

The Ford Script



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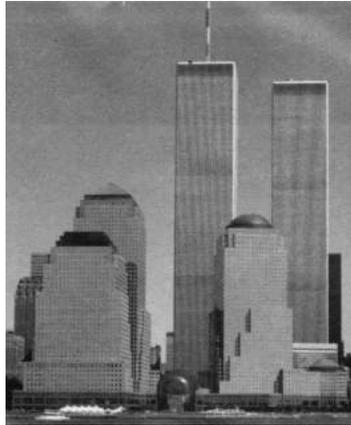


Jim Gray and Clem's cars at the Clifton car show



Dedicated to the restoration and preservation of Model A Fords for 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
Web Master: Greg Shepherd

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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, Sept. 29th

FROM THE PRESIDENT



“Dear Membership,

Well, here we are at the end of August, and Labor Day weekend is upon us. It is time to take stock of your Model A Ford summer driving activity. How many times have you had your Model A out this summer? How many trips to the ice cream stand? How many grandchildren, neighbors, visitors and guests have you given a ride to in your Model A?

Hopefully, the answers to these questions is simple. LOTS of rides, LOTS of times. If not, you still have time to make amends. We have Labor Day Weekend (probably over by the time you read this), the Warhurst Picnic on Saturday, September 13th. There is the national tour at the end of September. We have a Club Monthly Meeting on Wednesday, September 17th. And, there are all those other weekends in September too. Then, October starts off with the Armed Forces Retirement Home visit, in Washington, D.C.

So, now is the time, before October settles in, and those cool breezes start to blow in, to get out and exercise that Model A, and go for a drive.

Once those breezes do come in (after Hershey), how do you prepare your car for it's winter slumber? I think we should have a seminar on that. How about if we gather at a member's garage some Saturday morning this Fall, and go over the process of putting a Model A to bed for the winter? Any volunteers (garage required)?

I still remember back in the 1970's when I went up to New Hampshire, only to discover I had forgotten to drain the radiator on my Model AA truck. It was early November. There was already snow on the ground; it was Cold. The truck was in an unheated garage, and the radiator was full of Water. I checked the radiator, and much to my surprise, all was OK. I started it up, and went for a drive in the snowy back roads. I got stuck on a level road, where the 6:00 X 20 tires were just spinning on the smooth 6-inch snow cover. I finally broke off some pine branches, put them under the wheels, and I was off again.

Back at the garage, I drained the radiator, put Marvel Mystery oil down the plug holes, and took out the battery. My truck was all set for winter, and it started right up the next Spring.

That time, I was lucky. But, don't tempt fate. Lets have a seminar on winterizing, and see if it all still works the same way.

See you at the September Meeting.

Doug”

FROM THE EDITOR

It's been a long, disjointed summer. No 60-day camping trip, just a lot of short jaunts—2 weeks-plus in Finland and Russia, getting back just before the downing of that airliner made things hot over there; then a week camping in Pennsylvania where rain finally forced us home early; a month in the North Carolina mountains “sweating” in temps that occasionally broke 80 while I rocked on the porch catching up on my reading; and finally, last week, removing yet another chit from my bucket list—playing baseball at Doubleday Field in Cooperstown, NY. As luck would have it, while I was there, there was a Packard Club tour being run out of the main hotel in town. Beautiful cars. I did see one Model A, a local I'm guessing, that came out to join the fun.

Anyway, I'm back now. My noble assistant, Bruce Metcalf, can relax for the rest of the year. He did such a terrific job I'll bet you didn't even know I was gone.

Bill Sims

FROM THE SMOKE-FREE ROOM

Attendees: Included, Doug Tomb, Jerry Olexson, Jim Gray, Jim O'Neale, Bill Worsham, Suzan O'Neale, Bruce Metcalf, Greg Shepherd, Howard Minners, and Woody Williams.



Old Business: Discussion included the following items and the disposition the Board chose if a decision was required:

Program Chairman Jim Gray provided a summary of events from September thru November. These include:

September; the regular club meeting will have a presentation on Model A production and numbering system; what it all means? Dave Sturgess will give the presentation. The club's annual Pig Pickin' event is scheduled for Saturday, Sept 13, from 10 am to 3pm at the Warhurst residence. The club will provide prizes and additional prizes from Merrifield Gardens at the fun event.

Non-club events occurring in September include the Clifton Car Show and the Knights of Columbus Arlington Car show September 6.

October, a tentative presentation on restoration is in the works. It will be given at the regular club meeting. Rockville, MD, car show is scheduled in October, but is not a GWC club sanctioned event per a decision made by the Board of Directors. A follow-up contact to the Rockville sponsors as to this position by the Club will be made by President Tomb.

November, Steve Stamford will present an interesting “History of the Rouge Ford Plant”. At the time this was one of the largest integrated production factories at Ford.

Treasurer Woody Williams provided a monthly update of income/expenditures and fund balances as of August 27, 2014.

Sully Chair Bill Worsham reported on receipt of a check sent by one of the Sully event sponsors. Additional sponsors for next year's event are planned.

Articles for the September issue of the Club newsletter, The Script, should be submitted to Editor Bill Sims by Sept 3.

Membership Chair Greg Shepherd reported on signing up one new member in August..

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FROM THE SMOKE-FREE ROOM (Cont.)

National Club Liaison Howard Minners reported on his attendance at two Model A National Meets in the past month and the activity at each. He reported that the MAFCA club officers election will be coming up and urged all MAFCA members to vote accordingly.

The June 2016 Niagara Falls, Ontario, Canada, MARC Meet has been moved up a year to June 21-26, 2015. And it was noted that this meet coincides with the GWC Sully meet in June 2015.

September 19-21 will be MAFFI Model A Annual Museum Event, for those wishing to go. September 21-24, 2014, at Raleigh, NC, will be the scene of the "Tobacco Road Meet".

The Board continued discussion of the insurance coverage issues with the MARC and MAFCA policies to cover events and membership qualifications for their respective insurance policies. Additional issues were raised over the cost of the policies themselves and whether they provided a sufficient safety net. The Board was again informed by Bill Worsham that as the need or the event arises, GWC initiates a liability insurance policy specific to the event. Continuing dialogue with MARC and MAFCA on insurance policy coverage will continue from the Board.

President Tomb informed the Board that the sponsorship of a national event by GWC may be considered at some later date.

New Business: The Board discussed and made several motions that were duly approved via majority vote.

The Board amplified discussion of Article III Section 3B of the By-Laws pertaining to "Lifetime Honorary" Membership. A motion was made and voted upon favorably to form a selection committee to review and recommend nominations to the Board "Life Member" candidates for the Board's final review and decision. The subcommittee nominees for the year 2014 include, Board Member Bruce Metcalf, Member Clem Clement and President Doug Tomb. A prescribed format was approved for use by the Review Subcommittee as an integral part of the record and final recommendation.

Club Secretary, Jerry Olexson, provided a detail analysis of the use of Club Financial Resources to the Board. The time period 2011 to 2014 was used to show the club's financial resources used in three categories, namely: MAFFI Funding, Scholarship Funding, and Membership Direct Net Benefits Funding. These three categories comprise the more Variable Cost components and together expended \$38,000 of the club's financial resources.

A motion was made by Howard Minners to provide a \$100 stipend plus a club pin to all outside speakers brought in to address the club meetings and other special events in calendar year 2014. A unanimous decision in favor of the motion was made by the Board.

A schedule of Board meetings for the remainder of the year was finalized: September, There will be a special short meeting September 17. Regular Board meetings resume as follows, October 22, November 19, and December 17.

Minutes submitted by
Jerry Olexson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

The big event approaching was the Pig Pickin', scheduled for October 1 at Allen Pond Park in Bowie, Md. The '88 Pic had been a roaring success with a big turnout and no less than 35 Model A's or other old vehicles turning up. This year it was to be extra big, a two-fer, because our traditional annual Family Night pot luck dinner event wouldn't fit into our new digs at the Mclean American Legion Hall; so the two were to be combined. Yup, it was the same hall where we presently meet, but before its expansion to its present size. A flea market was planned for the September meeting, to be held outside the cramped quarters.



Editor Dick Johns wrote a word of thanks to John Howell, Richard Dove and Howard Minners for their contributions to the September script. John reported on his trip to Das Awkscht Fesht, AKA the Macungie, Pa., show. Seen there strolling about were Millard and Judy Springer, Dick Lebkicker, and Hellen and Peyton Randolph. Ed Simpson and Phil Kania had attended also.

Richard, who was attending McPherson College in the Auto Restoration program, penned an enlightening article on auto body soldering, pointing out the advantages of lead over plastic filler, and describing the process. In an experiment conducted by the Eastwood Company, the performance of lead was compared to that of plastic, AKA "Bondo" filler. In the experiment both lead and plastic were applied to pieces of sheet metal and they were both bent back and forth 90 degrees. After a few times the plastic broke and separated from the metal, while the leaded piece showed no change after 50 bends.

Howard reported on minutes received from the National Clubs' board meetings. MAFCA, then with 1,254 new members bringing total membership to 13,314, had inked a formal contract to put on another joint World Meet, time and place to be announced. New loose leaf judging standards were in the offing, and a new roster was coming.

2014 marks the 25th year of membership for Tom Shadis, whose joining was announced in September 1989.

Under the heading of "Club Seminar", a get-together was scheduled on the 23rd to assist Charlie Overman remove the engine and transmission from his '30 roadster, to be performed at his home at 3001 Veazey Terr. N.W., Apt 907, Washington, D.C..... .Huh? We were a lot younger then, but the 9th floor?

Dave Henderson

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September 2014

GEORGE WASHINGTON CHAPTER BY-LAWS—CONTINUED

Last month, The Script began publishing the Club's by-laws so that all the Club members would know the rules under which the Club operates. This month we continue, with Article II.

ARTICLE II

Purpose

The purpose of this organization shall be:

Section I Drawing principally from the Nation's Capital and surrounding areas, to unite in a central organization owners of Model A Fords and others who are interested in the restoration and preservation of this automobile in a manner to develop respect and prestige within the community. It shall further be the purpose of this organization to help these people become better acquainted, and to encourage and maintain among the members a spirit of good fellowship and fair play through sponsored activities, including the use of the Model A Ford and family participation. In pursuing this purpose, reference to the Model A Ford shall include all aspects pertinent to the Model A Ford and its era, such as engineering, technical information, production, sales history, literature and era fashions.

Section II To promote and facilitate the exchange of Model A Ford ideas, information and parts and to aid in efforts to restore and preserve the Model A Ford.

Section III To encourage and promote maintenance, display and operation of the Model A Ford in a safe and lawful manner.

Section IV The George Washington Chapter, Incorporated, is, and shall remain, non-partisan and non-sectarian. All persons are welcome. All activities shall be essentially not-for-profit and confined to ventures which further the stated purpose of the Club.

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50 - 50 CHANGE ! IT PAYS TO WEAR YOUR NAME TAG

To encourage the wearing of your name badge/tag to the meetings—when you purchase a 50 - 50 ticket you will receive one (1) free ticket, thus improving your chances of a successful win.

One ticket is \$1 (plus one free one) or three tickets for \$2 (plus one free one).

MEMBERSHIP REPORT

We have 1 new member this month. Please update your rosters with his information and welcome him to the club.

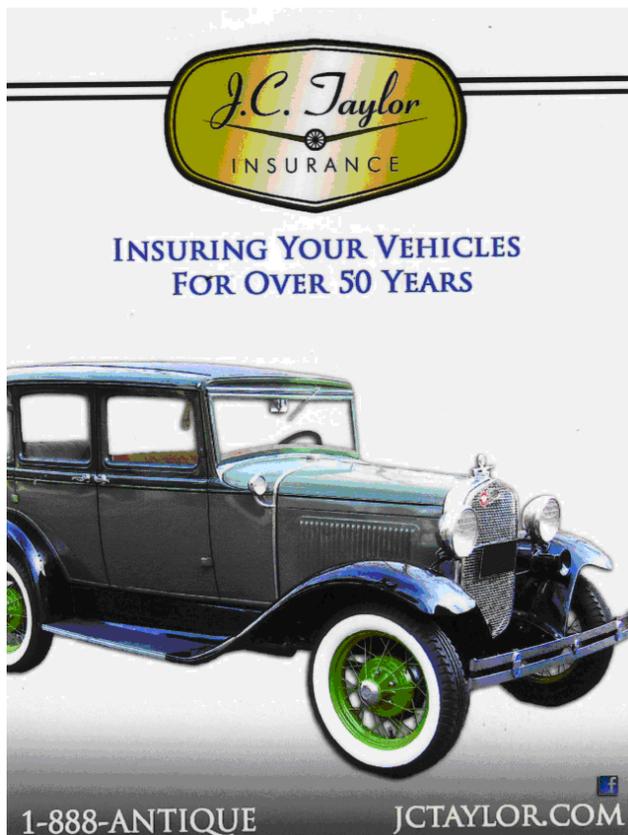
Mike Pangia

239 10th St S.E.
Washington, DC 20003
202-547-8988 (home)
202-360-0380 (cell)
MikeLaw83@msn.com

Mike came to the meeting in August and joined right there. He bought Jack Melnick's 1931 roadster which is always good to keep a car in the club. Welcome Mike.

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.



HERNDON CLASSIC CAR SHOW, SEPTEMBER 7

It was a dark and clear morning... REALLY dark... and chilly too... when Smokey and I peeked outa' the garage. I'd been fooling with Smokey's generator trying to squeeze some more lumens out, but it was not very helpful. So we rushed off blindly, sneaking up on some deer on our way to meet up with Jim Gray and Ruby at the corner of "Walk" and "Don't Walk" (Popes Head Road and the Fairfax County Parkway).

I got there first, and was counting up the lumens for my 2 light sources to see if I could get to 64. All of a sudden a huge black Suburban lit up the intersection with blue lights aflashin! Knowing I



was not guilty of nuthin', I kept on polishing and shining and looking for some more lumens. The officer jumped out of his Chevy and was most chatty about what was happening. About that time he gets an urgent call about some ladies of the night who had lost their earnings in Herndon. He sez calmly that was working a disabled at the moment but would get right on it. Jim rolled up and immediately begins pointing and blabbing about my clear and present guilt concerning whatever the fragrant violation was. The officer noted my Vietnam Veteran ball cap, and Jim's retired USAF ball cap, and he thanked us for our service. We, in turn, thanked him for his.

This very impressive officer was in full garb including a Kevlar vest, and I am so happy to have him serving us in Fairfax County. He asked that

his picture not make Facebook, so we chopped him out of my mug shot. When he rushed off to the next situation, there was no roar or spinning tires, the big Chevy just vanished into the night.

We arrived at the venue 0654, and were immediately drafted to judge again. Then we were directed to several different places to park until we were sent to right where we wanted to be. After setting the brakes, Wayne Chatterton from the eV8 club joined us for a hike to Anita's for burritos.



Today was "chicken day" for me, so my flock of squawkers was in hi tune. Plus I carried a fat turkey setting on 3 ostrich eggs, which were sittin' on a chicken crate wherein a calico hen had just laid 3 eggs and an 8-ball... this may have been overload for some folks, but others loved it and wanted pictures in my farm vehicle.

A couple of days back I found my wire-controlled chicken horn and mounted it on the #1 Cylinder. It surely echoed along the streets of Herndon and turned heads. Since there was no designated adult along we were safe from criticism.

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HERNDON CLASSIC CAR SHOW (Cont.)

Bruce and Loretta Metcalf joined us a bit later, but wisely chose not to be the designated adults.



Tom Quigley joined us, and was seen ogling a 1919 T that had morphed into a hot rod. His '31 Vicky won a "top 3 award" in the pre-WWII class. He later joined Ed Brant on the take-Apart-T team as they assembled, started and drove the car in well under 15 minutes. Here they are putting it back on its trailer for a ride home.

Jim & I spent a couple of hours judging the 15 cars in the pre-WWII class; only 4 were largely stock vehicles. The Best of Show Award went to Colonel Bob Shawn, USAF (Retired), a 94-year-old "triple vet" (WWII; Korea; and Vietnam). In front of his magnificent 1942 Dodge WC 57 "Command Vehicle" (it was probably in the inventory as a: "Vehicle, Command, 1 each), he laid out a series of photographs of him in front of the various fighters he flew in his three wars. Colonel Bob still maintains and drives this big truck, and when Jim read his name as the winner of his class, he literally bounded up the stairs two-at-a-time to accept it. As he rejoined the crowd, he held up and shook the trophy up like a Super Bowl MVP.



We experienced a good-sized crowd and many cars, but unfortunately both the car and spectator turnout was much smaller than last year. Maybe my chicken hat chased 'em away; but we had a nice time all-around anyway.

Clem and Jim

SAFETY FIRST

(Reprinted from September 2014 "Skyliner")

We just came back from a wonderful trip to Bedford and the D Day Memorial. There were seven Model A's on the trip, and it brought to mind the fact that we haven't mentioned or discussed some of the things that can be done to improve driving safety in a Model A in quite a while. We did some night driving on this trip, and the main thing that was obvious was that many of the cars would be more visible at night if they were better lighted. We had some headlights that were burned out, some taillights that weren't working, and several cars that were original, but would have been safer at night with a second taillight, or LED's added to taillights, or a brake light bar added in the rear window, and headlights re-silvered. Some could use all of the above. Another thing that adds to safety day or night is turn indicators. Modern drivers are not looking for a hand stuck out the window to show them what your intentions are, so turn indicators make matters much clearer for them, and for other Model A's following behind.

Then there are a few more features we'd like to see in more cars. There is a reason seatbelts are required in modern cars. They improve safety in old cars as well, and aren't that hard to install. We haven't figured out how to equip them with air bags yet, but we would if we could. And finally, on this trip we heard several tales of folks having cars catch on fire. Don't let it happen to you. Put a fuse in your Model A and be safe rather than sorry.

Judy Springer
(former GWC First Lady)

REMINDER TO PREPARE FOR OUR SEPTEMBER PRODUCTION NUMBER PROGRAM

Dave Sturges from the Baltimore club will give this program on his research into production facts about the Model A Ford. Ford kept some very detailed records during the production of the Model "A". A good number of these records have survived and are available through the Ford Research Center. Ford maintained a daily log of all Model "A" engines produced at the Rouge plant. These were hand logs and show us how many and what engine numbers were produced each day during production. The Model "A" Restoration Guidelines and Judging Standards show the same information for each month during production. Some of the engines produced at the Rouge plant were sent overseas for foreign production while some foreign plants assembled their own engines.

Ford also kept yearly logs of how many of each body style were assembled at each of the 32 assembly plants. A good number of the Ford built bodies had a number stamped into the front body cross member. The number can appear anywhere on the top of the steel cross member. Just lift the rear of the rubber floor mat or carpet and scan the top of the cross member for some stamped characters. These stamps are thought to be production numbers for each plant. Please do not scrape any paint to try to find your number, but do find it and either take a rubbing with a pencil and paper or just write it down.

Want to learn more? Bring those numbers to our September 17th general meeting where Dave Sturges from the Greater Baltimore Model "A" Ford club will be give us his presentation on the daily engine logs, annual production logs, and the meaning of those stamped-in body numbers. The numbers from your cars will help you better understand their histories and will add to the data base Dave has built over several years of research.

Jim Gray

THE GWC STEEL MAGNOLIA TOUR, SATURDAY, AUGUST 16

Our "Steel Magnolia Tour," to Evan Meyerrieck's M&D Machine Shop in Purcellville, followed by lunch at "Magnolias at the Mill," was a great success.

After input from Sewall Tyler, Bruce Metcalf, and Evan, we drove some wonderful "Model A" roads there and back again: the colonial era Snickersville Turnpike and Harmony Church Road.

A dozen of us in 8 Model As had a nice breakfast at the Chantilly Bob Evans, and after a brief driver's meeting we were rolling by 9:45.

We met up with others who had come their own way to the M&D Machine Shop at approximately 11:00. By the time Evan began his tour, we had 24 of us and a dozen Model As at his shop.

After our tour, we looked at the quaint shops in Old Town Purcellville, including Nichols Hardware; a store which celebrates its 100th anniversary this coming December. After the shopping, we gathered at the party room of Magnolias at the Mill for lunch.

All that said, the getting there via the colonial-era Snickersville Turnpike was worth the day:

The rural Virginia Byway, Snickersville Turnpike (State Route 734), follows between Aldie and Bluemont (formerly Snickersville) via Mountville, Philomont, and Airmont. It includes the 180+ year-old [Hibbs Bridge](#) over Beaverdam Creek (a tributary of Goose Creek). This turnpike replaced, in part, the first toll road in the United States, which consisted of two roads from Alexandria northwest into the Shenandoah Mountains.

When the Iroquois hunted in the foothills of the Blue Ridge Mountains, they followed a trail that eventually became the roadbed for Route 734, the Snickersville Turnpike. Over the centuries, many names were given to this meandering byway that rises and falls across the lush Loudoun Valley. Land deeds from the early 1700s refer to it as the Shenandoah Hunting Path. From the late 1700s until the early 1800s it was called the Mountain Road. Still, at various points along the route, people found other names more suited to their purposes, such as the Blue Ridge Road, Colchester Road, the Middle Road and Snickers Gap Road.

By all its names, Snickersville Turnpike has been a setting of great significance to our nation's history. While still a land surveyor for Lord Fairfax, George Washington traveled this road over Snickers Gap and often spent the night along the Shenandoah River, where Edward Snickers kept an inn and operated a ferry.

Increased commercial traffic in the early 1800s put an extra burden on the road, and during its 1809-10 General Assembly, the Commonwealth of Virginia created a system of privately owned toll-roads or "turnpikes", and appropriated \$20,000 to build the 13.75 mile Snickersville Turnpike. As late as 1915, a toll booth was still in operation on top of the Blue Ridge at Snickers Gap.

Many Civil War skirmishes took place along the full length of the turnpike, where both Union and Confederate troops covered Snickers and Ashby's Gaps, while troops led by Robert E. Lee and "Fighting Joe" Hooker traveled up and down the Shenandoah Valley.

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STEEL MAGNOLIA TOUR (Cont.)

Major General J.E.B. Stuart, Brigadier General Alfred Pleasonton, and John Mosby with his Rangers were prominent figures in Loudoun Valley's Civil War action.

The War took its toll on the turnpike. The Goose Creek Bridge was burned, and after the war, only the westernmost five miles were in a condition to merit payment for passage.¹



My window on the past on the Snickersville Turnpike



Four Model As follow me across the historic stone arch Hibbs Bridge

STEEL MAGNOLIA TOUR (Cont.)



After Jim Cross's unscripted testimonial of the excellence of Evan's work, Evan talked us through how he does his magic: it's with mostly vintage American-made machines and training master machinists using original documentation. You know: old school. And if you need it, he can line bore your 12' long engine block with exceptional accuracy, because the bed of his boring machine is one solid cast piece of steel. And it's dead level and dead straight.



Clem's favorite big boy toy: a vintage metal lathe from a steam locomotive shop; I think Bruce was impressed as well.

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STEEL MAGNOLIA TOUR (Cont.)



Evan explained to us the intricacies of pouring Babbitt – one of his specialties (the “B” is capitalized because the process was invented by Isaac Babbitt in 1839²). The Babbitt formula he uses is the same as is used in heavy-duty commercial Diesel engines; it’s also the same formula in making insert bearings – the only difference is that insert bearings are poured into steel molds, where the poured Babbitt is poured directly into a precisely heated block. And that’s the “trick”—heating a perfectly cleaned block and crankshaft up to 475 degrees (as I recall), and then cooling it, at a controlled rate in the oven, to just above the Babbitt melting temperature. This temperature is determined by the exact composition of the Babbitt you are pouring. Attach your molds, and pour your melted Babbitt into the molds when everything is the precise temperature called for by your Babbitt formula. Will it hold up to the pressure of a high compression head? Absolutely – the Model A engine internal pressures are not even close to the pressure inside a commercial Diesel engine. So Benny and the rest of us learned that two more engine rebuilding rumors—that modern inset bearings are the only way to go when you rebuild an engine; and that Babbitted engines can’t handle a high compression head—bite the dust.



We brought 24 folks in a dozen Model As to Evan’s shop; it was an amazing place.

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STEEL MAGNOLIA TOUR (Cont.)



After the machine shop tour, we enjoyed lunch in the party room at Magnolias in the Mill.



Apparently, the country air brought out the hidden country gal in Betty. Phil says she's recovered now. That's a good thing. Especially for Phil.

Should you choose to go on your own:

M&D Machine Shop: 37251-H East Richardson Ln., Purcellville, VA 20132. Owner is Evan Meyerriecks; his phone number is 540-338-1001. His email is evan@mdengines.com

Magnolias at the Mill: 198 North Street, Purcellville, VA 20132. Their number is 540-338-9800; their web site is www.magnoliasmill.com

If you go, spend the few extra minutes and travel the Snickersville Turnpike; you'll never regret it.

Jim Gray

1 <http://www.loudounhistory.org/history/snickersville-turnpike.html>

2 http://en.wikipedia.org/wiki/Babbitt_%28metal%29

TECH TIP

(Reprinted from September 2014 "Skyliner")

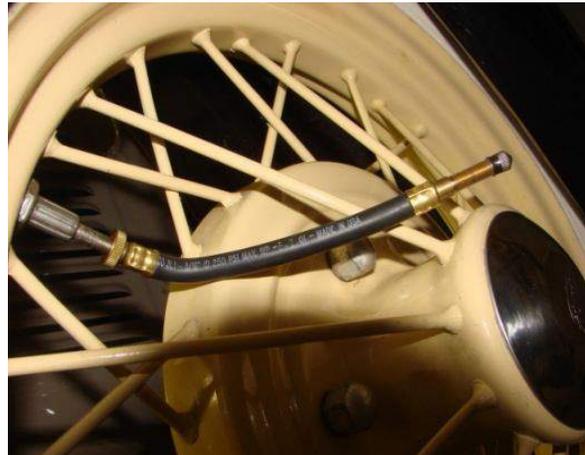
Tire Valve Stem Extension

This technical note describes a tool I keep in my Roadside Recovery toolbox. It assures me I can pump up low tires at any gas station.

The Problem: The passenger side rear tire on our Phaeton developed a slow leak on a weeklong tour. When I went to a local service station to top it up, I found I could not get their air chuck to line up with the end of the valve stem. Their air chuck was the bulky kind with a pressure gauge built into it. When I tried to line up the end of the air chuck with a correct high Model A valve stem in the center of the Model A wheel rim, the air chuck hit the hub cap and remained at an angle to the valve stem. I found similar air chucks at other stations and finally at one station that did repair work I was able to use the air hose inside their repair bay which had a conventional round-knob air chuck.

This can be a problem not only Model A wheels but also other spoke wheels with a high valve stem that exits the center of the rim.

Two Solutions: My two solutions to this difficulty are shown in the photograph. The first on the top is a valve stem extension I made up out of a conventional round-knob air chuck, with a retaining clip to hold it on the valve stem, a piece of ¼ in brass pipe and a valve and valve stem salvaged from an old tube. You clip the air chuck on the valve stem and then fill the tire through the valve on the other end. It works



It works well but another solution is the hose-type dual wheel truck valve stem extension shown in the bottom in the photo. This screws onto the valve stem, where the air chuck retaining clip can fall off, and being flexible it's always easy to line up with the air supply hose. Dual wheel valve extensions are available at any truck tire or RV supply place for about \$10. The second photo shows the hose-type extension installed on a valve stem and the ease with which it can be adjusted to connect with the service station supply. But, it does require a tight bend in the hose to get it on. Take your pick.

Alfred Meyer

LABOR DAY CRUISE-IN AT CLIFTON, VIRGINIA

The Clifton cruise in day started with a light misting bit of rain. Some brave souls looked out the window and went back to bed for a while. Not Jim Gray and I. Jim had made arrangements to park by Tom Barton's vintage 1927 Sears style home right on Chapel Road. This good plan allowed for us to arrive at the decent hour of 7:30 am. As I rumbled in they said there were only 2 spaces left on the main road for show cars. Smart plan by Jim!



The show's leader, Jim Chesley, and I have known each other for years. This year he asked me to bring my goose. WELL, apparently my goose had flown the coop. I sez how about some squawking chickens and a fat turkey sitting on ostrich eggs. He said only if I hung the farm-use tag on my Model A that he had given me.



So my arrival was met with chicken noises and Ahooga sounds and some amazement by the throngs of attendees. We tried to clean up our cars, but for me, my spritzer would not evaporate due to the high humidity, so I did the thing folks do when the going gets tough...I quit and sat down. And thanks to our great location, we had shade most of the day for me to sit in.

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CRUISE-IN AT CLIFTON (Cont.)

In our spot along Chapel Road, we were out of the main rush of folks, but we had many stop by to chat and take advantage of our chairs and charming personalities galore, including several Clubbers. It was good to see Milford Sprecher all the way down from Takoma Park, Bill & Judy Worsham, and Cliff Green there in his Woody.

The Clifton Lions Club had their famous barbecue trailer there serving hamburgers and barbecue. Their setup got rattled both times the AMTRAK trains rumbled by on the nearby rails.

I think my favorite visitor was a little girl carrying a small stuffed dog (See photo). She clapped her hands and the chicken set up a fuss. She showed the stuffed dog to the chicken who squawked even louder. Then sumthin' got in my eye...



Jim seemed to know everyone who came by... some even acknowledged they knew him.



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CRUISE-IN AT CLIFTON (Cont.)



If you haven't been to Clifton in a while, there's a new restaurant where the old Heart-in-Hand used to be. It's called Villaggio's. Jim told me about it, and now it's one of our favorites. I highly recommend it if you're ever in the area. They make their own pasta, and have a genuine brick oven for their pizza. Very good eats!

Jim and I both took tours around the town to check out the huge selection of cars; as usual, they seemed to be everywhere.

WOW; I just now realized that I didn't get down to the Bikers area to hear the Hubcaps or see the bikes and leather.

Did I mention it was hot? Well it was, so a little after 1 pm we'd both had enough fun, and we rolled for home.

Clem and Jim

UPCOMING PROGRAMS

October 15 Program

On October 15, John Leydon has tentatively agreed to give us a presentation on his recently completed restoration of "Christine." I hope you had a chance to see his beautiful '31 Cabriolet at Sully. Come hear John tell us how he got it to that condition.

November 19 Program

On November 19, Steve Stanford from "H is for Henry" will give us a presentation on the history of the River Rouge Plant. This promised to be an entertaining and informative program, so make sure you don't miss it.

December 17 Program

Brown bag gift exchange-a-rama

PIG PICKIN' SEPTEMBER 13TH, INTERNATIONAL MODEL A DAY



Our Pig Pickin' this year will be held at Billie and Bob Warhurst's home, 5709 Quietbrook Road, Fairfax, Virginia, on Saturday, September 13 from 10:00 AM to 3:00 PM.

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; a "Corn Hole" bean bag toss; and horseshoes.

The cost of the picnic is \$5 per 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 August 20 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 Jim a check for \$5.00 made out to: "GWC MAFCA, Inc.", and mailed to his home address, as shown in the membership roster.

DIRECTIONS: From I-66, exit onto the Fairfax County Parkway (Rt. 7100) south toward Springfield.; turn right onto Pope's Head Road; take 2nd left onto Quietbrook Road; continue straight ahead ¾ mile until you come to a red-brick driveway which leads to the Warhurst home at 5709 Quietbrook Rd., Fairfax, Va. 22030

Jim Gray & Benny Leonard,
Picnic guys pro tempore

CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST THURSDAY SEPTEMBER 18

The next CDC is scheduled for Thursday September 18, – 9:30 am at the [Fair Oaks Silver Diner](#). 12251 Fair Lakes Parkway Fairfax, VA 22033 (Corner of Fair Lakes Parkway & West Ox Rd.)

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

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WANT ADS

For Sale

1928 Truck Restored around 2000. Been driven on two tours and then to the Sully shows. Runs great! Manufactured Oct. 10, 1928. Asking \$25,000. Call Edna Cross at 703-431-0012

1929 Model A Roadster Pickup Located in York, PA. Asking \$12,000. Contact Michael Flory at crabby754@icloud.com

1930 Sport Coupe Completely restored and owned by current owner for 47 years. Always garaged. Asking \$17,000 but will accept a reasonable offer. Contact Skip Monsein at 240-418-5510 or by email at skipsboat@aol.com

1931 Town Sedan Side-mounted spare, chrome and oak luggage rack, manila brown with black top and fenders, spokes and wheels are burnt orange, LeBaron Bonney interior in very good condition, new carpet. \$12,000 firm. Car located in Minneapolis. Call Jack at 612-722-2771 or Sally at 651-452-2020.

Model A Coupe Street ready. Body and paint in fine condition. Rebuilt engine with about 1,,500 miles on it. New clutch, steering linkage, and brakes. 6-volt alternator, turn signals and second brake light, rear luggage rack, and re-done interior. Asking \$15,000. Located in Silver Spring, MD. Contact John Creeden on his cell at 202-329-7145 or by email at jcreeden@aoc.gov.

All of the above-listed cars are on the GWC website with accompanying photos.

1930 license plates, Virginia truck or pickup, in perfect condition. Paid \$367 but will sell them for \$300 obo. Contact Randy Tavishati at randyta@comcast.net.

Parts for sale: As most of you know, my 1928 phaeton moved on to her new home. And I still have lots of Model A parts to sell. I sold at Sully and the July GWC flea mart. What I have left are 5 transmissions, a set of aprons, lots of small parts, early brake parts, A head, Ford Script head, B head; free advice, no wheels, petals, accelerator linkage, etc. As much as I can haul, will be heading for Hershey in October. Whattauneed? Clem Clement email: clem.clement@cox.net

Wanted

A nice man by the name of Tom Trail contacted me as he is looking for a few parts for a 1930 Model A he is working on. He is looking for a headlamp bar, front fender braces, running boards and braces, splash shields and rear fenders. If you have some to sell, please contact him at 540-687-5517, which is his place of business.

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).

COMING EVENTS

September 13 Annual Pig Pickin' at the Warhurst estate in Fairfax, VA (see p. 21)

Sept. 20 Poolsville, MD, Day Annual Classic Car/Rod/Truck/ Motorcycle Show. 12:00 to 3:15. Event entry and car registration is free. Lots of children's activities, arts/craft/and others vendors, local music, food and demonstrations. Event itself runs from 10:00 to 4:00. Contact Jim Brown at 301-221-1988 or by email at <jimbrown.sales@gmail.com>

Sept. 20 -- 39th Annual Edgar Rohr Memorial Antique Car Meet, 10:00 AM to 3:00 PM at the Manassas Museum, 9101 Prince William St., Manassas, VA. Flea market, Model T assembly demonstrations, 58 awards. Free spectator admission, free parking in garage across street. Near farmer's market, Old World Festival, and the restaurants and shops of historic Old Town Manassas. Rain or Shine! Flyer at www.bullrunaaca.org . More info: Jon Battle, terraplane@verizon.net, or phone (540) 364-1770.

Sept. 21 Kena Car Show, 10:00 to 3:00, concessions, paved parking lot, indoor rest rooms, good food and music, 25 trophies awarded, door prizes, vendors. For information, call Burt Zwibel at 703-280-5222, email: kustom1@cox.net or Gary Binge at 703-282-9949, email: a66burb@aol.com.

September 21 -24 MARC "Tobacco Road National Tour" in Cary, NC, sponsored by the Tar Wheel As of central North Carolina

October 1-5 Fall Carlisle

October 5 56th ANTIQUE AUTO ASSEMBLY at the Armed Forces Retirement Home in Washington, DC

Schedule of Events: 8:00 a.m. - Registration/Refreshments served
9:00 a.m. - Car Show Begins
10:00 -11:30 a.m. - Judging takes place
11:45 a.m. - Nation's Capitol Model "T" Club Demonstration
12:15 p.m. - Award Presentations
12:30 p.m. - Show ends

Enameled Dash Plaques commemorating the event will be given to each participant This event will be a part of the AFRH/Community FALL FEST day, 8:00 – 5:00 p.m. Activities include a golf tournament, Oktoberfest, fishing, beer/bourbon tasting, building tours, military static displays and much more....Plan to stay the day after the car show is over. For details call 202-541-7626 or 202-541-7639.

October 8-11 Hershey!

October 18 Rockville Antique and Classic Car Show. Join us on Saturday, October 18 from 11a.m. – 3:30 p.m. as the grounds of Glenview Mansion are transformed when more than 550 antique and classic automobiles go on display. This event is open to the public and admission is free. In 2013, the event had a record breaking year with more than 550 vehicles in the show and more than 10,000 spectators. Registration forms for 2014 will be available Mid-June. The entry fee is \$10 per vehicle, and \$30 per flea market and car sales spot. [Download a registration form.](#)