

The Ford Script

Vol. XXXI I

September 2011

No. 9



John Leydon with his Quadruple Crown Winner "Angie" (see p. 10)



Dedicated to the restoration and preservation of Model A Fords

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: Tom Frazier

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Sunday prior to the first Wednesday of the month to: billhsims@gmail.com

Next Script deadline: Sunday, October 2nd

FROM THE QUAIL'S PERSPECTIVE



I hope everyone escaped unscathed from the recent earthquake and hurricane. Hopefully, both of these occurring in the same week is a “once in a lifetime” event.

In support of the Model A Museum, the Board approved the purchase of a brick inscribed with “George Washington Model A Club”. Proceeds from these sales go towards construction cost of the museum.

We have several upcoming activities so you need to mark your calendar: Our annual trek to Skyline Drive for the Apple Butter Festival will be September 16 – 18. This is a relaxing drive along skyline drive with breathtaking views and mountaintop accommodations with equally wonderful views. Thank you to Janet Merkel for coordinating this event. Activities Chair Edna Cross is busy planning another surely to be outstanding picnic at the Warhursts' home on September 25 and our Christmas party on December 3. Club tour coordinator, Woody Williams has announced plans for our Club to participate in the 2012 MARC National Tour in Chattanooga, Tennessee. Please look for his article in this newsletter announcing tentative plans for an extended tour by our Club.

September's general meeting should not be missed as Club members share their stories about their first Model A, history and experiences with their car.

We have received eleven applications for the possible four Club scholarships. The winners will be announced later this year.

Do you know another invention Henry Ford claimed while building the quadricycle? Henry built the quadricycle in a machine shop outside his home. When it was time to take the quadricycle outside, Henry axed the side of the machine shop to gain outside access. After a wider door was installed, Henry claimed he invented the first garage door.

Charlene Beckner
President

FROM THE EDITOR

As I mentioned in a brief column last month, I'm back from our 61-day camping Odyssey around the country. Not only did we not have any accidents or breakdowns, but we hardly had any fights, which is amazing considering we were together 24 hours a day, 6 or 7 of which were spent in our little hatchback (photo on next page). What arguments we had always revolved around the same issue: stop at a campground now or plow on another hour to keep to the scheduled distance so we wouldn't have to drive farther the next day. Usually we'd find an ideal campground that we could compromise on. It didn't pay to drag out conflicts while we were in such close quarters. The only time we were apart in 9 weeks were the 5 hours I spent going to a San Francisco Giants baseball game. We functioned perfectly as a team, with each of our duties clearly defined from years of travel camping.

There were almost too many highlights to mention—visiting old friends and cousins we hadn't seen in years, seeing 2 different sets of mother bears and cubs close up but miles apart in Sequoia Nat. Park, the red canyons of Zion National Park, 2 days in Yosemite, where the heavy snow pack from last winter has maxed out the many waterfalls in the area, dozens of natural arches in Arches Nat. Park, and the power of Niagara Falls. We met a couple in a neighboring tent site at Sequoia when they came over to congratulate us on being the only other “elderly” couple they'd met who were actually tenting on their entire trip, since most of our contemporaries were housed in huge Winnebagos wherever they'd gone.



FROM THE EDITOR (Cont.)

The worst part of the trip is the letdown after you get back. The daily grind back home doesn't hold a candle to the excitement of new adventures every single day on the road. The only solution is to plan another trip. So we're off to the Apple Butter Festival in a week in the Model A.



FROM THE SMOKE-FREE ROOM

President Charlene Beckner called the meeting to order at the home of Doug & Beverly Tomb in Falls Church, Virginia at 7:40 PM. Other board members present at the meeting were: Doug Tomb, Gil Beckner, Tom Frazier, Jack Melnick, Benny Leonard, Bill Worsham, Woody Williams, Edna Cross, Bill Sims & Chuck Kunstbeck.



The July 27, 2011 meeting minutes, previously published in *The Script* were approved.

President Charlene Beckner reviewed with the Board two suggestions: 1) the purchase, by the Club, of a MAFFI Memorial Brick. The Board approved the purchase of one brick with the following words: George Washington, Model A Club; 2) The Board approved a donation on behalf of the Club to The Parkinson's Foundation, in memory of Joseph Peyton Randolph.

Vice President & Program Chair Jack Melnick reviewed the upcoming September program. Members are being asked to present a brief story about their first Model A & why they bought it. Also may include their experiences of ownership, such as family outings, trips & vacations, restorations, trophies & close calls. Jack is working on future program presentations.

Treasurer Gil Beckner submitted the financial report as of August 24, 2011 and reviewed some line items



FROM THE SMOKE-FREE ROOM (Cont.)

Membership Chair Woody Williams said he is pleased with the number of responses he has received, from club members, for the MARC sponsored National Tour, September 16-19, 2012 in Chattanooga, TN.

Editor Bill Sims reminded the Board that the deadline for *Script* articles is September 4, 2011.

Assistant Treasurer/Webmaster Tom Frazier reported that he plans to make some additions to the club website.

The meeting was adjourned at 8:50 PM. September meeting will be held at the Warhurst Picnic.

Respectfully submitted Chuck Kunstbeck, Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

With the dog days of summer behind, thoughts were directed to the fall season's pleasant activities. To boot, the Great Race, from Seattle, Washington, to New York, came through the area and stopped in Alexandria. Phil Kania offered up a comprehensive account of his visit to their assembly.

President Chuck Zierdt wrote a tribute to the Model A that was so spot-on that I am repeating it verbatim:



"The Model A is still among us, going on 60 years after its manufacture, while those marques that you may regard more highly are dust, and for good reason. At least one other car outsold the Model A Ford, and others approached it in sales. But no other marque from that era remains in even a small fraction of the numbers of the indestructible Model A. The car remains solely because of its unique toughness—from cast iron distributor, carburetor and water pump to the rugged radiator, heavy well-built body, wood that was better protected from the elements than that of competitors, 30-odd alloy steels, ruggedest forged steel parts everywhere, torque tube, radius rods, 3/4 floating axle, more ball and roller bearings than the competition, and stainless steel brightwork. All of this housed in styling of great beauty, proportion and dignity".

On the continuing saga known as "the club car," a '31 Deluxe Delivery, it was final; it would be sold. A trio was appointed to appraise its value, and it would be offered to club members with that figure as a reserve amount.

Gerry DeWitt was on "leave" from eyeball mechanic's school in New Orleans and spent 6 weeks in the area, during which time he managed to ferret out an NOS front spring for his Victoria, at the oft-attended (then) Laurel auto show's flea market.

Congratulations went out to John Shepherd, for what...? It seems he needed hip surgery, but cleverly arranged for it to take place AFTER Hershey. The editor commented "Or was it that his doctor was a car buff too"?

Dave Henderson

PEYTON RANDOLPH

Long time member Peyton Randolph passed away August 8th one day short of his 91st birthday. Peyton served on the board of directors for many years and was the club president in 1988. Peyton and Hellen also served as registration chairman for Sully for 12 years. Peyton was well known for his quality parts that he sold at several flea markets. He was awarded with life membership in the club in 2009. He leaves his wife Hellen, Daughter Carolann and son Joe. Our deepest sympathy goes out to his family and friends.

Chuck, Andy, Peyton and Howard



Ever the ladies' man



EARLY BIRD DINNER

Our Annual Early Bird dinner will be held at the Bear Den Restaurant in the Hershey Motor Lodge on Wednesday October 5th at 07:00 PM . All club members and guest are invited. If you come the Hershey early and plan to attend please let me know so I can give the lodge a head count. Space is limited so please sign up early. Thank You.

Bill Worsham
703-250-5474
billworsham@aol.com

MEMBERSHIP REPORT

Please make the following changes in your rosters:

Phone Number Changes:

Jim and Carol Cartmill 540-860-8105 (Cell)

Tom and Liz Quigley 703-912-4293 (Home)
703-615-9109 (Cell)

INFO ON THE 2012 MARC NATIONAL TOUR TO CHATTANOOGA

Host Hotel

The Chattanooga Choo Choo is the only Historic Hotels of America resort in Chattanooga, TN. The Terminal Station in Downtown Chattanooga has been converted into the most fun and beautiful of all Chattanooga hotels! Whether you stay in one of their Victorian train cars, hotel suites or standard rooms, as one of the top Tennessee resorts, you can enjoy their indoor and outdoor pools, gardens and on-site shopping. There are many wonderful restaurants at the Chattanooga Choo Choo Hotel or within a short walk or free electric shuttle ride away. Check out the hotel at <http://www.choochoo.com/>.

Driving to Chattanooga

Driving from NOVA/MD to Chattanooga is a trip of approximately 750 miles. One possible route could be Blue Ridge Parkway (<http://www.blueridgeparkway.org/>), which is one of the most scenic roads in the country.

Some tour goals could be:

- Be ready to send in tour registrations and make hotel reservations
- To travel in small car groups (4-6 cars), friends traveling together
- With mixed level of mechanical abilities and touring experience in each small group
- The inclusion of women drivers and encouragement of all women to drive
- All cars going through a mechanical/safety inspection prior to trip
- Carrying and sharing tested spare parts within small groups
- Maybe a test drive on Skyline Drive
- Eat well, enjoy driving the cars, see as much as we can, have fun and return without incident

Places to Visit along the Parkway and Trip

Humpback Rocks	Peaks of Otter	James River Overlook	Mabry Mill	Grandfather Mountain
Mount Mitchell	Biltmore Estate	Chimney Rock	Oconaluftee Indian Village	
Folk Art Center	Dozens of Overlooks	Blowing Rock	West Jefferson	
Boone	Linville Falls	Cherokee Indian Reservation		
Great Smokey Mountains National Park		Pigeon Forge/Gatlinburg (Maybe on return trip)		

If you are interested in receiving information and attending planning meetings on the tour and did not sign up at the August general membership meeting, contact Suzan O'Neale (540-894-0658 / oneale31@gmail.com) or Woody Williams (703-858-1192 / yamodela@verizon.net)

QUAKING AT OUR ANNIVERSARY CELEBRATION

Aug. 23, 2011. Our 53rd Wedding Anniversary. "No Party!" said Val, "We'll take the Model A for a picnic!"

On the way to Huntley Meadows Park we stopped to see Joe Krafft and Alice, who have been married **63** years. "Take my 1928 Phaeton," said Joe. "I can't drive it anymore due to my arthritic knees, and it sure needs some exercise!" We arrived at the park, and set out across the wetlands and the board walk to find the Overlook tower. Climbing to the top, we enjoyed a peaceful sunny view of the large pond, wetlands, lazy herons, gentle butterflies.



QUAKING AT OUR ANNIVERSARY CELEBRATION (Cont.)

The tower began to shake! I mean really shake. People said, "We're out of here!" and left. I heard a big boom. I grabbed the railing. Earthquake? - No, Val is a geologist and we know that Virginia does not have earthquakes this big, only tiny imperceptible ones. Quantico! They are testing explosives at Quantico Marine Base! No - too far away, maybe Belvoir. No, they have no room for that. Terrorists blowing up Washington D. C. No smoke in that direction, no sirens! Val made a simple explanation, "Someone down below is shaking the tower for a joke." The shaking stopped, we enjoyed the view and climbed down. I tried to shake that steel tower, but it was solid as a rock. We took the path back to the parking lot. The cell phone rang in my pocket. My daughter, Janelle: "Mom, did you feel that earthquake?" I could hear grandson, Tim, in the background on the computer, spitting out the details: 1:51 pm. 5.8 on the Richter scale. Centered in Louisa County - only 92 miles away! All hikers on the trail had stories. When we reached the parking lot, a young fellow with a camera was checking out Joe's 1928 Phaeton, which was a bit shaken up, but OK. Could he take a picture? Sure, take one for our 53rd Wedding Anniversary. Here it is!

Valentine and Donna Zadnik



Val and Donna Zadnik
53rd Wedding Anniversary
Joe Krafft's 1928 Model A Phaeton
8-23-2011 Big Virginia Earthquake

SEPTEMBER PROGRAM

Various members of our club will get up and relate interesting stories about their Model A Fords. Subjects will vary from how and why they bought their first Model A to trips and vacations taken and close calls they've had on the road with their A's. Be sure to come and maybe volunteer to tell your own story.

CLINT EASTWOOD TALKS NEW J. EDGAR MOVIE, FORMERE FBI HEAD'S SEXUALITY

As the first official movie images from “J. Edgar,” a film about the legendary FBI Director J. Edgar Hoover, which stars Leonardo DiCaprio, were being released, director Clint Eastwood talked with Entertainment Weekly about the upcoming biopic.

Will the rumors about Hoover’s alleged love of cross-dressing be addressed? Eastwood says the film “leaves it open to interpretation.”

Rumors also swirled about Hoover’s sexuality in his day. Eastwood says he has deliberately kept Hoover’s alleged homosexuality ambiguous. “Some people might interpret it that way. Some people might say they [Hoover and his supposed lover, Clyde Tolson] were just inseparable pals. Or maybe it’s a love story without being gay, I don’t know ... It was nicely written. It didn’t go to the obvious.”

Though nobody had any firm dirt on Hoover, he had plenty on everyone else. Eastwood says that’s why Hoover remained at the helm of the FBI for nearly 50 years. “Here’s this guy starting the Bureau of Investigation, which later became the Federal Bureau of Investigation, and then goes on to stay for 48 years through eight presidents. Of course, nobody could fire him, because he had something on everybody.

In addition to DiCaprio, the film features performances from Naomi Watts as Hoover’s secretary Helen Gandy, Jeffrey Donovan as Robert F. Kennedy, Dame Judi Dench as Hoover’s mother, and Armie Hammer—famous for playing the Winklevoss twins in “The Social Network” as Hoover’s alleged lover Clyde Tolson.

“J. Edgar” lands in theaters November 9.

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ANGELINA ROUTES THE FIELD AT NHAS IN PENNSYLVANIA

Quick update on the Model 'A' (we call her "Angelina").

We (with my friends Sewall Tyler, Jim Melson, Tom Kortisses, Bob DiFrancisco and others) put about three months of work into her over the summer, rebuilding much of the electrical, fuel, cooling and braking systems, bearings and running gear, and repaired the damage to hood and cowl.

Then for fun I entered her in the 54th running of the New Hope Auto Show in Bucks County, PA, last month. Wow! Angie walked off with:

AACA Senior First
Peoples' Choice Award
Best of Show
Pennsylvania Governor's Cup

Clean sweep - and topped over 600 entries. They tell me this is the first time the Governor's Cup had been awarded to a Model 'A' Ford in 23 years. (You should have seen the Rolls Royce Silver Wraith Drophead Roadster that came in second!)

It poured rain on the second day, so we broke out the rain gear.

Including the AACA Junior First at Hershey, Angelina has now won about all she can be expected to win, so from here on she's going to be a "fun car" ... picnics, parades, tours, excursions and just out for dinner.

Now it's back to the car-barn at Oak Hill in VA where Angelina's funky sister "Nelly" is feeling neglected and needy of some TLC :))

John Leydon

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VICTORIA, YOU ARE SO FAR AWAY AND I HAVE SO LITTLE TIME

[Now that Tom has left the Presidency and has moved on to Elder Statesman status, reporting to us each month in his column about progress reports on the restoration of the Victoria, it might be fun for readers to learn the original story of retrieval.]

My friend here in Virginia, Tom Quigley, saw a 1931 Model A Ford Victoria, located in Denver, for sale on the web. After making several technical inquiries, he made a bid, not thinking he would win. Nevertheless, win he did, and soon he could think of nothing else but to get his hands on the car to bring it back to life. Reports from the current owner indicated that the car had been stored in a Kansas barn for as much as five decades.

Tom Quigley with his two Fords crossing



This is not the first Victoria car acquisition involving Tom and I. Earlier this year, the two of us had driven to Massachusetts to retrieve the Victoria I bought during the 2006 MAFCA meet in Mansfield. Up one day, back the next. No problem - except for northeast traffic. So, we had experience in swiftly moving a Victoria from point to point. Before long, we were making plans to get Tom's Victoria from

Denver. The problem was – Tom's demanding job would allow only two days away from work.

A map review showed that it is about 1750 miles from our homes in Springfield, Virginia, to Denver. Our plan was to leave on Thursday and drive 875 miles per day for four days; thus we would be back in time for Tom to be at work on Monday morning. Uhhh-huhh. With that positive approach in mind, Tom borrowed a light car trailer and at 4 AM on Thursday, November 2, we began the trip. We figured that to make 875 miles we would have to average 50 mph for 17.5 hours, and do that for four consecutive days, somehow absorbing time to load, eat and sleep. In actuality, it borders on the impossible. There was no room in the plan for error or unexpected delays.

We chose to drive to Charleston, West Virginia on I-70, I-68, and I-79. From there we got on I-64 and I-70, which took us across the amber waves of grain into Denver, within sight of the purple mountain's majesty. Our midpoint was Scott Air Force Base in western Illinois. As retired military men, we arranged for transient lodging there for the first and third nights.

Of course, it rained heavily the first day as we traveled westward, anxious about the borrowed trailer hooked to the back of Tom's pickup. However, things settled down quickly. We gained an hour entering the Central Time Zone, pulled into Scott AFB at 8 PM about on schedule, and got a good night's rest. Friday morning we were again up at 4AM and we "only" had to drive across Missouri, Kansas and half of Colorado to reach our goal.

After threading our way through St Louis we sped across Missouri and somehow managed to get through Kansas City by accidentally taking an interstate bypass not on our map. Onward through Kansas, the *biggest* state in the union (the claims made by Alaskans and Texans notwithstanding). Enduring 417 Kansan miles through farmland, when you are already tired, and eager to see the Victoria that night, makes for a long stretch of driving.



VICTORIA, YOU ARE SO FAR AWAY (Cont.)



We stopped in Russell, KS for lunch (and to pay homage to Bob Dole). To our surprise, we found that Arlen Specter, the Pennsylvania Senator, also claims the small Kansas town as his boyhood home. Nearby is Hays, home to a state university. Surprisingly, it is near the town of *Victoria* and its magnificent Cathedral of the Plains. We speculated on the idea of an annual meet of Model A Victorias similar to the big Harley-Davidson meet each year in Sturgis, South Dakota (minus some of the biker activities). Victoria is not too far from the geographical midpoint of the lower 48, with things to do and see -- it just might work.

When we reached the Colorado border, it initially felt as though we were almost there. But no, there were still 180 miles to go. Damn, this country is BIG. We arrived in Denver at about 7 PM, benefiting again by another time zone change. As we drove in search of our motel, Tom remarked that we must be near an oil refinery, based on the smell. I sniffed and said it almost smelled like a full baby diaper. We found the motel and when we got out I sniffed the Rocky Mountain air. I looked at Tom and said "stockyards". We figured we could live with that, just as a huge freight train passed by blowing its horn (whawww-waw-wawwww). We decided we could live with that too (we were so tired we could sleep through anything). We went next door to a "Mexican restaurant" but it was a strip joint in disguise so we decided to dine elsewhere. One thing we could not live with would be a police raid and a night locked up in Denver's finest public accommodations. After all, we had a schedule to keep.

At 8 AM we met the veritable junkyard dog responsibly guarding the Victoria. After the dog made a suitable amount of barking and posturing, the seller showed up, put the dog away and opened the gates. Of course, what we wanted to do was spend time looking at the Victoria, a nearby 1932 five window coupe and other interesting cars. No time for that. We had hoped to use the owner's tools, hoists, power equipment and the like, but they were not available, so we had to load the car by hand-pushing it up the ramps of the trailer. Poor Tom, behind the Victoria's wheel for the first time, was endangering his costly purchase as all available hands pushed it rapidly towards the trailer, gaining momentum to carry it up the ramp. Tom gingerly steered his new investment up onto the unfamiliar trailer. He aimed it perfectly and it rolled into position. Wheww.

As we tied down the car, we could see enough of the car to conclude that underneath the pea green house paint there was a solid car. However, the engine number indicated that the Victoria was the engine's second home; it had a KAN at the end of the stamped number, perhaps it once powered a piece of state machinery. The Murray body tag showed #38,401, indicating the car was probably assembled in May 1931. It is a steel back, with lever seat adjustment and three window shades, all consistent with that time of production. Because of time consumed in loading the car we were not able to depart until about 9 AM, long after our normal daily 4 AM schedule-mandated departures.



VICTORIA, YOU ARE SO FAR AWAY (Cont.)

The return trip was hard. If we thought Colorado, Kansas and Missouri were long on the way out; we were surprised to find they had become longer during our short stay in Denver. Somewhere west of Hays, the wind caught in one of the holes in the old cloth top and blew it off in a snowstorm of cotton. We stopped to pick up the pieces and look for any collateral damage. There was none, but we soon realized we would not arrive at Scott AFB until about 2 AM. We cell-phoned ahead to arrange for a very late arrival. We just kept plugging along, slower than before, and losing an hour at the time zone boundary line. We arrived at 2:30 AM and were nearly zombies as we fell into bed, with visions of junkyard dogs, tie-downs and miles of thumping interstate concrete joints running through our brains.



Entering Kansas with the roof

coming months.

On Sunday morning, we got up for the final day of driving. We departed at 7 AM after four hours of sleep. We doggedly drove across Illinois, Indiana, and Kentucky. At a gas stop in West Virginia a local walked up with a lighted cigarette as Tom pumped gas, and wanted to know if the Victoria was going to be made into a hot rod. The fellow didn't know his life was in danger for two different reasons. Luckily neither the gasoline nor Tom exploded. We finally arrived back home in Virginia at midnight, totally exhausted, sleep deprived, filled with junk food, but glad to be home with Tom's "new" car and the subject of his spare time in the

All in all, it was a successful sojourn. The weather cooperated; traffic on Midwest highways was refreshingly light; public restrooms ran the gamut from crisp and tidy to fearfully grungy. Food variety was low and consisted of hand-held consumable carryout that could be devoured while motoring onward, ever onward. Bidding and winning yields many outcomes. But winning and retrieving the Kansas Victoria was especially gratifying, regardless of the miles involved. About the Victoria . . . more, later.

Stan Johnson

UNDERSTANDING TOOLS (Part of a continuing series)

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

RADIAL ARM SAW: A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

GWC'S (RENAMED) CHICKIN' PICKIN' PICNIC TO BE HELD SEPTEMBER 25TH

The annual club picnic at Robert and Billie Warhurst's will be held Sunday, Sept. 25, from 11:00 til 4:30. Lunch will be served from around 12:30 til 2:30. The **cost is \$5 per family** (for those in the same household). **Bring an item** to share: salad, vegetable, veggies and dip, beans, fruit, chips, cookies, cake, pie ... or your choice with the necessary serving utensils. The **club will furnish** chicken, cole slaw, potato salad, drinks and paper products (plates, cups, plastic utensils).

BRING YOUR OWN LAWN CHAIRS!!

Buy your tickets at the September general meeting or contact Edna Cross by phone at 703-431-0012. If you can't make the meeting, mail checks to Edna at:

39246 Lime Kiln Rd.
Leesburg, VA 20175

YOU MUST PAY BY THE SEPTEMBER MEETING SO WE CAN HAVE AN ACCURATE FOOD AND DRINK COUNT!

DIRECTIONS: From I-66, exit onto the Fairfax County Parkway (Rt. 7100) south toward Springfield
Turn right onto Pope's Head Road
Take the 2nd left onto Quietbrook Rd.
Continue straight ahead $\frac{3}{4}$ of a mile until you come to a red-brick driveway, which leads to the Warhurst home at 5709 Quietbrook Rd., Fairfax, VA 22030

COMING EVENTS

Sept. 17 -- 36th Annual Edgar Rohr Memorial Antique Car Meet. Manassas Museum, 9101 Prince William St., Manassas, VA. 10 AM to 3 PM. Antique vehicles through 1986; street rods; trucks; motorcycles; "HPOF" vehicles through 1976. Swap meet and car corral. Rain or Shine. Sponsored by Bull Run Region, AACA. Free spectator admission and parking (across street). Situated in historic Old Town Manassas with nearby shops, 8th Annual Old World Festival, and "Bands, Brews and Barbecue" festival. Registration: \$15 before 9/9/11, \$20 thereafter. Info: Jon Battle, (540) 364-1770, terraplane@verizon.net Website: <http://www.bullrunaaca.org/>

Sept. 17 – Charity Car Show, 46179 Westlake Dr., Potomac Falls, VA. Will benefit the American Cancer Society. For info, email amegill1@aol.com, call 703-430-8238, or visit the website at www.mcleaninsuranceco.com/about/carshow.php

Sept. 25 – GWC Pig Pickin' at Robert and Billie Warhurst (see above). You must preregister with Edna Cross, 703-431-0012, as she will need a count for meat and drinks.

Oct. 1 – Leesburg Air Show and Car Show Wings and Wheels at Leesburg Executive Airport. 11:00 – 4:00, free admission and shuttles from nearby parking lots.

Oct. 2 – 54th Annual Antique Auto Assembly at the Armed Forces Retirement Home, 3700 N. Capitol St., #1307, Washington, DC. 8:30 – 1:00. Virginia caravanners meet at the Pan Am Shopping Center. Entertainment and refreshments. Free coffee at 8:00. Enamel dash plaques for all participants. Parade for the veterans at 12:30.

Oct. 15 – Memory Lane Car Show in Kilmarnock, VA. Plaques and participation awards.

Oct. 15 – Heritage Festival at Prince William Forest Park. For information, call the Visitor's Center at 703-221-7181.

CLASSIFIED ADS

For Sale

1929 Roadster. Asking \$15,000. Older restoration, but good looking. If interested, call Bud Andrews in Middleburg, VA, at 540-687-8770

1931 Pickup. \$15,000. If interested, call Magic Kayhan in Purcellville, VA, at 703-585-1132

1939 Ford Pickup Street Rod: This is a rare (only 15k made) all-steel Ford half-ton pickup truck. Chrome yellow exterior with maroon leather interior. A very nice truck and a consistent award winner. No rust. Everything in excellent condition. 21k miles since built in 1997. I have owned since 2002. Garage kept. Price: \$34,900 or best offer. Have much more than that in it. You can check out the ad on the Hot Rod Hot Line website:

<http://www.hotrodhotline.com/classifieds/classifieds.php?a=2&b=35799> If interested, please e-mail or call Jerry Watkins at 301-942-7405 or 301-675-1236.

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).

PHOTO CREDITS FOR THIS ISSUE

Cover and photos of Peyton Randolph—unknown photographers
Sims travel vehicle, p. 4—Bill Sims
Zadnik anniversary photo, p. 8—J.T. Pearson (age 9)
Victoria story, pp. 11-13—Stan Johnson

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