the winter. No mention of adding it to the steering box; must have known deep down the darn stuff would leak out...

How often does the slowest win in any contest? Well, in the GWC we had folks who were good at leading from behind. Showing off their expertise was made possible by our having a "slowest running Model A" contest, and the winningest slowpoke was Millard Springer, followed up by Andy Pogan with his so called "made up engine," and then Val Zadnik. Two others, Donnie Temple and Bill Benedict, were close followers. Judges were Walt Bratton, Bobby Harrington, and John Kandl, who also provided the trophy.

The program scheduled for the upcoming meeting was car models. This was an annual event for some years but for some unknown reason fell by the wayside. Some really cool stuff used to show up at these sessions. There were lots of Hubley Model A's, sometimes an antique Kingsbury, some Wyandottes, Doepkes, and assorted others. Reed Martin always presented a stunning display of "spindizzys" (gas powered model race cars) and other treasures. I miss this one.

Dave Henderson

CAFFEINE DOUBLE CLUTCH (CDC) BREAKFAST, THURSDAY, OCT. 15TH

The next CDC is scheduled for Thursday, Oct. 15th, 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.

Clem Clement

SUNSHINE REPORT

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. Please mention the Sunshine Report specifically so I know that it's OK to release. I can always be reached at Shepman@gmail.com or 703-476-6496.

MEMBERSHIP REPORT

It's that time of year folks....to renew our membership for the upcoming 2016 year. Please help me out this year and get your dues sent in early so I don't have to hound everyone. 2016 is also a year where we produce the hard cover copy of the roster, which includes tech tips and other goodies. It's a handy item to carry in your cars.

Same rate as it's been for years:

- Our standard membership is still just \$20 a year and requires an email address, as that's the most efficient way to reach everyone.
- For members without email addresses, the dues are \$30 per year to help cover the cost of the printed Script. But of course, you don't get any of the emails about events, last-minute updates and other assorted items.

Please make out your check to: George Washington Chapter and then send it to me at:
Greg Shepherd
3715 Brices Ford Ct
Fairfax, VA 22033

WEBSITE REPORT

The comings and goings of the website can always be found at: <http://www.gwcmodeleda.org>

- I updated the events page per the latest: <http://www.gwcmodeleda.org/events.asp>
- The highlighted page this month is our photo page that I try to keep up with the latest pictures from events that people send me. The latest I added were from the Club Picnic at the Warhurst's: <http://www.gwcmodeleda.org/photomenu.asp>

CRICKET GOES INTERNATIONAL, EH! – PART 3

Wednesday morning Cricket was rarin' to go again, so this time we headed north on the Niagara Parkway to the small town of Niagara on the Lake. When we got up there, we thought we'd grab breakfast and look over the town. We parked and while I was trying to figure out the parking meters a local gent who was in front of us got out of his car and came up to check the time shown on the meter. He explained that you didn't have to feed the meter until 10:00 a.m. but at that time the meter readers "descend like vultures to catch the tourists." We still had almost an hour but we fed the meter anyway. We then found the only restaurant open for breakfast and had an early meal with the locals. Carol swears that the place leaned to one side and if you looked closely, it sure seemed that way. Crooked or not, the food was good.

By 10:00 more Model A's were arriving and the sidewalks were beginning to be rolled out, so we wandered the town, took a few pictures and visited a few stores. We found out later that the town was actually settled as Newark by American Loyalists who fled the Revolution and was the original capital of Upper Canada. Fort George, which I missed seeing, was established there and was another important site during the War of 1812. Shots were exchanged between Fort George and Fort Niagara on the American side throughout the war and troops from Fort George defeated the Americans in the battle of Queenston Heights in October of 1812, which was when General Sir Isaac Brock, who the Crowne Plaza was originally named after, was lost. American forces again attacked in May 1812, destroyed the fort and burned the town. We would have liked to visit more but we had to get back so I could attend a seminar. We did stop on the way back to see the Floral Clock! That night we attended the Era Fashion S



Yep, a clock with flowers

Yep, a clock with flowers show which I believe was the best-organized fashion show I have attended at a MARC meet. The fashion show was followed by a Strawberry Social and then off to look at the falls some more.

Thursday I attended another seminar and then we headed for the Grand Driving Tour and BBQ. Since the tour wasn't until 2:30 p.m., we stopped at the Whirlpool Restaurant for a very relaxed and enjoyable lunch. The restaurant was actually associated with a golf course, so we watched golfers out on the course. I actually think there is a golf course every three or four miles in Canada and about as many in New York. The Grand Driving Tour was a loop tour with even registration numbers going in one direction and odd numbers the other. I think there were close to 300 cars at the meet, so the setup was, shall we say, interesting. I'm sure our hosts were frazzled by the time we started, but they really did an excellent job of herding A's. As we took off on the tour, I saw another familiar face--we passed by Jerry DeWitt, a one time member of the GWC, waiting for his start. We later talked with Jerry for a few minutes in the Hospitality Room.



Lining up for the Grand Driving Tour

As we took off on the tour, I saw another familiar face--we passed by Jerry DeWitt, a one time member of the GWC, waiting for his start. We later talked with Jerry for a few minutes in the Hospitality Room.

CRICKET GOES INTERNATIONAL, EH! (Cont.)

The tour was basically along the Niagara Parkway, then off to back roads to get back to the starting point. We only got lost once because we followed the A in front of us instead of paying attention to the tour instructions. About seven or eight of us turned around in people's driveways to get back on track. On our return, we had an excellent BBQ and then moved our cars so MARC could get some pictures for the front cover of the "Model A" News" from a cherry picker. When you get your copy of the "News," see if you can find Cricket. She's the black Tudor in the front row.

Friday was taken up with seminars followed in the evening by the Awards Banquet. We sat with two couples, one of which was hoping to win a Henry for their January 1928 Model A. I forget what body style, phaeton perhaps, but after talking with them about their troubles in finding early parts, I'm absolutely sure I never want to restore a fine point car. They said never again. Hunter Fanny says never again. I'll take their advice. The couple didn't win the Henry; in fact their name wasn't even mentioned. It turned out their car was a few points shy of the Henry but did, in fact, win an award. I wish them better luck next year. All in all, the banquet was enjoyable, but I must report that Cricket didn't win any awards and we didn't win any prizes. What can you say?

I should mention the three seminars I attended. The first was on KR Wilson tools. It was quite informative and I did capture a couple of good handouts. The second was listed as the restoration Model A fenders. In actuality it was about moving metal. The gentleman that presented the seminar spent three hours demonstrating tools and explaining how to remove dents, he just used a fender 'cause they are most often dented and easy to carry around to seminars. I learned a great deal and only hope I can remember some of what I learned. The last seminar was on how to install upholstery. Again the presenter was an expert who had been in the business with his father for quite a while. And again, I hope I can remember some of the things he talked about. One story he related I found very interesting. In their shop they actually make their own panels and have patterns for all Model A's. He and his father were working on a Tudor and he had handed his father a panel to curve between the right side window and the rear window. It didn't fit! His father told him that the panel was a half inch too short. He was working on the panel for the left side so he finished it before cutting a new panel for the right.



From Ford's in the park, ain't we pretty?

When his father tried to fit the left panel it was a half inch too long. So they measured. Sure enough, the rear window opening was not centered but was a half inch off. Who says A's were perfect when they came off the assembly line? Carol and I actually attended another presentation by a gentleman from the Benson Ford Archive that was quite interesting. Carol's 50th High School Class Reunion in Michigan is in August. The archive, the Gilmore Car Museum and several other museums are on my list of stopping places.

I should also mention folks we missed. Walt and Martha Bratton were registered and Jerry Dewitt said that Jeff Bratton was there also. They had a space at the swap meet but I never did make it over to say hello. I also forgot that Milford Sprecher, our illustrious Assistant Treasurer, was planning on going up from Maryland. Sorry we missed you Milford.

CRICKET GOES INTERNATIONAL, EH! (Cont.)

So the meet was over and Cricket was packed again and on Sunday we headed home—in the rain. It started raining as we pulled out of the parking garage and continued to do so for the next two days. We had planned to do some more sightseeing but that went by the wayside. We more or less followed the same route back home that we took up. We spent the first night in Bradford, Pennsylvania, where we missed the Zippo/Case Museum. I really wanted to get a Zippo Lighter. Don't know why, I have no need for one, but I thought it would be neat to have one since my dad always had one. The next night was spent in Frostburg, Maryland, where we found a wonderful steak house. Dawn on Wednesday, our last day on the road, was wonderful—not a rain drop to be seen and the yellow ball in the sky confused us for a bit. Cricket motored on down the road to deposit us back in Luray about midafternoon. Cricket performed pretty much flawlessly for almost 1420 miles and got a little over 20 miles to the gallon. I think I used the correct conversion of liters to gallons but 20 seems a bit high as we usually get about 19 and we were on a lot of hills. Cricket used just a touch of oil and I slathered countless ounces of Rain-X on her windshield.

I must say, and I think Carol agrees, that this was one of the best MARC meets we have attended. I believe the CanMARC region was formed just for this meet and whether they were or not, they did a wonderful job. There were a few minor glitches here and there but only a few. One of the reasons we kind of stopped going to meets was that they seemed to become more and more directed at Fine Point Judging. The seminars all seemed to deal with how to judge, not how to work on our cars. Based on this meet, it would seem things are headed back the other way. One of the regrets we have is that we didn't have enough time to take more of the tours. We especially missed the winery tours! The 2016 MARC Membership Meet is in Flint, Michigan April 7th to 9th followed by the National Meet in Toledo, Ohio, June 27th to July 1st and the National Tour in Newburgh, New York September 19th to 22nd. It was also announced at the CanMARC meet that the 2017 MARC National Meet will be in Gettysburg, Pennsylvania. Start planning now!

Jim & Carol Cartmill

FROM THE MARC 2015 NATIONAL MEET



For all the farmers in the club: We saw this contraption at Ford's In the Park just prior to the national meet. We'll give an all-day sucker to the first person that correctly identifies what it is. We didn't have the slightest idea.

Jim & Carol Cartmill

WOODWARD DREAM CRUISE 2015

<http://www.woodwarddreamcruise.com/>

In August we traveled to Detroit to visit our son Eric and his girlfriend Rebecca. By some bit of magic, the only weekend they could see us was during the Detroit Dream cruise. Luck or good planning?? Anyway, we got to see it a bunch of days. Actually, groups run Woodward Avenue all summer. If the weekend or evening is nice, a club group will gather with their cars at a selected point, chat awhile and run the Avenue as they wish. The big deal is the third weekend in August. All that week, antiques and cruisers are working the road getting warmed up for the big day: Saturday. Friday evening many run the Avenue all night just for fun. Saturday is the BEEEEEG day. Much of Woodward Avenue has diagonal parking from single lanes parallel to the main road. These are filled, as are every parking lot and side street along the route.

The route goes between Ferndale and Pontiac along M-1, a distance of 14 miles and back. This was the 21st year of the cruise. Sound like your kinda thing???

Rebecca figured 15 minutes looking at a couple of hundred cars passing her home would fulfill me. Wrongee, WRONGEE WRONGEE!! 3 days of walking, gawking and slobbering was still not enough. I made 38502937502795 new friends and loved every minute of the time there.

YA see, Rebecca lives 2 houses off Woodward Ave. at the 14-mile post, so when I got up at night, I could see the Avenue and the cars rolling along from their second-story window. I could hear the burnouts all night long. Music to my ears! If you know Woodward Avenue, they are near the Pancake House.

Officials estimated 40,000 cars and one million folks for the event. I don't think that included the modern iron running along as well. I would think that count is low.

Here is the deal if you are a participant: Grab your antique car/cruiser/hot rod/bike/Pinto-go-boom or whatever you have and head for the street. The first two guys I met drove their '72 Chebby from Baltimore to be in the event. Visitors from Australia were noted on the route. Find a place to park and set up your tent, chairs, coolers, chow and settle in. When the spirit moves ya, put a reservation chair or cone in your spot and roll the course. Then back to setting down and watching. Several trips to be made during the day. Did I mention people watching?? Sound crazy or fab??

Sandy and I were in our modern, so we were in the crowds but not on the Avenue. It would have been too hard for us to tow a real car out to Detroit, then to KC and back. Thousands drive the route in their modern, to the disgust of the attendees. Supposedly the left two lanes are for moderns and the right two for cruisers. The police are present and at ease. They don't like squealing tires or high speed. Really, the attitudes of all are friendly and talkative.

My favorite car was a white convertible. Her front section was from a '52-'54 Ford convert. Balloon skirts. The rear or maybe just the tail-light area was from a late Packard. It was moving, so I did not get a look-see at the engine. I also loved the caterpillar tractor with the early Dodge four-door body precariously mounted on top.

Late Saturday night there were groups of onlookers who had poured bleach on the right lane and were urging drivers to do burn outs. Either it is the current materials in the tires or me, but there were not too many good burns. Funny though, since the right lane carried the high % of the vehicles, it was black with grease and oil drippings.

>>>>>>

WOODWARD DREAM CRUISE (Cont.)


Sunday morning was fairly quiet, with only a few cruisers. The local paper happily reported that only 3 cars were stolen: all Chebby's. A purple '27 T burned the engine compartment while rolling along. The owner will repair it and be back next year. He figured a float valve stuck on one of the carbs.

The local Model A Club set up near us and had 12 A's on display. The Rolls Club was across the street and the Chevy dealers were down the street a bit. There was a full stage with bands nearby that area on Old Woodward Road.

Along the entire length of the route many businesses were up and running. Restaurants were open and many had street vending operations. Small tents everywhere: t-shirts, drinks, cotton candy, food trucks, and lots of private parties in rented business parking areas with catered food and drink. The local barber shop was open with an open-stage operation doing haircuts as you watched the drive-bys. Local car dealers and specialized groups, such as the UM solar/Baja racing teams, had big tents with displays and goodies for the crowd spaced out along the route along with several staged areas for bands and entertainment. It was a delightful carnival atmosphere with fun for all ages.

<http://www.theoaklandpress.com/general-news/20150815/woodward-dream-cruise-thrills-fans-cruisers-for-21st-year> and <http://www.freep.com/search/Dream%20cruise/> have several stories about the cruise.


Clem Clement



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SKYLAND APPLE BUTTER FESTIVAL TOUR

Once again this year, Janet Merkel put together a delightful tour to Skyland in the Shenandoah National Park for their annual Apple Butter Festival on Saturday, September 19.

Several of us met at the Warrenton Red, Hot & Blue for lunch on Friday the 18th before we headed up VA 211 to Skyline Drive. I was the only Model A, so I got elected lead car; fortunately my Mitchell overdrive made the trip up easy and quick – except for those switchbacks – boy do you have to be careful with 4” tires on that road!



We arrived without incident about 3:00 p.m. and got checked into our rooms. Janet had suggested we all get an early dinner so we could enjoy Lisa Meadows in the Conference Hall at 7:00 p.m.



We all followed her advice, and gathered together to enjoy our concert. Lisa sang a prepared program for 30 or 40 minutes, and then asked for requests – we had plenty, and she sang them all well.

We met early the next morning for breakfast, and enjoyed another great Skyland breakfast. Jim and Carol Cartmill had driven up the night before and enjoyed Lisa's concert with us, so he and I parked

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SKYLAND APPLE BUTTER FESTIVAL TOUR (Cont.)

our Model As at the edge of the center field and joined the rest of the gang in the shade to discuss the important issues of the day. Like the perfect weather; the massive crowd; the great apple turnovers and the two big pots of apple butter cooking on the open pit oak fires.



Photo: Patty Ann Belvin



Photo: Patty Ann Belvin

We may have had fewer folks this year, but those of us who were there had a great time. Hat's off to Janet for planning this fun trip, and to Lisa Meadows for her wonderful performance.

Our little gang comprised Janet Merkel; Mary Anderson (George's sister) and a friend, Gloria Burch; Patty Ann and Bobby Belvin; Carol and Jim Cartmill; Carol and Tom Terko; Alice and Bill Sims; Kathie and me... and Adah, our wonder pooch.

Jim Gray
Activities Chair

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PICNIC AT THE WARHURST ESTATE

As we worked to get tables arranged and chairs counted on Wednesday, September 23, Billie told Kathie and me that this event – the annual “Pig Pickin” club picnic-- was Bob Warhurst’s favorite event. He loved seeing all the Model As on the lawn and talking Model As with our club members. Benny, Clem and I had worked on Bob’s A to get it ready for the big day that coming Saturday. We agreed it needed some fresh gas, a new battery, and possibly a new alternator. By Thursday, both of these were installed, and the car ran well.



After Clem, Benny and I worked on the Warhurst fordor, we helped Kathie get things set up. Sign-ups had gone well, and we had 61 club members and guests on the list; with 5 Warhurst family members saying they’d like to join us, it was looking like a pretty good-sized picnic. Benny had arranged for a bean bag game and the traditional bingo game following lunch.

Due to the “iffy” forecast on Saturday the 26th, we had fewer cars than we had hoped for. Billie had wanted some cars in front of the house, and the rest on the lawn. We wound up with only two on the lawn – the Bakers and the Greens... in retrospect,

we should have moved them onto the drive.

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PICNIC AT THE WARHURST ESTATE (Cont.)



Stan Johnson, Kathie Gray, Betty McCormick,
Bruce Metcalf, Greg Shepherd,



Sharon Leonard, Janet Merkel and
Edna Cross at Bingo



(Photos: John Leydon)
James realizes he needs longer arms
like the rest of us.



Benny hits the chow line



(Photo: John Leydon)
Beverly Tomb, President Doug Tomb, Eleanor Minners, Howard Minners and Val Zadnik

>>>>>>

PICNIC AT THE WARHURST ESTATE (Cont.)



(Photo: John Leydon)
Greg Shepherd, Laura Shepherd, Bill Worsham,
Phil McCormick and Betty McCormick



(Photo: John Leydon)
Gil Beckner, Mercedes Hartig, Woody
Williams, Bob Hartig, Clarice Shaw and
Linda Williams



Photo: John Leydon

Cliff Green, Jim & Connie Baker



Photo: John Leydon

Shuyan Sprecher, Carol Terko, Loretta
Metcalf, Roz Johnson, Sandra Green,
Beverly Tomb and Sharon Kolody
experience the Warhurst Theater during
Billie's tour.

>>>>>>>

PICNIC AT THE WARHURST ESTATE (Cont.)



Tom & Carol Terko, Jean Henderson talking to Janet Iagnemmo, Al Iagnemmo, and Janet Merkel's back

Photo: John Leydon

James & Sharon Kolody, Jim Cross, Sharon Leonard, Edna Cross, Jerry & Cindy Olexson



Photo" John Leydon

After all was said and done, we'd had a grand time. It was a great meal in a perfect location with nice cool weather. Many fine bingo prizes were won, thanks to James and Benny running many splendid games. Thanks to a great group of GWCers who helped Kathie and me clean up. At the risk of missing someone, thanks to Beverly and President Doug Tomb; Sandy & Clem Clement; Laura & Greg Shepherd; Sharon & Benny Leonard; Cindy & Jerry Olexson; Roz & Stan Johnson; Loretta & Bruce Metcalf; Betty & Phil McCormick, Carol & Tom Terko and Janet Merkel. And a special thanks again to the entire Warhurst family, especially Billie and Debbie, for sharing their magnificent estate and gracious hospitality with us.

Jim Gray, Activities Chair

Photos: Clem Clement, John Leydon & Jim Gray

MORVEN PARK MANSION & WINMILL CARRIAGE COLLECTION TOUR

After rain led us to a postponement of our September 12 tour until September 25, we finally got our tour in, and man was that a neat tour!

Six of us, Sandy and Clem Clement; Connie and Jim Baker; and Kathie and I met at the Bob Evans in Chantilly for a nice brunch – then it was off to Evergreen Mills Road into the south of Leesburg. Then came construction traffic; we spent half our time on the road just crawling the last mile or two to get to our turnoff – once off of 7, we got to the parking lot in a jiffy. Carol & Jim Cartmill, with Bill Shields in tow; John Leydon; and Phil McCormick joined us soon after we arrived. After all the traffic drama, we were within 10 minutes of our scheduled start time, so no harm, no foul.

We were the entirety of the afternoon tour that Friday, so we got to nose a bit and ask lots of questions. The Davis mansion was as interesting for what they don't know as for what they do. Through its several owners, each has left "stuff" behind – some of it family, and some of it just collected. The last lady of the house, Marguerite Davis, spoke French, and John pointed out that nearly half of the books in the beautiful library were in French. I asked about what appeared to be a Civil



War-era sword, but our guide did not know its history. The kitchen was tiled floor, walls and ceiling in white ceramic tiles – a nod to fire safety and sanitation. The wood burning stove was huge and impressive – it had what appeared to be hot water tanks on either side of it. A tall safe in the butler's pantry to the side of the kitchen had an extremely large silver safe. Our tour guide told us they close the house in January and polish silver every day for a month (and deep clean the rest of the house) to get ready for the tours of the coming year. Kathie and I pretty much do the same around here. Well, pretty much.

After touring the mansion, we jumped back into our As and drove the short distance to the Winmill Carriage Museum. I say we drove because, you see, the estate comprises 1,000 acres of the southwest of Leesburg. A lot of this land is open for horseback events, many of which are hosted by the park throughout the year. Adding to the horse-country credentials is the highly-regarded, Virginia Tech-run, equine hospital on the grounds.

MORVEN PARK MANSION & WINMILL CARRIAGE TOUR (Cont.)



John noted the Davis Mansion's front yard looked good behind his quail. So we all lined up for a picture or two

Upon arrival at the carriage museum, we were all amazed. Although two of the carriages in the museum were used by the Davis family, the museum gets its name from Viola Townsend Winmill of Warrenton, Va., who donated the bulk of the collection in 1969. As we discovered when we entered, the museum contains a large variety of horse-drawn vehicles, including a fire engine, a hearse and several sleighs and cutters. There is also an impressive collection of tack of all sorts.

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MORVEN PARK MANSION & WINMILL CARRIAGE TOUR (Cont.)

Although we had but 11 club members and 6 Model As, we all enjoyed our drive and our tour. This is a place we'd like to take more of us to visit. Maybe next time I'll figure out the difference between a sleigh and a cutter.



Jim Gray
Activities Chair
All photos courtesy of John Leydon

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COMING EVENTS

[Club events are in bold]

October

Oct. 15 Caffeine Double-Clutch (CDC) get-together

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

Oct. 17 Rockville, Md, car show from 11 a.m. - 3:30 p.m. at the Rockville Civic Center Park.
More info can be found at: <http://www.rockvillemd.gov/carshow>

Oct. 21 (Wednesday) General Membership Meeting

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. 16 (Monday) Caffeine Double-Clutch (CDC) get-together

Nov 18 (Wednesday) General Membership Meeting

December

December 2 (Wednesday) Caffeine Double-Clutch (CDC) get-together

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.gwcmodela.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.

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