

# The Ford Script



Vol. XXXVI

January 2015

No. 1



A little boy claps his hands to make the chickens on the back of Clem's Cabriolet squawk at Fairfax Station last month



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](http://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](mailto:billhsims@gmail.com)

**Next deadline: Monday, Feb. 3<sup>rd</sup>**

## **FROM THE PRESIDENT**



“Dear Membership,

Wishing you all a Happy New Year! It is time to make some resolutions, and here are a few I would like to suggest to the membership:

- 1) Drive my Model A at least once a month to somewhere, anywhere, even if it is cloudy and looks like rain.
- 2) Give a ride in my Model A to someone new. This will help spread the interest, and the fun.
- 3) Do several one-day "tours" in the local area so the Model A will get some needed real exercise, and so others will see how nice a Model A looks driving down the road.
- 4) Bring some good Model A parts to the January Indoor and the July Outdoor Club flea markets.
- 5) Help out again at Sully, so it is as good a show as it has always been, only even better.
- 6) Give good suggestions for Club Meeting Programs to James, so his job is easier, and the topics are interesting. I may even volunteer to do a presentation!
- 7) Make suggestions to Jim and his Activities Committee on a new activity for the Club, so he will have more events to choose from.
- 8) Help another member with their car, so there are more Model A's out there and ready to go.

There is even more, but I thought I should make it short, so it is easier to remember. The bottom line is to have fun. The more members who help out, the easier it is to get everything done, and the more fun we all have.

Now we just have to remember that we have only 361 more days to make this all happen  
See you down the road.

Doug.”

## **FROM THE EDITOR**

The Script is a week late so we could get in the Minutes from the Jan. 10<sup>th</sup> joint Board Meeting.

As the new year begins, my Model A is still sitting in Donnie Temple's shop in Bath, NC. Actually, it's my checking account that's taking a "bath." But for a good cause. Because of my penchant for pushing my engine and driving 55mph when possible, Donnie convinced me to get overdrive—to give my engine a rest. But since Mitchell is backed up for more than 3 months, it'll be late April before I'll have my car back on the road. But with all it's problems resolved, it should run smooth and trouble-free for years (right Donnie?).

## FROM THE SMOKE-FREE ROOM

### **Minutes of January Joint (Old and New) Board Meeting**

January 10, 2015

**CALL TO ORDER:** The meeting was called to order at 8:00 PM by President Douglas Tomb at his (and Beverly's) lovely home; 2122 Grayson Place, Falls Church, VA.

**ATTENDANCE:** Present were Doug Tomb, James Kalody, Jim Gray, Bill Sims, Bruce Metcalf, Paul Gauthier, Stan Johnson, Greg Shepherd, Woody Williams, Jerry Olexson, Bill Worsham, and Benny Leonard. Absent were Howard Minners, Tom Quigley and Milford Sprecher.

**INTRODUCTION and THANKS:** Doug introduced newly elected members and welcomed them to the board, and thanked outgoing members Woody Williams and Paul Gauthier for their service.

**AGENDA:** Doug introduced the agenda for this abbreviated meeting:

- Development of dates for future events
- Review and vote on the club Audit Report
- Discuss Insurance issues
- Review Lifetime Member forms
- Discuss location of near-future board meetings
- Discuss future club events
- Other business that might be brought up by board members



**TREASURY and AUDIT:** The audit report dated Jan 9, 2015, and submitted by Gil Beckner was reviewed. The audit concluded that no problems or issues existed with the records as presented for the audit. The report showed that the total of all accounts at the time of the audit was \$56,365.80. After discussion, a motion was made by Jim Gray and seconded by Greg Shepherd to accept the audit. The board voted unanimously to accept the audit report. This confirms the status of the treasury and its records and provides for the shift of responsibility for the Treasury from Woody Williams to Jerry Olexson. Woody Williams reported that he, Jerry Olexson and Milford Sprecher had gone to the Wells Fargo bank for the transfer of signature authority. The bottom line of the past year finances is that the income and expenses were very close to the budget established at the beginning of the year.

**NATIONAL INSURANCE:** A discussion of the rising cost of insurance for the two national clubs (MAFCA and MARC). Letters from both clubs was read aloud by Doug Tomb. Discussion indicated that more information is needed regarding the benefits of the increased national coverage to our club and perhaps implying mandatory national club membership by all our club members. A committee was appointed to investigate and provide a report to the board. The committee consists of Doug Tomb, Bill Worsham and Jim Gray.

**SULLY PLANNING:** Bill Worsham announced the annual Sully Auto Show meetings are beginning. The Club's Sully Planning Committee will meet on Wednesday, January 14, and subsequently a joint meeting with the Sully staff will take place next month.

**MEETING DATES PLANNING:** Future meetings of the GWC board will take place on January 28, February 25 and March 25. Stan Johnson was appointed to recommend meeting locations.

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

ACTIVITY DATES PLANNING: Jim Gray provided the board with a list of known possible events available in 2015. To this list other events will be added as scheduling permits. Jim pointed out that even at this point the calendar is quite full and without much room for added events.

PROGRAMS PLANNING: James Kalody spoke briefly about the possibility of making a series of improved videos of item repair for use at club meeting and by individuals doing home restoration of parts. This month's program will be the Winter Swap Meet (inside) at our normal meeting location.

NOMINATION FORMS: Review of Lifetime Membership nomination forms was deferred until the January 28 board meeting.

ADJOURNEMENT: The meeting was adjourned at 9:30 PM.

Respectfully submitted,  
Stan Johnson  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Editor Joe Krafft editorialized about John Howell, our new President. John was only the second in the Club's history to return to that office after previously serving. President Howell rang in the new year with the hopes that 1990 would be an exciting one for the club, with new faces in addition to the old pros as officers and Board members. He introduced the members new to the Board: Paul Gauthier, VP and Program Chairman; Andy Pojan, Activities Chairman; Marylee Cassels, Assistant Editor; and Mike Sweeney, at large. Don Temple and Jerry Olexson returned to the Board after absences.



Program Chairman Paul Gauthier announced that for January Reed Martin would be our featured speaker. The subject: his experiences in the 1987 annual London to Brighton Race, in which only cars from 1905 and earlier were eligible. Ford Model A's were eligible, but not the Model A's we know—rather a very early Ford that was also dubbed "A".

Members were invited to participate in the Early V8 Club's "MID-WINTER BREAK", which was to be a discussion and demonstration of metal working techniques using mig welders, plasma arc cutters and sand blasters, by Steve Perrault of Abrasive Blasting Co.

Peyton Randolph provided the center spread in the Ford Script, which was a data sheet reproduced from Standard Engineering and Publishing Company's Standard Auto-Electrical Manual with tune up data, a wiring diagram, and mechanical specifications for the Model A. Jim Cartmill announced that he was initiating a monthly column in the Script based on subjects in the Ford Service Bulletins. He kicked it off with a bulletin about the generator and its adjustment as discussed in January 1929. Chuck Zierdt provided a list of past presidents going all the way back to 1964. President presiding the longest was Don Pope, 1970-1973.

Old Cars Weekly's January 4th issue contained an article about Bob and Jane Wild's two '39 Ford Woodies (wow, two!), and a picture of his grandparent's 1912 Cartercar.

With very little cooking in the column "Once in a Lifetime Opportunity" (swap) this month, it left one wondering... huh?

## **CAFFINE DOUBLE CLUTCH (CDC) BREAKFASTS WEDNESDAY, JANUARY 14**

The next CDC is scheduled for Friday, December 19– 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

## **MEMBERSHIP REPORT**

We have had good response on collecting dues for 2015, about 1/2 of the membership has already gotten their money in, but that still leaves us with 1/2 outstanding. The cost is the same as previous years: \$20 for members with email and \$30 for those without. The membership application that can be used for renewal is below. Please print out and indicate in the application form any changes to your info (phone numbers, emails, addresses, etc...) when you mail the check in. Also included in the Script is the Sully sign-up sheet for 2015. You can print and fill this out to include with your renewal check.

Please make the check out to 'GWC Inc.' and send them to:  
Greg Shepherd (GWC Membership Chair)  
3715 Brices Ford Ct  
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Please get your dues in soon for 2015 to help me out. The hard deadline is:

**February 28<sup>th</sup>, 2014**

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## **GEORGE WASHINGTON CHAPTER BY-LAWS**

In August, 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 Articles VII and VIII

### **ARTICLE VII**

#### **Elections**

Section I Elections—Elections will be held at the Annual Meeting, normally in November of each year.

Section II Nominees—The President will read the slate of nominees, as prepared by the nomination committee, to the general membership.

Section III Nominations from the Floor—The President will invite and receive nominations from the floor for any elected position.

Section IV Balloting—In the event there is more than one candidate for any position, closed balloting will take place for those positions. In the event of a tie vote, the President will decide who will fill the position in question.

Section V Installation—Installation of officers will take place in the month following their election. Notwithstanding, officers' terms of office will commence on January 1<sup>st</sup> of the year after they are elected.

### **ARTICLE VIII**

#### **Committees**

Section I Standing Committee—The Club's authorized Standing Committee is the Nominating Committee. The members of this committee will be appointed by the President. Composition of this committee will consist of two past Presidents, if available, plus a member at large.

Section II Standing Committee Purpose—The Nomination Committee will select a slate of nominees, consisting of a single candidate for each elected position. Selection will be reported to the President at the October Board of Directors meeting and published in the November newsletter.

Section III Ad Hoc Committees—The President, with suggestion and approval from a majority of the Board of Directors, may appoint members to serve on ad hoc committee assignments as warranted.

## **STAN JOHNSON - HONORARY LIFETIME MEMBER**

After a careful review of the nomination package submitted by Dave Henderson, the significance of the contributions Stan has made to our club, as well as to the entire international Model A community was brought into sharp focus for the Board of Directors of the George Washington Chapter of the Model A Ford Club of America (GWC MAFCA) / Mount Vernon Region of the Model A Restorers Club (MVR MARC). Presenting this award at the annual Christmas Party on December 6, 2014, President Doug Tomb noted that this award was, in fact, long overdue.



Stan Johnson has served this club in numerous significant capacities. He was the recipient of the Carl Patrick award in 2001; led the project to build the chapter's authentic Gordon Smith Model A Air Compressor, and later chartered a MARC Special Interest Region focused on these Air Compressors. He restored his 1931 Model A Victoria, and helped fellow club member Tom Quigley drive to Denver and trailer home, and restore his Victoria.

In 2002 he was elected Vice President and Program Director, and was soon pressed into service as club President after ill health forced the elected President to step down. He served as Assistant Editor of our club newsletter, The Ford Script in 2005 and 2006, and Club Secretary in 2008. In 2009, he was elected Club Vice President again. During this period of nearly constant service to the club in these various positions on the Board, Stan kept involved in developing and presenting substantive and interesting programs to our membership. These included the videos he produced on the operations of Schwalm's Babbitted Bearings engine and mechanical shop in Strasburg, Pennsylvania; as well as the videos he developed on the operations of the Brookville Body Company in Brookville, Ohio.

Stan's growing interest in the broader Model A community led him to accept a position with the Model A Ford Foundation, Incorporated (MAFFI), where he served as a Trustee for Publicity. His organizational and leadership skills were quickly realized, as he rose to serve as President first from 2003 to 2006, and again from 2011 to 2015. As the President, Stan led the committee effort to select a location to build an international museum dedicated to the Model A Ford. Following his successful site selection campaign, he led the financing campaign that raised over \$1 million to build this museum at Hickory Corners, Michigan, on the campus of The Gilmore Car Museum. The complexity of this project should not be underestimated, as Stan coordinated and integrated the efforts and knowledge of the Model A Restorers Club; the Model A Ford Club of America; MAFFI; and the Henry Ford Museum in Dearborn, Michigan. The response to this new world-class museum has been overwhelming, and a long-term sustainment plan, led by Stan, is currently in the works.

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## STAN JOHNSON - HONORARY LIFETIME MEMBER (Cont.)

In 2013, Stan was selected as the 2013 recipient of the MARC Kenneth G. Brady Award, presented each year to the person(s) who has given unsparingly of time and energy to the Model "A" Restorer's Club national organization. While the Kenneth G. Brady Award is generally viewed as MARC's version of a lifetime achievement award, consideration may also be given to a member for extraordinary service during the past year.

Howard Minners, past President, MAFFI, presented this award to Stan at the GWC 50<sup>th</sup> Anniversary celebration held at the Mount Vernon Inn, Mount Vernon, VA on July 21, 2013.



Few individuals have done more for the Model A hobby, and no one before has ever been successful in getting a Model A Ford Museum built and operational. Stan has turned his passion for the Model A Ford into a brick and mortar edifice housing thousands of artifacts and countless pages of the history of the Model A Ford and its era. We in the GWC MAFCA / MVR MARC are privileged to have Stan as a member of our club and honored to present him with his well-deserved Lifetime Honorary Membership.

Jim Gray

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## GRAY WITH AN A

Right about Thanksgiving, I start hearing Andy Williams singing “It’s the Most Wonderful Time of the Year”<sup>1</sup> in my mind. And just as every year since 1963, when the song came out on Andy’s first Christmas album, Einstein’s theories about time and relativity seem to go out the window.

Just as days need to be 48 or more hours long, they seem to last only an hour or two. Just when we need more daylight, there is less.

There’s so much to see and do, but getting there to see or do it gets more and more difficult with the weather and the traffic. Perhaps we just slip a bit closer to a black hole each year... “The Theory of Everything” movie about Steven Hawking took a stab at making this concept clearer, but I still ran out of time.

The marvelous Fairfax Station old car and train show celebrated its 25<sup>th</sup> anniversary this year. This show was the brainchild of clubber Clem Clement and his long-time friend, Chaplain Jim Warrenton. I was able to drop by briefly on Saturday the 6<sup>th</sup>, and was immediately drafted to do some locomotive repair work.

A rainy Saturday followed by a cold Sunday dissuaded most of our classic cars this year, but not the crowds, and not Clem. Clem’s Cabriolet was on display with guard dog Bob in the rumble seat.



Our club Christmas party was great fun, and very well attended. Paul and Laurel Gauthier once again did a wonderful job getting the event organized, and a great job keeping it all flowing. Clem had some of his incredible 100-year-old standard gauge trains running at this year’s Manassas Candy Factory “Winter Wonderland” train show from December 10 – December 14. Unfortunately, I was unable to attend because of my time-compression exacerbation in the workshop: I was hard at work on a shoofly rocking horse for my newest grandson, Asher James Nelson. I needed some 48-hour days...

After Christmas, with horse project complete, I was able to join Clem in shutting down the trains at the National Christmas Tree on their last night of running for the year on January 1. This truly

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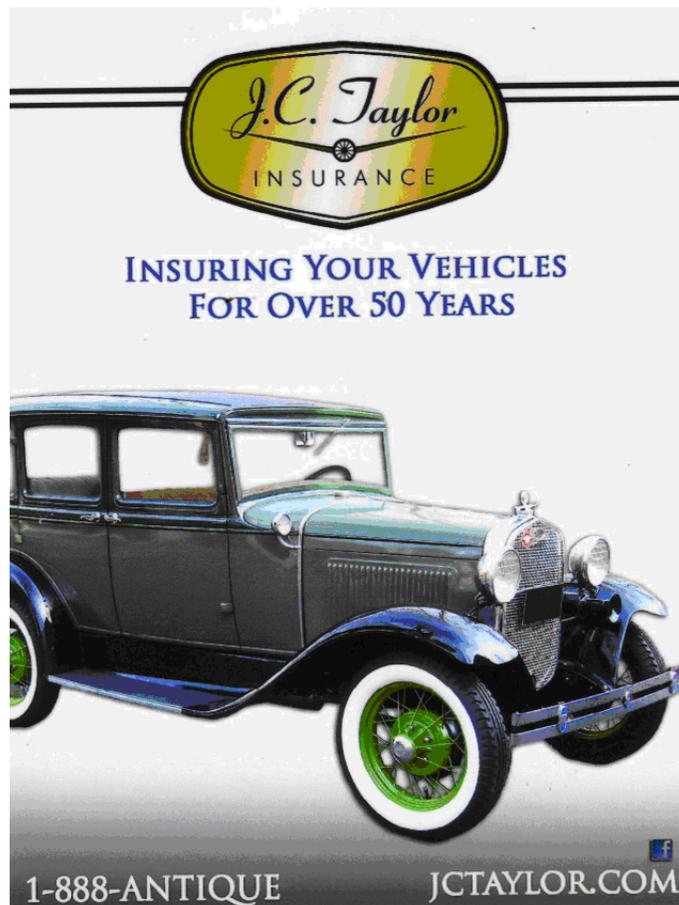
## GRAY WITH AN A (Cont.)

was a shot of wonder for the year. The crowds in among the state trees and around the National Tree come from all over the world, many for their one and only visit to our great nation. They strike me the same each year: bundled up against the cold, in universally great moods, and fascinated with the trees and trains.

Throughout the season, in my rocking horse shop, at the Fairfax Station, and at the National Christmas Tree, I could hear Andy singing. It's still the music of the spheres that binds us all together – reminding us why we are here and to enjoy the time we have. I just wish I had more of that time... maybe I'll start my holiday prep on the 4<sup>th</sup> of July this year. If you'll excuse me now, I've got to finish our Christmas letter.

Jim Gray

1. Written by George Wyle & Eddie Pola, as performed by Andy Williams



## December 2014 Brown Bag

So many things hidden in so many little (and big) brown bags. It's like telling a kid he has to choose while not being able to see his present. Tough tasks call for tough tactics.

Most notable to me was the recurring admonition from Betty McCormick to "be quiet" when I suggested to each newly called up "picker" to remember that he or she could steal a previously chosen gift. Why was that, Betty? Ya' tryin' to hide something?? Apparently she was... but



with 52 bags for the men and 42 for the women, there was a long wait to get the end while trying to protect that special item. Meanwhile, Jim O'Neale was making a theft of his own. Long wait? Just ask my dear wife... but in my humble opinion, she and I both won – I got 2 great Model A ads (thanks, Howard!), and Kathie got a wonderful Santa plate.

Jim Gray



52 guys



42gals,



**SEEN AT THE DECEMBER BROWN BAG**



## DEJA VU ALL OVER AGAIN OR ANOTHER TOBACCO ROAD TOUR PLUS SOME (PART 3)

The next day I head to South Carolina, in the sunshine for once, for some more history touring. I was heading to Kings Mountain National Military Park and then to Cowpens National Battlefield. I actually made it to Kings Mountain with only one slight detour, how about that? As I mentioned earlier, I kind of did battlefields in reverse time order and Kings Mountain was actually the first of the three. At the time of the battle English Major Patrick Ferguson had recruited and trained an army of Loyalists and was serving as Cornwallis' left flank. After the previous battle of Camden, South Carolina, where Cornwallis defeated General Horatio Gates, then commanding the patriot forces, the frontier militia went home to the west to harvest crops and strengthen their forces. Ferguson sent word that he would follow them, hang their leaders and burn their crops and homes if they did not submit. Somewhat peeved, they vowed to finish Ferguson once and for all and in September of 1780 they marched back over the mountains and joined local militia under Colonel William Campbell. Ferguson learned of the growing force and moved to Kings Mountain, a spur of the Blue Ridge with a plateau about 150 feet above the surrounding land. The hill top was a seemingly an excellent position for his army of 1,000 Loyalists and Provincials but was surrounded by forest. On October 7<sup>th</sup> a force of 900 Carolinians converged on Kings Mountain through a night of rain that muffled their approach and surrounded the mountain. The forest gave the patriots, skilled in guerrilla tactics used on the frontier, perfect cover and in an hour the battle was over. Ferguson had been killed late in the battle and what few Loyalists remained had been captured. Cornwallis' left flank had been destroyed.



Looking up at Kings Mountain

The Visitor Center had a wonderful film that explained the battle and a walking path around the mountain that also led up to the top. There were a number of signs that explained differing aspects of the battle from both sides' point of view and I found that if I walked fast I could stay just ahead of the fifty or so Cub Scouts that were visiting the park that day. All in all, a wonderful morning, but I had to leave the Scouts behind and head on to Cowpens and I got there without another detour.

The battle at Cowpens on January 17<sup>th</sup>, 1781 was a precursor to the battle at Gilford Courthouse. General Morgan had been sent by General Green to the west to threaten Cornwallis' left flank and Cornwallis had in turn sent Lieutenant Colonel Tarleton to subdue him. Morgan knew that his Continentals were outnumbered and sent for militia from North and South Carolina and from Georgia. Morgan knew that these militia men were brave but also understood that they would be no match for the English bayonets or for Tarleton's Dragoons, so he devised a strategy to take advantage of the militia's skill with their rifles and the terrain available. He chose to fight in an open wood used by the local population to graze their cattle. The field sloped gently toward the advancing English and Morgan set his men in three lines. To

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## DEJA VU ALL OVER AGAIN (Cont.)

the front he placed the best of the militia sharpshooters in small groups, 90 yards behind them were the rest of the militia and 150 yards behind the militia he placed his Continentals. Behind the Continentals and below the crest of the slope, Morgan placed his 150 cavalry troops. About dawn the English began their advance and the sharpshooters did their job of slowing them down. Tarleton attacked with his Dragoons and the sharpshooters fell back. The militia had been told to fire two volleys at killing range, concentrating on the officers, and fall back behind the Continentals. Tarleton again sent his dragoons in pursuit of the militia but they were repulsed by a slashing attack of the Continental Cavalry. The English engaged the Continental line, which at one point fell back, reloaded on

the run, and turned as a unit firing at point blank range. The militia then attacked from the English left and the cavalry came in from the right. The battle was over in less than an hour. The information in the Visitor Center indicated that this was the first use of a "Double Envelopment" by an army associated with the United States.

Again the Visitor Center and the museum had a great deal of information about the battle and, once again, an excellent movie explaining the two sides' movements up to and including the battle. There was a meandering walking path through the park that I enjoyed, without Scouts this time, and I got back to the center just in time to see a firing demonstration of muskets and a small cannon put on by some Continental reenactors. One thing I found very interesting was a presentation concerning the difference between the muskets used by both sides and the rifles used by the militia. The rifles were, of course, rifled and were very accurate. Muskets were not accurate until you were at close range but muskets were very sturdy and could be used as a club. A frontier rifle stock was much more slender and would easily break if used as club. Additionally, the muskets would mount a bayonet while the only bayonet a rifle could use was a plug bayonet, which "plugged" into the barrel negating its firepower. For these reasons both armies used the musket as their weapon of choice. Thus endeth the history lesson.



After the first shot you can't see a thing. out of their way. Once over the Blue Ridge and into Tennessee, I took back roads into Gatlinburg and Pigeon Forge.

So my next stop was dinner and a motel and I didn't get lost again. The next day I went back into North Carolina and took my time getting over near the Blue Ridge. It was a nice day and I had an enjoyable drive, ending up at a hotel near Interstate 40. I had decided to chance another interstate because I couldn't find a shorter route or one that was less twisty. So next morning I'm up bright (okay it was cloudy and sprinkling again) and early and off over the mountains. I had expected climbing lanes for trucks going over the hills but there weren't any. As it turned out, I didn't really need them. There was not a lot of traffic and I could outrun the trucks going uphill and stayed in the left lane to let them outrun me going down. I think I did a reasonable job of staying

Jim Cartmill

(To Be Concluded Next Month)

## TOURING IN THE OLD BAY STATE IN THE SNOW

It was a cold and blustery  
was punctuated by occasional but  
so close to Halloween that one  
joined the leaves rushing across  
if they did, they would not foil the  
through the back roads of  
chicken dinner with fellow car



November day in New England. The cold  
inconclusive snow squalls. It was cold and  
would not be surprised if a wispy ghost  
the road in front of the antique cars. Even  
determined drivers as they plied their way  
Massachusetts toward their goal - a roast  
enthusiasts.

It was a windy, raw, early winter day that started in Sudbury, MA, (established in 1639) and took us through picturesque towns such as Framingham, Milford, Minden, Uxbridge, Hopedale, Millville, Boroughville, and finally Harrisville, RI, where chickens are expertly roasted and served to an appreciative crowd.

Yes, a select group of loyal Model A enthusiasts were out in the weather heading from Sudbury, Massachusetts. Yes, you guessed it! The Model A Minutemen Chapter (MAFCA) were on the road again. Because the weather was unpleasant, only 3 REAL Model As were in the serial plying their way to Rhode Island. (Serial is a military term for an element of a convoy.) The snowflakes seemed to flee the sight of the cars. Of course the 30-40 MPH wind gusts helped them out of the way. The hardy drivers were John Pierce (1931 Coupe); Roger Harris (1930 Roadster Pickup with full side curtains): and Tony Raiano (1930 Pickup – with no heater). John Pierce was truly well prepared for the weather, as you can see by the photograph – show shovel and chains at the ready, firmly attached to the rear spare tire.



The hardy November travelers – Pierce, Harris, Raiano



John Pierce - ready for the worst

I can understand why the Minuteman Club offers so many tours. The non-major roads are eminently drivable at an average speed of less than 45 MPH. In fact, many members were proud of their tour schedule (see p. 14) with more than 50 tours a year (something that should inspire us all). New England also offers some wonderful countryside, but, so can Virginia!

How did I know about this event? Simple! I invited myself to the outing while I was visiting Boston. I called our Stan Johnson, who called Art Callan (MAFFI Director) in Boston, who directed me to Dick O'Brien, the tour director for the chapter, who graciously invited me to the outing. With no plans for the weekend in Boston, I joined in. The real purpose of the tour was

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## TOURING IN THE OLD BAY STATE (Cont.)

to meet with other car clubs at Wrights Chicken Farm for Sunday lunch. The "farm" was actually a farm that morphed into a banquet hall capable of serving over 1,000 guests – family style. A very enjoyable lunch, all in the presence of fellow car enthusiasts from all over the area. Since their monthly meeting was the following Tuesday, I decided to attend the meeting also. That night, the club held an auction of donated car items, splitting the proceeds with the part owner. A novel idea that we might consider!

In all, it was an enjoyable alternative to spending the weekend staring at a TV in the hotel room. It was nice to get out and about with those like us who enjoy the Model A Ford hobby. It is always inspiring to see Model A Fords plying the New England back-roads in winter and how deftly they evaded the snow showers!

Tom Quigley  
member without portfolio

### MINUTEMAN MODEL A FORD CLUB - 2014 TOURS

<b>Date</b>	<b>Day</b>	<b>Time</b>	<b>Description</b>
03/19/14	WED	6:30 PM	* Firehouse Pizza Tour
03/30/14	SUN	7:00 AM	* Winter Blahs Swap Meet
04/06/14	SUN	10:00 AM	Brunch Tour
04/17/14	THUR	6:30 PM	Dinner Tour
04/26/14	SAT	ALL DAY	* Minuteman Tour Clinic
04/27/14	SUN	8:00 AM	* Ford V8 Club
05/01/14	THUR	7:00 PM	Ice Cream Tour
05/08/14	THUR	6:30 PM	Dinner Tour
05/10/14	SAT & SUN	ALL DAY	* Mansfield Flea Market
05/13/14	TUES	7:00 PM	Ice Cream Tour
05/17/14	SAT	10:00 AM	Club Rally
05/18/14	SUN	12:00 PM	* Wellesley Parade
05/24/14	SAT	11:00 AM	Lunch & Ice Cream Tour
05/29/14	THUR	6:30 PM	Dinner & Ice Cream Tour
06/06/14	FRI	9:30 AM	Wingarsheek Beach Tour
06/06/14	FRI-SUN	TBD	* Manchester, VT Auto Show
06/08/14	SUN	10:00 AM	* Wellesley College Parade
06/08/14	SUN	7:00 AM	* Maynard Show
06/12/14	THUR	7:00 PM	Ice Cream Tour
06/19/14	THUR	6:00 PM	Dinner and Ice Cream - Stowe Airport
06/22/14	SUN	ALL DAY	* Elm Bank Car Show
06/24/14	TUES	6:30 PM	Food & Ice Cream Tour
07/02/14	WED	6:00 PM	Ice Cream Tour
07/04/14	FRI	12:00 PM	* Sudbury Parade
07/10/14	THUR	6:30 PM	Dinner Tour
07/13/14	SUN	8:00 AM	* Bay State Auto Show & Flea Market
07/16/14	WED	7:00 PM	Ice Cream Tour
07/20/14	SUN	9:00 AM	* Codman House Car Show
07/22/14	TUES	7:00 PM	Ice Cream Tour
07/26/14	SAT	ALL DAY	* Collings Race Of the Century
07/31/14	THUR	7:00 PM	Ice Cream Tour
08/08/14	FRI-SUN	TBD	* Stowe, VT Auto Show
08/14/14	THUR	6:30 PM	Dinner Tour
08/18/14	MON	6:30 PM	Dinner Tour
08/21/14	THUR	7:00 PM	Ice Cream Tour
08/23/14	SAT	10:00 AM	World War II Museum
08/27/14	WED	7:00 PM	Ice Cream Tour
09/03/14	WED	6:30 PM	Dinner Tour - Pizza
09/12/14	FRI-SUN	TBD	* New England Meet - Long Island, NY
09/18/14	THUR	6:00 PM	Ice Cream & Candy Tour
09/20/14	SAT	10:00 AM	Windam Junction - New Hampshire
09/23/14	TUES	6:30 PM	Dinner & Beer Tour
10/04/14	SAT	11:00 AM	Apple Picking
10/13/14	MON	6:30 PM	* Italian Dinner Tour
10/17/14	FRI-SUN	TBD	Martha's Vinyard
10/23/14	THUR	6:30 PM	* Dinner Tour - Wayside Inn
10/26/14	SUN	TBD	* Halloween Parade
11/02/14	SUN	10:00 AM	Wright's Chicken Farm
11/08/14	SAT	10:00 AM	Frostbite Tour
11/12/14	WED	6:30 PM	* Dinner Tour
12/05/14	FRI	6:00 PM	* Holiday Party
12/07/14	SUN	1:00 PM	* Christmas Parade - Maynard

## **BAD GAS—A TRUE STORY**

I think we have all heard about 'bad' gas and the potential impact it has on our older cars that are not made to handle the higher ethanol content of today's gas. Over the summer, I recently ran into 2 instances that have affected my car.

The first incident was on July 4 as I drove home from my local neighborhood parade. Its basically 2 blocks from a corner to the pool led by the local fire engine, my car and the neighborhood kids on bikes. When I got home, I noticed the fuel gauge was reading empty but I knew there was gas. I opened the gas cap and right then I saw the cork float bopping across the top of the gas. I surmised that the 'bad' gas ate away at the glue that my grandfather has used to attached the cork to the wire. Who knows for sure though. But now I have a project to complete. Especially after club member Woody helped me find a gas gauge tool at Hershey this year.



The second incident happened when I was planning to head out to meet some of the guys from our club and the Early V8 club at a mini-car show at a retirement home in September. I went to start up Ol' Henry in the early morning on the day of the show as it had been awhile and boy was he running rough. I got out to go look at the engine on the passenger side and low and behold, gas was just pouring out of the carburetor. I shut him down and removed the carburetor to put in my back-up that I had rebuilt a year ago at Small Parts Day. When I took the carb apart, the float was stuck to the bottom in a bunch of gunk (that's the technical term I learned later from Clem). Every time I shut down Ol' Henry I burn off the excess gas in the carb but still a bit remains at the bottom of the bowl end. And apparently, this turns into gunk that's like quick sand, which sucked down the float.

On the good news front, the replacement carb worked at least enough to get me to the car show, where great fun was had with the jugglers, cars and pirates. Also, I cleaned out the original carb and got it all back together and it works great again. Guess I need to run Ol' Henry more often to keep the gas flowing to clean out the junk.

Greg Shepherd

## GWC CHRISTMAS PARTY, DECEMBER 6, 2014

Paul and Laurel have done it again! They planned and put on a splendid Christmas party for the club.

Seventy-Five of us gathered at the Fairfax American Legion Hall on Saturday, December 6 for a great meal and fun times. "Tank" Edwards provided the background music, and President Doug Tomb provided the gravitas as he awarded an Honorary Lifetime Membership to Stan Johnson, and later introduced the new Board of Directors for 2015.



Past presidents Tom Quigley and Stan bring a wealth of experience to the 2015 Board, while newcomer James Kolody (not pictured) will bring many new ideas and much new energy. Doug passed on many thanks go to Jim and Suzan O'Neale and Woody Williams for their work on the 2014 Board.



Edna Cross, Sharon Leonard, Suzan O'Neale, Janet Merkel, Betty McCormick, Kathie Gray and Laurel Gauthier brought their own brand of class to the event.

Woody Williams and Judy Worsham show off their twin foot casts. Note Woody sports the "Santa Boot" edition.



Jim Gray

## COMING EVENTS

**Jan. 14 Caffeine Double Clutch. (See p. 6.)**

**Jan. 21 Winter flea market in lieu of monthly general membership meeting.**

Jan 24 Saturday; 7:00 AM – 1:00 PM; 27<sup>th</sup> Bay Country Region AACA Winter Automotive Parts Meet, Governors' Hall at Sailwinds Park, Cambridge MD 21613; \$2.00 admission (donated to Wounded Warrior Project) [http://local.aaca.org/baycountry/parts\\_meet.htm](http://local.aaca.org/baycountry/parts_meet.htm)

**Feb. 13 Caffeine Double Clutch.**

**Feb. 18 Monthly general membership meeting.**

**Feb. 22 Old Car & Train Day at the Clements'. Noon – 5:00 PM. More info in next month's Script.**

## WANT ADS

### **For Sale**

1929 Tudor Sedan, older restoration, extremely solid body and running gear. Correct interior, older paint needs buffing, runs very well, excellent tour car. \$10,500. Don Temple 252-923-9903

1929 Leatherback Fordor Sedan, true unrestored survivor, excellent mechanics, original interior and top, one repaint on body with original color, absolutely no rot or rust ever. Underneath of chassis has no pitting, always stored inside, car should be shown in H.P.O.F. class, drives better than a restored car, drive anywhere. \$12,500. Don Temple 252-923-9903

1931 Victoria Really good condition and runs good. Done in Chicle Drab, Copra Drab, and the wheels are Tacoma Cream. Floor pan replaced in '09 and radiator in 2010. LB interior in great shape, but has several mouse holes in the headliner. Engine pans present on both sides. Has roller shades and a vase. Hood supports have been added. Paint has some bubbles and needs some touching up. Tires were new in 2008 but spare needs replacing. Some smoke at start-up but not at normal operating temps. Just a bill of sale will accompany the sale of this car. Car is in Purcellville, VA. Asking \$13,000. Contact Roy Loso at 703-517-8332 or at [royloso@gmail.com](mailto:royloso@gmail.com)

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 \$13,900. Located in Silver Spring, MD. Contact Jack Creeden on his cell at 202-329-7145 or by email at [jcreeden@aoc.gov](mailto:jcreeden@aoc.gov).

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

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).

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

Names- First \_\_\_\_\_ Spouse \_\_\_\_\_  
Last \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_  
Phone (H) \_\_\_\_\_ (C) \_\_\_\_\_ (B) \_\_\_\_\_ E-mail \_\_\_\_\_  
\_\_\_\_\_

Model A's owned 1) \_\_\_\_\_  
2) \_\_\_\_\_ 3) \_\_\_\_\_

For members with email the dues are \$20.00 per year but are prorated over the year: Joining after March 31<sup>st</sup> = \$15.00, Joining after June 30<sup>th</sup> = \$10.00, Joining after September 30<sup>th</sup> = \$5.00. This is the preferred way as it helps on club costs as well as emails are sent about club events, invitations and other related activities.

For members without email the dues are \$30.00 per year but are prorated over the year: Joining after March 31<sup>st</sup> = \$22.50, Joining after June 30<sup>th</sup> = \$15.00, Joining after September 30<sup>th</sup> = \$7.50.

Please visit us at: [www.gwcmodeleda.org](http://www.gwcmodeleda.org)

Any questions can be directed to our membership chair Greg Shepherd

Send check payable to the GWC and completed application to:  
GWC – Membership Chair  
3715 Brices Ford Ct  
Fairfax, VA 22033



## Sully Volunteer Statement Fathers Day, Sunday June 21, 2015

NAME: \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC is a big and active club, and running it takes money. Our primary moneymaker is our annual Fathers' Day car show at Sully Plantation. Volunteers - working 2 hours at a time - make this show work.

To get you working in the right area, please identify where you can help run the show by placing a check next to the committee(s) where you would like to work.

- Judging.** In this job, you'll see the best cars up close and personal. This is appearance judging, so don't be intimidated. If you like old cars (and you must!), I'll bet you'll love judging.
  
- Old Car Parking.** We need members for a couple of hours at a time to get the old cars parked where they need to be. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go!
  
- Registration.** This job will give you the opportunity to know the cars as they arrive for judging. Each car will have to get credentials from you to drive onto the field.
  
- Front Gate.** This is one of the most important jobs we have at Sully, because you have to direct the flow of cars at the main gate. With all the great looking cars arriving, time moves fast at this job.
  
- Flea Market.** This is the perfect job if you don't have enough fleas (and who does?) Getting the field laid out and marked is crucial to having a successful flea market. So what if you're the first to know where the best deals are? It's your job!
  
- Car Corral.** Park those wonderful "for sale" machines, and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!
  
- Snow Cone Booth.** This is, undoubtedly, the BEST job on a hot Sully day. Work under shade surrounded by good folks and lots of ice... now that's cool!
  
- Information Booth.** This is our outreach to the public, and focal point about the details of the show. You'll get to talk to a lot of good folks, and, if you are on the first shift, watch all the Model As drive by on their way to their judging field.
  
- Trailer Parking.** Maybe the best kept secret job at Sully. The trailers bring in the real gems to the show. Get them parked and see them first!
  
- Help Where Needed.** If you're not sure where you want to help, mark this choice. Our meet chairman will work with his committee chairs to put you to work where you are most needed.

*Questions? Call our Annual Meet Chairman, Bill Worhsam at 703-250-5474*