

The Ford Script



Vol. XXXVII

October 2016

No. 10



Dave and Kathy Ault and their '31 Deluxe Roadster at the Pig Pickin'



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

The Ford Script



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

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

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

www.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, October 31

GRAY WITH AN A



MEA CULPA!!

Yes, I'm the one to blame for this edition of the *Script* being so late. I got carried away restoring my 1970 Datsun 240Z and getting ready for Hershey, and time got away from me. Fortunately, I've got Bill Sims to pull my bacon out of the fire with another fine *Script*.

With both the rained out fall Carlisle show and the Hershey of beautiful weather behind us, we're ready for a nice close tour back to Lew Parker's bucolic Willowcroft on Sunday, October 23.

Our annual pilgrimage to the Armed Forces Retirement Home in northwest D.C. was on October 2. I'm disappointed to have to report that only Benny, Milford Sprecher and I drove our Model As to the show, but encouraged by the great response by the residents to the show. We are in communication with the new staff members at the home to help them re-energize this show... the residents love it.

Our fall picnic was a rousing success, with over 60 members and guests in attendance. I can't report on the Rohr show or on "The Great Gatsby party on the Lawn of the National Cathedral" because I was unable to attend either of these. I will say that Hershey, because of its unusually good weather, was a great deal of fun. It's also interesting to see the perspective of our "Hershey Widows" as we go merrily tromping about the fields of Hershey; I'm led to believe that Kathie's story "tells it like it is" while we are all gone.

If you need more car show fixes, you still have Saturday morning "Katie's Cars and Coffee" meets in Great Falls <http://katiecarsandcoffee.com/calendar/>; and Sunday morning meets at the Dulles Landing Shopping Center in Loudoun County <https://www.facebook.com/CarsandCoffeeDullesLanding/>; as well as the famous Rockville Car Show. This year's show will be on Saturday, Oct. 15, from 8:30 a.m. to 3:30 p.m. at the Glenview Mansion at Rockville Civic Center Park (603 Edmonston Drive, Rockville, MD 20851) <http://www.rockvillemd.gov/DocumentCenter/View/16435>.

We'll have sign-up sheets at the October meeting for our Willowcroft Tour on October 23. Don't forget – if you drive your Model A AND cook your picnic lunch on your manifold, you'll be rewarded with a fine bottle of Lew Parker's Willowcroft wine!!

Our program offerings have been and will continue to be great. Don Pauly's September talk on "The Way it Was" was very interesting, so much so that I've had to split my write up on it over at least 2 *Scripts*. This month, Benny and James plan to tell us about the club's collection of KRW tools, and, in November, we'll get an update on Stan's hot rod project- squeezing an early V-8 engine into a Model A frame. Sounds very *American Graffiti* to me... does this mean Stan is our Harrison Ford? The name seems to fit our adventuresome Stan quite well, don't you think?

Watch your email and check our great web site for updates on and pictures of all our activities...

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GRAY WITH AN A (Cont.)

go drive your Model A! Take a camera with you, snap a few shots, and write a few words about your adventures.

We've good news from our recruiting efforts to add to our BOD. Stan has offered to replace the retiring Howard as our National Club Liaison. Doug will move to Secretary, and we are finalizing discussions with a new Activities Chair.

November 16th will be our annual membership meeting with voting for our new slate of officers and our proposed changes to the Bylaws. We will distribute these proposed changes as soon as we get them ready. We will also have apple pie (from Mike Copperthite's pie company) with ice cream and coffee. What a great way to prepare for Thanksgiving.

Finally, DON'T FORGET! Our December meeting will be ONE WEEK EARLY on December 14. This is our Brown Bag affair, so find something good and of about \$20 in value to bring to the party. Remember to mark your bag as for a lady, or for a guy. If you are a lady and you want to compete for guy prizes, bring a guy gift and let our table folks know.

Jim

JOE THOMA BRICK IN PLACE AT MUSEUM

A brick, inscribed with Joe Thoma's name is now in place at the Model A Ford Museum. It was one of a large number of bricks imbedded in the sidewalk before Model A Day. Several months ago, the GW club Board of Directors decided to memorialize Joe Thoma's key role in the formation of the George Washington Model A Ford Club by buying a sidewalk brick inscribed with Joe's name. There are still spaces available for additional bricks for anyone who seeks to memorialize an event, a loved one, a car, or a club member, such as our club has done for Joe Thoma.



FROM THE EDITOR

I'm back from Kathmandu. It took me a week to recover from the bad air and the exhausting schedule we maintained—baseball most mornings against 20-somethings and tours of Hindu and Buddhist temples in the afternoons. What most impresses, though, is the traffic.

My sense was, after a week there, that if I landed in Kathmandu and rented a car (an insane proposition), by the time I got to my hotel, I would be curled up in the fetal position in the front seat, whimpering. For starters, they drive on the wrong side of the road. Oncoming traffic is in the right lane. The streets are full of dogs, pedestrians, bikes, rickshaws, motor scooters (I think every citizen is issued on at birth), cars, lorries and busses. Oh—and cows.

There's a line down the middle of the street, but that's just a suggestion. Passing is routine and if it would appear you're going to hit somebody head on, they'll flash their lights to warn you to move. The scooters dodge in and out of vehicle traffic with hardly a care. You have to be watching all directions at once to avoid hitting anyone or being hit. And all this is accomplished, in a city of over a million people, without a single stop sign or (I am NOT making this up) traffic light! Some major intersections had a 3-man team of policemen directing traffic. (At night they had wands that changed from red to green.) Otherwise, it was one for all and all for one. First rule for pedestrians—you have the right of way unless you lock eyes with an oncoming driver; then the driver has the right of way.

Worse yet, there are no street signs! I bought a street map and there was not one street name on the whole thing. Alice and I never ventured more than 2 blocks from the hotel on foot for fear of never finding our way back. Their back streets resembled Middle Eastern souks or bazaars.

Given just the insanity of the traffic situation, the near misses and cars barging out of side streets to get into the traffic flow, and you'd have to think that people's nerves would be frayed and tempers would flare. But you'd be wrong. In 8 days in vans maneuvering around the city, no one witnessed one altercation of any kind—no fist waving or shouting. Just a single beep of the horn if one's actions caused annoyance.

After one day in this traffic, we figured all you had to do was move here and open a body shop and you'd be a millionaire in a month. So we started paying attention to the quality of the car bodies driving around us. We soon discovered to our amazement that cars with dents, scrapes or scratches were practically nonexistent! These drivers were far more careful than seemed possible. One person in our group noted that crashes were so rare they actually made the local newspaper. When I asked the desk clerks about auto insurance, they had no idea what I was talking about.

On our last full day there, I was leaning against the window of our van heading out to visit a Hindu crematorium. While we were in the turn lane to turn right, a van bus full of people suddenly whizzed by on our left, and there, standing tethered to the luggage rack on the roof, stood 2 goats. Now I've seen everything. Farewell Kathmandu.

In last month's issue, in Dave's GWC 25 Years Ago column, he'd mentioned Model night, which I corrected to Model A night. He notified me that I shouldn't have, as it was, indeed, a night when members could bring in all their Model A related models for people to see. We should consider doing it again as a program for 2017. As I recall, it was quite interesting and fun to see what people had.

Bill Sims

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting September 28, 2016



Call to Order. The September Board meeting was called to order at 7:02 PM by President Jim Gray at the meeting room of the Red, Hot and Blue Restaurant in Fairfax, Virginia.

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

Minutes of the August 24th meeting were approved by Board Members prior to being published in *The Script*.

Treasurer's Report Treasurer Jerry Olexson announced that he is preparing the 2017 budget. He asked that each board member who expects to need club funds in the coming year to submit an estimated need to him. Jerry provided a detailed printed report of the Treasury status as of September 28. The rent for the meeting hall has been paid. With the remaining expenses of the year in sight, the target budget will be at or slightly above the adopted budget. Dues for 2017 will be coming in soon.

OLD BUSINESS:

By-Law Revision Committee Appointment President Gray stated that Jason Cunningham, from the membership, and other board members will begin work soon on the by-law revisions. The committee will recommend minor changes to accommodate advancements in technology, such as the ability to communicate via email and electronic remote meeting technologies.

Sully Committee Report. Bill Worsham stated that he is filling several vacancies in the Sully Committee for the coming year. For example, Bruce Metcalf will replace Paul Gauthier in managing the swap meet, and Jim Gray has agreed to be Chief Judge, and he is working on several revisions to the judging standards for the show. Bill plans to hold an early December committee meeting at the Red, Hot & Blue restaurant in Fairfax.

Scholarship Chairman Tom Quigley recently received and read to the board a thank you note from Amiee Beardmore thanking the club for its support during her first year in college.

Tool Chairman. Benny Leonard reported that the two-day effort to clean out and repair the tool shed went well with 12 people participating. The tools were removed and inventoried. A new inventory list with more information was developed. The shed was cleaned and painted, and the one sagging door rebuilt. Items were reorganized, cleaned, oiled, and put back in an order that facilitates locating and removing. Another similar day is needed to work on the club's Smith compressor to maintain it and get it operating smoothly. Possibly a Sandblast Day and/or a 2nd Small Parts Day could be organized for this fall.

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FROM THE SMOKE-FREE ROOM (Cont.)

Report on Museum "Model A Day". Stan Johnson reported that he attended the annual Model A Day at the Gilmore Museum on September 17. The special feature was a Model A coupe that had traveled around the world as a part of a group of 4 Model A's. Suzan O'Neal purchased a copy of the trip video and plans to show it at a forthcoming club meeting. The day also featured the first showing of a restored Diamond Block Model A Engine used on a Baldwin Gleaner combine harvester. It has several unusual components such as the carburetor, governor, exhaust manifold, and air intake. Stan also reported on the trip he and Roz took which included the Ford manufacturing activities at Iron Mountain, Michigan, where the woody wagons and WWII gliders were manufactured. He may have enough material for a program about the site sometime in 2017.

By-Law Revision Committee President Gray stated that the by-laws revision committee is still working on the wording of minor changes needed to accommodate advancements in technology, such as the ability to communicate via email and make electronic remote meeting technologies.

Programs. Vice President James Kolody reported that the October program will be given by Benny Leonard, who will display the K.R. Wilson tools that the club owns. K.R. Wilson, who was recently inducted into the Model A Ford Hall of Fame, made tools for Ford Dealerships to make repairs easier with tools specifically designed for certain repair functions. Benny Leonard will show each of the tools owned by the club and demonstrate its function and proper use.

The November program will be an explanation by Stan Johnson of his project to assemble parts needed to create a look-alike '32 roadster based on random '31 roadster parts. He has a Model A frame and front end, a '47 flathead V8, which he obtained in the Upper Peninsula of Michigan, a '39 transmission obtained in Tennessee, and a 1930 roadster cowl that was part of a Smith Compressor he bought in New Jersey. He is installing '39 hydraulic brakes that he bought from club member Dave Frost. Capping off the front end will be a '32 grill shell purchased at a swap meet in Luray, Va. This is similar to a project he and his father worked on in the early 1950's, so it is more of a nostalgia project than a hot rod expedition.

The November meeting will be the official annual meeting of the club, with election of officers and voting on our by-law revisions, and will feature ice cream and music.

The December program, which will be given one week before the normal meeting time on **December 14th**, will be the annual Brown Bag Gift Exchange. Prepare now by buying or setting aside a DESIRABLE gift valued at \$20 or more. The success of the program depends on gifts previously opened being so desirable that the next participant will want to take that gift rather than take a chance on an unopened bag from the gift table. You know you brought the right gift when it moves from person to person (limit of 3 moves then it is no longer in play).

Activities. Jim Gray reported that the club picnic at the Warhurst home was a great success. Hostess Billie Warhurst was very pleased with the large group of about 60 people and the array of cars parked in the circle in front of the house. Bingo was popular, and 5 lucky winners each walked away with a bottle of wine.

FROM THE SMOKE-FREE ROOM (Cont.)

Doug Tomb and Jim Gray reported on plans for coming activities. The Armed Forces Retirement Home trip will take place on Sunday, October 2. The show opens with Registration beginning at 8 AM and continues to 12:30 AM. The car show is followed by a great Fall Fest that runs until 5 PM. Participants should gather at the McDonalds in the Pan AM Shopping Center in Fairfax for an 8:00 AM departure for the trip into the District.

The John Leydon-led tour of the Oak Hill facility scheduled for October 23 has been postponed. The club will instead visit Willowcroft Winery for a picnic featuring manifold cooking. If you cook your meal on your manifold, you will be awarded a bottle of Lew Parker's fine wine. For the future, the club is looking into an overnight visit to Kent Island, Maryland where Mike Pangia owns a former Lindbergh-owned plane.

The annual Christmas Party Dinner and New Officer Introductions will be held on December 3 at the Fairfax American Legion Hall, the same site of the same event last year.

Membership. Chairman Greg Shepherd asked that the new list of club tools be provided for use in the club roster.

The Board voted to unanimously approve the Lifetime Membership Committee recommendation, of a Lifetime Membership award to the person nominated this year. The award will be presented at the Annual Christmas Party.

Editor Jim Gray announced that Bill Sims relayed that the deadline for the next issue is Tuesday, October 4th.

National Club Liaison Chairman Howard Minners pointed out that next week is Hershey.

The MARC Membership Meet next year will take place in Shipshewanna, Indiana 23-25 March 2017. The MARC Annual Meet will take place July 30- Aug 4 in Gettysburg, PA.

NEW BUSINESS

Mark your calendars. Arrangements have been made with the American Legion Hall to conduct our December meeting one week early, on **December 14** due to the lateness of the 3rd Wednesday this year relative to Christmas.

Donation of Tools. The board voted to donate two "5Z" tools to the Model A Ford museum. The tools were found in the tool shed cleanup. They were made for use in the Ford Assembly plants for special functions connected to the assembly of vehicles and operation of the plant. The Model A Ford Museum is collecting a set of 5Z tools to accompany the Manufacturing Display, which includes videos, diorama, photos, tool chits, and tools.

Nomination of 2017 Officers. Jim Gray reported that the slate for 2017 is almost completely filled. He's still convincing Jason Cunningham to accept a run for the Activities Chair replacing Doug Tomb. Doug Tomb has agreed to become the Secretary replacing Stan Johnson; and Stan has agreed to become the new National Liaison in replacement of Howard Minners, who

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FROM THE SMOKE-FREE ROOM (Cont.)

has regretfully decided to resign from the board. All other positions will remain the same as 2016.

Board Meeting Schedule for December. Because there will be few changes to the composition in the membership of the board between 2016 and 2017, consideration is being given to having the transition board meeting at a club or restaurant at a date to be selected in December.

ADJOURNMENT

The meeting was adjourned at 9:04 PM

Stan Johnson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1991)

The chapter was indeed doing well. Membership Chairman Dave Henderson reported that our numbers had risen to 249, but that 100 of the new rosters hadn't been picked up. Didn't that mean that meeting attendance had been pretty darn good, since 149 rosters were?



There was much buzz in the Ford Script about our highly successful Pig Pickin' that had been held at Allen Pond Park. Secretary Wayne Parker wrote in the "Report From The Smoke Filled Room" column about the Board meeting, wherein Andy Pogan said about 200 people had attended, and President Jerry Breedlove said approximately 35 members brought their Model A's, making it the largest turnout of them since our 25th anniversary picnic. But then the head count of antique Fords was upped to 40, including 4 V8's. So why the terrific turnout? Free food, if arrival was in a Model A! The food tab came to approximately \$1,500. Contests galore, some involving car games, others about desserts. Bill Beardmore won the cranking contest, Guy Pearl the clothesline race, and George Merkel the dart game. Best cookie award went to Jim Cartmill, the cake award to Nancy Pearl, and best Model A theme to Don Mueller's daughter.

Pat Roberge wrote hilariously about how he and his lady set out on a pleasant Sunday morning for their annual pilgrimage to the Jessup, Md. Jazz Picnic. Since it featured Model A era '20's and '30's music, what would be more fitting than arriving in their Model A, said he. All did not go well however. What began as a slight engine skip soon assumed major proportions just as Roslyn was reached, leaving pedestrians diving for cover after each gunshot-like report. Not to worry, he said to his companion, "probably just some grit in the carburetor jet...dislodge it in a jiffy with my tried and true method: lean the mixture, retard the spark, then floor it for a few hearty coughs, hacks, wheezes and pops back through the carburetor". But it didn't do the trick, and the next conk-out was at the Marine Memorial entrance, luckily not on Roosevelt Bridge. Grabbing up his special carburetor tools, uh, the crescent wrench and a screwdriver that is, he yanked off the carb, rinsed it (and himself) with gas, and they were back on their way, but not for long. Same old sput..pop..kap-pow! Off came the carburetor again. By then some tourists were wandering about, and a small voice was heard saying, "Mommy why is that man talking in a loud voice to that old car?"

Dave Henderson

FIFTY YEARS OF HERSHEY – A LOVE AFFAIR

I went to Hershey for the first time in 1966 when I was fifteen years old. My best friend's father had bought an old Reo Flying Cloud to restore and they started taking me because of my love of old cars.

Hershey was love at first sight: the restored cars and the flea market, most of which was on the grass. We would go up on Saturday and as I recall, the flea market was quite active on Saturday, very different from today. Much of the judging for the show cars was inside the stadium. Planes were flying from the airfield up on the hill and there was a calliope that blasted all day long and drove me crazy. It was there for many years.



I continued to go to Hershey in subsequent years. We got to know people who were flea market



vendors and a few of the owners who brought their cars. Some years it rained and the fields were mud holes. We walked through the fields on snow fences laying down over the grass and used ropes to help us climb some of the slippery fields. At least one year there was so much rain that there was a river running through the flea market. We typically parked in downtown and walked to the fields from there.

There was a time when the flea market started to fill with many non-automotive items. As I recall, AACA cracked down on that so that it would remain an antique car-focused market.

I bought my first Model A when I was in high school, but I had little parental support for such an undertaking, few funds and very little mechanical, or Model A knowledge. Storage for the car was a problem and when I went off to college, I sold the car.

I went to Hershey a few times when I was in college, but my life was changing and I had little time or spare cash for such endeavors. I did come close to buying a '29 pickup that was still a daily driver for the owner around the time of the gas crisis, but he decided not to sell at the last minute. I picked up a '47 Chevy Woodie, as well, that I never intended to keep, but to sell to make a little extra money. That I did, but am astonished at the prices those cars go for today. If only.... I also had a '54 Ford F250 for a number of years, but no garage and no time or money caused me to let that one go, too, but my old car interest remained, if in hibernation.

I returned to Hershey for the first time in a long time within the last ten years, as family obligations subsided when my children went off to college. I wanted to buy an antique car and wanted to get back into the hobby.

Upon returning, I was surprised to find that the Saturday flea market was something of the past and that the flea market areas were paved. I always enjoyed the car show on Saturday and still

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FIFTY YEARS OF HERSHEY – A LOVE AFFAIR (Cont.)

make it a point to go to the show and to take one of my cars when I can. I think that show needs as many Model As as we can get there.

Work keeps me from going for more than two days. I had planned to go early this year, but work intervened. I had planned to drive one of my cars, but was not sure which one to take and when I finally looked at the registration, the deadline had passed. A call to AACA confirmed what the registration stated: no late registrations.

I am never organized enough to have a list of everything I am looking for at Hershey. I have bought a few items, but this year I only spent \$14, which was spent on an oil can and a socket for adjusting Model A brakes. I have a wrench already, but thought that the socket might come in handy.

I enjoy the car corral and as much of the flea market as I can manage to get through. This year I walked 5 miles on Friday, for essentially the afternoon only. I managed to make the whole car corral and went to the show on Saturday, in spite of the drizzle.

There is a lot about Hershey to annoy: the \$15 parking fee, the scooters that are everywhere, the many empty flea market spaces you need to walk past and the crowds at the show on Saturday that make it difficult to take photos of the cars, but to my mind, it is still the greatest show on earth. I would not miss it. The flea market is full of treasures and the car corral has lots of interesting cars for sale. This year there was an old Packard with a \$495,000 price tag. The show on Saturday had lots of great cars and trucks. Among the favorites were two huge old Mack dump trucks.



On the fiftieth anniversary of my first Hershey, I still love it as much as I always did. I seem to never get the time I want to spend there, but there is always next year. It's a thrill to take one of my Model As and drive back and forth to the flea market and the show when one town is taken over by old car hobbyists. It's a beautiful thing.

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THE HERSHEY WIDOWS

The Hershey Widows met on Thursday, October 6, at Brion's Grille in Fairfax for a delightful buffet and chitchat. It was high noon and there were 10 of us: Helen Burns, Sara Freund, Sandy Clement, Sharon Leonard, Kathie Gray, Sandra Green, Liz Simons, Cindy Dubois, Norma Blum, and Char McDaniel. It was a nice mix of NVRG and GWC widows, I think. The cause of our "widowdom" was the same – terminal Hersheyitis.

First we compared notes about our men in tents, vans, and those roughing it in hotels. It sounded like the weather in Hershey was great and that Cruise Director Cliff Green was keeping everybody coordinated and well fed. He couldn't keep everyone out of trouble, however; he's not a miracle worker!

Next we moved on to important topics of the day: night sweats, My Pillow, cross country trips, Mt. Rushmore and idle vacuum cleaners. And that was only our end of the table. No, there was no mention of Clinton or Trump. After all, we were eating and didn't want upset stomachs. The food was great, especially the chicken, and the desserts were delightful. The time flew by and we decided it was time to leave when they started flicking the lights. But we should do this again soon, because I didn't even get to hear about Sandra and Cliff Green's cruise!

And did you hear the late-breaking gossip? Just about the same time we were lunching, Joe Freund was in the Orange Field at Hershey considering buying a Model A Ford dump truck! Talk about mixing up the hobby!

All good things must come to an end. Some husbands will have returned Friday and others Saturday. Ken Burns better have gotten himself home Friday because Saturday was his 50th wedding anniversary! Happy Anniversary, you two!!!

Kathie Gray

MODEL A MUSEUM TRUSTEE'S WW2 VET FATHER HONORED

Randy Czubko is a Trustee of the Model A Ford Foundation who played a critical role in the construction of the Model A Museum. Randy's company produced all of the signs for the exterior and many for the interior. Randy had to miss Model A Day because his father, Myron Czubko, was being honored at the U. of Michigan football game. The following is the story of that event. There aren't too many WWII vets still able to walk to the center of the football field with their wife. He received a standing ovation so loud that the PA system could not be heard.

Stan Johnson

"Saturday was a very exciting and memorable day, with my father being honored as the veteran of the game at the Michigan vs. Colorado football game. My parents, brother and I were on the sideline during half time and in the third quarter when they called my Dad and Mother to come on the field. The announcer gave a bio of my dad and described his military service. They also mentioned my Mom who worked in a factory during the war. Dad is 90, Mom 88 and they have been married 69 years.



"While being introduced, 110,000 fans gave such a loud standing ovation you could not hear the public announcer. It will be an event all of us will never forget. A wonderful tribute to my Dad. He said afterward that he did not deserve this and he was representing all who served and sacrificed on Iwo Jima."

ARMED FORCES RETIREMENT HOME ANTIQUE AUTO MUSTER

The AFRH Antique Auto Muster was held on October 2 this year. With the closing of the Rock Creek Parkway for road reconstruction, the path was not nearly as easy for those of us who could attend.

Benny Leonard (driving his '30 coupe with his grandson Zach) and I met with Ken Burns (in his newly-restored '41 Woody Super Deluxe Station Wagon) and Bill Simons (in his '49 Ford



Woody Station Wagon) of the Northern Virginia Regional Group

(NVRG) of the Early Ford V-8 Club and drove through Washington, D.C., on North Capitol Street. We came back by way of 16th Street to get back to Constitution and cross back across the river. Neither route was great; each worked, but we were continually separated by traffic and stoplights. Milford and Shuyan were there in their Town car when we arrived.



At the Muster, the crowd favorite "Take-Apart-T" demonstration drew the attention of the crowd. Club members Dick Javins and Tom Terko and NVRG member Keith Randal took part in the assembly.

Although we only had about 45 cars this year, it seemed to me that the show was still greatly appreciated by the residents. I'd like to thank Benny and Zach for helping Ken, Bruce Metcalf and me do the appearance judging at the event. To underscore that this method works for selecting top cars from a disparate field of entrants, our three teams wound up with almost exactly the same selections for the several awards we judged for. The principal award was the Resident's Choice. This was followed by the top two picks of the staff, the Best Old Car, the best motorcycle and the Best Military Vehicle.



This year's show included a military medical response display, resident-made arts and crafts sale, a small petting zoo, bourbon tasting, a bake sale. Following the show was the annual Oktoberfest, with music, food trucks, and dancing.

At the conclusion of the awards ceremony, I had the pleasure of presenting our club's check to Sheldon Shorthouse, newly elected Chairman of the Resident Advisory Committee (who took office the day before our show), specifically designated for use in their "Morale, Welfare and Recreation" activities at the AFRH-W.

Thanks to AFRH-W Administrator, Shaun Servais; Chief, Resident Services Ron Kartz; and Lead Recreation Specialist, Constance Maziel for making this year's show happen. We hope to help you honor all your fine veteran AFRH-W residents in the future.

Jim Gray

THE WAY IT WAS; LIFE IN THE 1930S AND 1940S



Our September program was a great one – a trip back in time led by Don Pauly of the Northern Virginia Regional Group (NVRG) of the Early Ford V-8 Club. Don recounted growing up in the 1930s and 1940s. Born in 1930, Don confessed a great love of the 1930 Model A – he’s owned 5 of them!

After setting that hook for the nearly 40 in the audience, he regaled us with his vivid memories of what life was like “back then.”

Don told us that his earliest recollections dated to about 1934 when he would look out the front window of the family home in Buffalo, NY, and call out the make of every car as it came down the street. He has no idea of how he came to recognize the plethora of makes then on the road, but it certainly shows his interest in cars goes back at least 80 years.

He also recalled the vendors who came down his street – some using commercial vehicles but many still using a horse and wagon. One he remembers specifically was the Rag Man. He guided his horse and wagon down the street loudly singing out “Rags, Rags” and stopping whenever a housewife would come out with rags, which he weighed on a small scale and then paid her a few pennies.



A 1931 Twin Coach Delivery truck outfitted as a bakery delivery truck.



The shelf in front allowed the driver to keep his delivery tray close at hand for his frequent stops.



Placard signaling the Helms Bakery delivery man to stop.



A 1941 Ford milk truck.

LIFE IN THE 1930S AND 1940S (Cont.)

During that era, lots of commerce was conducted via home delivery to houses and apartments. Not all families had cars and there weren't any "super markets." Grocery stores carried dry goods and canned items. Fresh items (dairy products and vegetables, etc.) and baked goods were sold in separate establishments and many of them could be delivered to your door.

Another item delivered to your house was coal. Oil heat was beginning to make inroads but even then it had to be delivered to your house by someone, unlike natural gas and electric heat today. Each product delivered had specialized delivery vehicles purpose-built for the trade.

Each home delivery service operated slightly differently – you usually had a standing order with the milk man and you probably had an insulated box on the stoop for him to leave the milk in but you might have had a placard to place in the front window telling the bakery delivery guy to stop. For the ice man (remember that electrification was still a growth industry at that time) you had a placard telling him how many blocks of ice to deliver – and you had to have someone home to let the ice man in so he could put the ice in the ice box or else you ended up with a big puddle of water if it was left on the stoop

Don continued on to explain how many of the things that we take for granted today were impacted by the war effort. Rationing was imposed on anything that contributed to the war effort: wage and rent control, food, clothing items, and automobiles and associated products. Ford



stopped production of domestic cars on February 10, 1942. What we tend to forget is that FDR asked the states to impose a 35 mph speed limit to conserve tires, gasoline and oil. You were allowed to own only one spare tire for your car – owning a second one was a crime. By May 1942, gasoline was rationed to 3 gallons per week for "A" sticker holders, i.e. most people. And if you thought you might save gas by walking to work you had to consider that even shoes were rationed!

Scrap metal drives were held to feed the furnaces of nation's steel plants, including two in Buffalo. Rita Hayworth reminded folks that every little bit helped.

Don said this Rita Hayworth scrap metal drive ad is his favorite since Rita was sitting on the trunk of a 1941 Lincoln Continental Coupe. By the way, that car still exists and sold at auction a couple of years ago.

Don then shifted focus from the domestic front to world affairs. He reminded us that although the decades following WWI were generally peaceful, by the mid-1930s there were troubling signs on the international scene. After WWI the US military quickly returned to pre-war size as the US attempted to disengage from



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LIFE IN THE 1930S AND 1940S (Cont.)

world affairs. For the most part our armed forces were quite small compared to other major powers and used antiquated equipment. The Navy was down to about 300 ships, many built prior to WWI. The bright spot for the Navy was its interest in aviation.

In the 1920s the Navy was experimenting with aircraft carriers – both sea borne and air borne. The air borne aircraft carrier was a novel concept: large Navy dirigibles were outfitted with specially configured aircraft and a hangar bay. The concept was to use the airships (and their fighter aircraft) as the “eyes of the fleet” scouting out the enemy at great distances.



The lone surviving Sparrowhawk is on display at the National Air and Space Museum's Udvar-Hazy Center.



The USS Macon (ZRS-5) carried 5 Curtiss F9C Sparrowhawk fighters

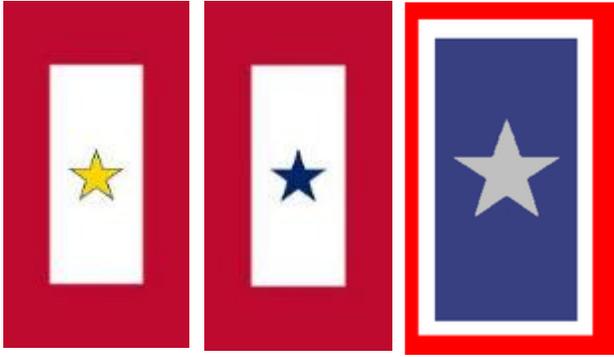
In the teens and 20s, the Navy built 6 helium-filled dirigibles. Great strides in dirigible design and safety had been made since the hydrogen dirigibles of WWI but the Navy's behemoths (785 feet long) were still too dangerous. Five out of six US Navy dirigibles crashed due to structural failure during bad weather and in 1939 the Navy scrapped the last remaining airship.

New club member Mike Pangini, who owns a 1930-era aircraft owned by Charles Lindbergh, interjected that he had worked on the restoration of that Sparrowhawk while volunteering at the Smithsonian

Don said that although his father lost his job as an accountant during the Depression, he was able to find part-time work and eventually permanent employment. There was no unemployment compensation then but relatives pitched in and helped one another until conditions improved. Don said that he was living a happy and normal life as an 11-year-old until the December 7, 1941, attack on Pearl Harbor. The Selective Service Act had been passed in 1917 and had remained in affect ever since. As world conditions deteriorated, the Selective Service expanded eligibility age range from 21 – 36 years old to 18 – 45 years old and obligated service from 12 to 18 months.

Don's uncle was drafted in March 1941, promoted to Sergeant and eventually became a commissioned officer. He led his men during the D-Day invasion at Normandy and fought with them all the way to Berlin and VE Day. Don shared with us a Top Secret D-Day map his uncle gave him shortly before his death. The map detailed the objectives the uncle's men were to reach each day after coming ashore for approximately the first week. >>>>>>

LIFE IN THE 1930S AND 1940S (Cont.)



Don Also mentioned the service banners or flags that families flew in their windows to indicate family members who were serving, had died or been wounded in service to their country during the war. A blue star denoted a family member was serving, a gold star indicated a family member had been killed in the line of duty. By war's end there were also silver star flags to indicate that a family member had been discharged from the service due to wounds. Multiple stars were

sometime flown on the same banner.

Don's father, who served as an Air Raid Warden for their neighborhood in Buffalo, was issued a white helmet, arm band and small hand pump fire extinguisher. When the air raid sirens sounded, he patrolled the neighborhood to ensure all blackout shades were drawn and no light escaped, which might be used by enemy bombers for navigation. Don was happy to report that no enemy bombers ever reached Buffalo.

Although there was a Ford Assembly Plant on the Buffalo waterfront Don was unsure about its part in war production. However, Don did present some very interesting information about the two US Navy aircraft carriers built at a shipyard in Buffalo that operated in Lake Michigan during WWII. What??? The nearest Germany or Japanese war-ships, submarines or aircraft had to have been thousands of miles away and posed no threat to the US or Canada or to shipping on the Great Lakes.

That's exactly right. Think about it for a moment; what a perfect place to train Navy pilots to land aboard an aircraft carrier since there was no threat of being attacked by the enemy. The carriers wouldn't need to be armed or be protected by escort vessels and could devote all of their time and attention to training Navy pilots.

As the likelihood of the US being pulled into war in Europe or the Pacific increased, the Navy recognized the need for more pilots. Early in 1941 a Navy Commander floated the crazy idea of converting large Great Lakes passenger ferries into air carriers devoted exclusively to training pilots and flight deck crews but no one in the Navy hierarchy listened. All that changed with the Japanese attack on Pearl Harbor.

Many thanks to Don Pauly for creating this incredible story, and to Ken Burns and *The Valve Clatter* for the majority of the verbiage in this recounting.

To be continued...

Jim Gray

THE OCTOBER 23RD WILLOWCROFT FARM VINEYARDS ROLLING CHEF TOUR

Come join us at The Willowcroft Farm Vineyards on Sunday, October 23rd, as Club member Lew Parker hosts our second Rolling Chef Tour. This is a manifold cooking contest - complete with judging by a panel of experts, and a bottle of Willowcroft wine for each contestant who shows up with food cooked on their Model A Ford manifold.

For those who would like to caravan to Willowcroft, there will be a group of members meeting at the Chantilly Bob Evans between 7:30 and 8:00 AM for breakfast. Plan to head out by 9:00 AM, so you can get to the first stop by 9:30.

The first stop, will be at Oak Hill, President James Monroe's estate in Aldie, VA. We will be hosted by John Leydon at his home on the property, and he will have coffee and refreshments to tide us over during the visit (and for those who didn't get to Bob Evans). Members will get a brief chance to see the estate grounds and enjoy the beautiful surroundings.

How to get there: Oak Hill is on US-15 about 2 miles north of the circle where US-50 & US-15 meet. There is no number for Oak Hill, just a street sign that says OAK HILL FARM RD, and a bank of mailboxes opposite on the east side of US-15. It is just past the main entrance for Creighton Farms as you head north.

For those coming from the north, heading south down Rte 15, it is 8 miles from Leesburg and about 2.5 miles on your right after you pass Tail Race Road on US-15.

We will visit Oak Hill for about an hour, and at 10:30 we will all head out for The Willowcroft Farm Vineyards. Lew suggests that the best way to get to his winery is to take Rte 15 north, all the way to Harmony Church Road, on the left, then turn left again onto Mount Gilead Road (Route 797). The winery is about three miles in, on the right, about 300' down the hill after the intersection with Loudoun Orchard Road. The Mount Gilead Road is a gravel road, but is easily navigated by a Model A Ford.

Those wanting a more gradual, paved route, should stay on Harmony Church Road until you see Loudoun Orchard Road (662) on the left. Follow Loudoun Orchard Road, past where it makes a sharp left turn at Shelburne Glebe Road, all the way until you intersect Mount Gilead Road, and turn right onto Mount Gilead.

The address at Willowcroft is 38906 Mount Gilead Road, Leesburg, VA 20175. Their number is [703-777-8161](tel:703-777-8161).

Plan to arrive at Willowcroft between 11:00 and 11:30 AM, so we can start the judging of the rolling chef culinary delights. The prizes will be given out to all those who practiced their cooking skill.

Don't forget to bring your own picnic lunch if you are not a Rolling Chef (or even if you are, just in case). We will take advantage of the outside picnic area, or there is inside seating for those who prefer to eat inside, or if it is getting cool.

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WILLOWCROFT FARM VINEYARDS TOUR (Cont.)

Lew has also offered to give us a winery tour, for those members new to the vineyard, or those who need a refresher. The Tasting Room will also be open, just in case your curiosity about the many wine varieties gets the better of you.

Make sure you give yourself enough driving time, so you thoroughly cook your meal. Just for a gauge, it is about 23 miles from the Bob Evans to Willowcroft. And don't forget, there will be a stop at Oak Hill.

I will have a handout at Oak Hill for those tourists who choose to take a longer route to get to Willowcroft. This will take you by way of the Snickersville Turnpike, and it winds around the countryside thru some beautiful Model A country, and your food will have more time to cook. Ask me for the directions when we are at Oak Hill.

Cost of the Tour will be \$5.00 per car. Plan to sign up and pay at the October 19th Monthly Meeting. If you will not be at the Monthly Meeting, let me know by email that you will be coming, so I can give Lew a head count by Thursday, October 20th.

If you want manifold cooking suggestions, just send me an email, and I will forward some tips on to you. Or, ask at the Monthly Meeting, and we will have Club experts there from last year's rolling chef tour.

If you have questions, call me at [703-967-5229](tel:703-967-5229).
Bon Appetit,

Doug Tomb

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CLUB DONATES 5Z TOOLS TO MODEL A FORD MUSEUM

5Z-2065

5Z-209

At the recent Club Tool Shed Day, two 5-Z tools were discovered. The 5-Z tools were produced by the Ford Motor Company for use in the factory for tasks that were accomplished on the vehicles as they passed down the assembly line. The Model A Ford Museum in Hickory Corners, Michigan, has started a collection of 5-Z tools to be shown in the Manufacturing Display, which includes assembly line dioramas, videos of era films of the factory, a list of the steps in production of a Model A, photos, and a display of tool chits (small brass triangles) used by employees to check out tools for the day.



COMING EVENTS

[Club events are in bold]

October

Oct. 19 – GWC October Monthly Meeting

Oct. 22 – Annandale Parade <http://www.annandalechamber.com/theannandaleparade.rhtml>
Be sure to check the GWC web site for the latest breaking news:

Oct. 23 – Willocroft Farm Vinyards Winery Tour - 38906 Mt Gilead Rd, Leesburg, VA.
Since the tour of the Estate of James Monroe, in Aldie, VA has been postponed, we will do a winery tour instead. We will all meet at John Leydon's garage, on Route 50 in Aldie, at 9:30 AM, and head out from there. See p. 19 for full information.

Oct. 29 Katie's 2016 Old Cars Rule: 6:30 TO 9:30 AM, Celebrate Great Falls! Need someone to serve and sell the pie (slices) we will donate just like last year. Model T and A folks—there will be parking on the side for trailers to off load your cars if you are not driving them. There will be at least 10 spots blocked off in front of Katie's for T's & A's to park Only. First Come First Serve. 6:30 is the best time to get there. 7:30 is LATE! Please come and bring your T and A Fords. This is a Win Win. Great food, Great event and an opportunity to meet and discuss your car with a bunch of car enthusiast who for the most part have not a clue about our passion! A good weekend

November

November 9 - Wednesday CDC Breakfast.

November 16 - Wednesday Monthly Membership Meeting.

November 24 - Thanksgiving. Drive your Model A to dinner.

December

December 3 - GWC Christmas Party - American Legion Hall, Fairfax, VA. Details to follow.

December 3 - Shepherdstown, WV, Christmas parade, starting at 10:00 a.m. Shepherdstown is hoping to recruit antique vehicles to participate in its parade. Here is a link that will take your members to an online parade information sheet and registration form:
<http://www.emailmeform.com/builder/form/lea8C1bvczfn3J0N9P> If anyone has any questions they can contact us anytime at shepherdstownparades@gmail.com.

December 14 - Wednesday CDC Breakfast at the Silver Diner in Fair Oaks.

December 14 - Monthly Meeting - Brown Bag Gift Exchange.

Be sure to check the GWC Web Site for the latest breaking news.

<http://www.gwc.gwcmodela.org/>

WANT ADS

For Sale

1931 Slant Windshield Cabriolet (68-C) Model A Ford, needs complete restoration. All parts (top mechanisms, moldings, door windows and mechanisms, etc) are there. Chassis in rolling condition, sheet metal in fairly good shape. 98-100 % (?) of chrome has been done and never installed. Engine is seized from non-use, car not driven in a very long time since it is pretty much in pieces. New wood top kit and LeBaron Bonney top kit. Car belonged to the late LTC Tom Shadis, USA (Ret.) and is in Alexandria, VA. The family is asking for \$10,000. For more information and a link to lots of photos and a parts list, contact Dick Johns at [703-541-2032](tel:703-541-2032) or theskull@pga.com

1930 Ford Model A Town Sedan: has a Model B engine; trans rebuilt by Jon Phillips, turn signals added, water pump and carb rebuilt-all in 2015. Spark/throttle control rod springs changed, new points and condenser, complete replacement of all metal parts in brake system-all in 2016. Comes with spare, rebuilt Model B water pump. \$19,000. Bud Pratsch [703-620-2518](tel:703-620-2518), lpratsch@verizon.net



Wanted

Want to buy 1931 Model A Victoria In good to excellent condition. Please contact Glen Wright at 918-225-2339 or at glen1934@gmail.com

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Past President and First Lady Clem & Sandy Clement entertain my First Lady Kathie and our gracious hostess Billie Warhurst at our annual picnic. This is what the GWC is all "A"bout!

