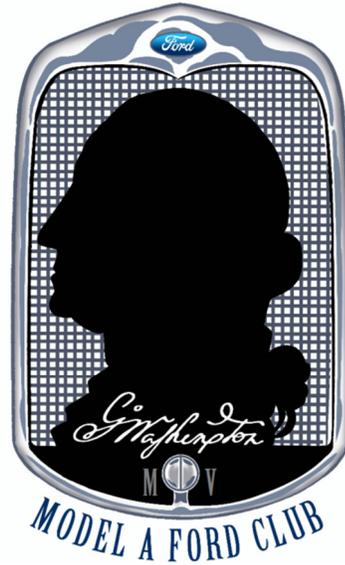


The Ford Script



Vol. XL

July 2019

No. 7



Jim Cross, whose idea it was to have a Century Class and a Century Class parade at Sully, accompanied by Edna and grandson Thomas in their 1908 Model 10 Buick



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 George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

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 and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org

Web Master: Greg Shepherd

Board of Directors

President	Doug Tomb	703-241-4152	douglas.tomb@verizon.net
VP & Program Chairman	Luke Chaplin	301-865-5753	lukechaplin@comcast.net
Activities Chairman	Jason Cunningham	301-648-4201	jjcunningham@gmail.com
Editor	Bill Sims	301-891-3616	billhsims@gmail.com
Asst. Editor	Bruce Metcalf	540-955-8312	
Secretary	Paul Bjarnason	703-627-1324	paul.bjarnason@gmail.com
Membership Chairman	Greg Shepherd	<u>703-476-6496</u>	shepman@gmail.com
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Club Librarian	Jay Melton	703-237-6953	jmelton58@verizon.net
Historian/Archivist	Tom Quigley	703-912-4293	tquigley6@gmail.com
Sunshine Chairman	Jim Gray	703-250-1991	jrg240z@cox.net
Technical Advisor	Tom Terko	301-949-7329	tterko@verizon.net

Copy for THE FORD SCRIPT for **August and September** should be e-mailed to the Assistant Editor at: kesedeme@aol.com

Next deadline: Monday, August 5th

THE PRESIDENT'S CORNER

Congratulations on a Successful Sully. Wow, we had the perfect Car Show again!



From the Great weather in the morning and afternoon, nature's Misting Tent effect in the mid-morning, the best visitor turnout since 2012, an interesting mix of cars, a busy Flea Market area, the Make and Break engine display, and the first ever Century Class Car parade, it was the quality of Car Show our visitors have come to expect after 46 years.

All of the preparation work put in by Chairman Jim Gray, Chairman Emeritus Bill Worsham, and, most importantly, the many GWC Club members who helped out this year, resulted in the Club having a lot to be proud of.

A well deserved Thank You goes to Jim Gray, our 2019 Sully Show Chairman. After more than a year of hard work, planning, meetings, negotiations, and coordinating efforts for this year's Sully, it was a terrific success. Congratulations Jim on a job well done. Also, a Thank You to Jaime Gray Nelson, our Chief Judge, for an excellent job in the high pressure position of planning, coordinating, and getting our judging results ready on time for the end of Show awards. Nicely done!

Our Flea Market and Car Corral coordinator, John Dougherty, did a great job getting those areas nicely organized, and especially welcoming to the visitors.

Bill and Carol Benedict did their usual behind the scenes excellent job of handling all of the Car Show registrations. We had an interesting mix and turnout of vehicles again this year, due to their efforts.

Benny Leonard did his usual skilled job on our special displays, and you could hear the steam whistles going during the day, from the Club air compressor. It all came together nicely.

There was the usual buzz around Greg Shepherd and his family, at the Snow Cone Booth, and he had help from several GWC Club members as well.

But an important Thank You goes to all the GWC Club members who put in their time and efforts to make the Show happen. Without the help of our GWC membership to recruit Show sponsors, arrange Show advertising, design and order the Show pins, order and hand out the Show trophy's, plan and lay out the Show field, prep and place the Class and direction signs, direct traffic and park cars, staff the Information Booth, prepare and operate the Club compressor, do the actual car judging, and the many, many other Show tasks, we would not be able to make Sully happen. All of you are critical to making Sully a success!

I tried to walk as much of the Show field as possible this year during the Show, and I talked to many of the visitors, and the show car owners as I went around. Many have appreciated Sully for years now, and that is why they come back. I heard very positive comments about this year's Sully Show, and the GWC Club's ability to keep putting on such a professional show year after year.

This says it all. The Show was a success due to the professional approach and hard work of our GWC Show Chairman, the Sully Committee, our GWC members, friends and families. It is a huge team effort. A Thank You to one and all.

Now that the hard work is done, let's turn our focus to the rest of this driving season, get out and enjoy our Model A's, and be certain that the GWC as a Club can be proud of another successful Sully Show, our contribution to promoting our Model A Fords, and the overall enjoyment of the hobby.

Doug

FROM THE EDITOR

Well, I have to say I enjoyed this year's Sully Show more than last year, because this year my A actually started. Plus, it got me there with no trouble—until I was pulling into the turn through the Car Corral, when I looked down out my window and saw what I first took to be smoke billowing out from under the car. I thought, "This can't be happening again!"

It wasn't. The smoke was actually steam. My engine was overheating despite my thermostat registering nothing. Our Car Corral folks guided me over to the side, where I was able to add water from a container I had under the front seat. Then I let it cool off awhile in the early morning breeze. I eventually made it to the Model A area and let it rest for the day. I also topped off the radiator with more water. In the end, that was it. The car started fine for the ride home after John Leydon reminded me to turn the fuel lever on.

I work at the Information Booth, where we also sell Sully pins. In past years we'd sell a few because we were restricted to previous-years pins, but this year we were able to sell the current pin, the one with Bill Worsham on it, and they sold like hot cakes! We came very near to running out of supply. So the decision to sell the current pin really made the Club a bundle and it's not likely we'll be carrying bags of old pins to future Sullys.

This will be my last Script until October because Alice and I are heading out on another 60-day camping trip around the country, visiting friends and family and just seeing the country. This time we're going to see Crater Lake, one of the few major National Parks we've missed over the years. So next month, send any columns, want ads or articles to Bruce Metcalf, my consummate assistant editor.

Bill Sims

MEMBERSHIP REPORT

A returning member came back to the club this month. Update your rosters and please welcome them back to the club. They have a '30 A Town Sedan.



Rick Nelson
2814 Summerfield Rd
Falls Church, VA 22042
703-237-1077 (home)
EaNelson@Chemreview.net

Big thank you to Club member Roger Thiel for the Christmas party donation of a picnic backpack. Wait till you see this unique gift. He brought it to Sully this year and dropped it off in the capable hands of Club member Jamie Lucus and family. It will be given away at our Christmas Party this December.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

The good old summertime had arrived, we'd already had an enjoyable picnic and tour of WTH Restorations in Warrenton, and there would be lots more Model A activities coming up, even some that didn't involve eating! But putting first things first, (and that did involve it) President Jim Cartmill cited the "Pancake/Picnic" event as it was referred to back in the day at Andy and Ellen Jaeger's and once again he looked into his crystal ball, foreseeing a wonderful time being had by all on a comfortably sunny day with low humidity and temperatures in the low 80's.



But wait...there's more! (Sorry, that just crept in....). This year the "Pig Pull Picnic" would be held at a new venue, Sully. The push was on to get 50 of members' Model A's to show up. Then there was the summer GWC flea market, an antique car show at the Flying Circus at Bealton, and a raft of other events leading all the way up to Hershey and Rockville.

The second MARC/MAFCA Joint Meet was to be held in Tacoma, Washington. Because of the distance involved, it wasn't expected that many members would be going, but Walt Bratton was, and would officially represent GWC there.

The Ford Script was loaded with tech tips and how-to's this month, such as a collection called Shop Short Cuts: one describing an easily made tool to assist in adjusting valve clearances, a suggestion that the rear spring be removed from the frame rather than separating it from the spring perches when removing the rear axle, and cutting holes with a hacksaw in brake drums to allow a feeler gauge to check shoe clearances. Millard Springer offered a comprehensive guide to doing valve jobs with general information followed by a primer on grinding seats and valves, using the Club's valve tools, and everything else to assure that even the novice could turn out a good job. Then another, this time from an Oklahoman on replacing the distributor casing; "When you remove the distributor from the flexible casing of the Electrolock, be sure to count the number of turns when unscrewing. Then, when assembling, screw the distributor the same number of turns and it will slip into place on the first try". And topping off all the tips was a step-by-step guide by Mark Herndon on how to install steel valves in inner tubes.

This month no less than 9 new members were announced. Survivors to this day are Bill Shields, Jerome and Dong Gray, and Don White.

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ANDREA MURPHY MEEKS 1933 - 2019



Many of us remember Al Meeks, a long-time member of the GWC who passed in 1998. Andrea was his widow, and up until last year, had remained a member of our club.

Just before they left for Hawaii, Carol Benedict told me that Andrea had passed in April. I have found and offer here a slightly abridged obituary posted by the Murphey Funeral Homes of Falls Church. If you visit <https://www.dignitymemorial.com/obituaries/falls-church-va/andrea-meeks-7828755> you can see the obituary as published; I recommend watching the tribute video.

“Andrea Murphey Meeks quietly passed away at home on Thursday, April 19, 2018 at 84. Andrea was born in Valparaiso, Indiana, to Donald W. and Theodora (nee Blocker) Murphey on July 30, 1933, and was raised in Chicago, Illinois. Andrea graduated from Principia College with a Bachelor of Arts in Political Science. After taking a trip to Europe with two of her close friends, she moved to Washington, DC where she took a position as secretary to the director of the Republican National Committee. It was in Washington that she met the one love of her life at a church social.

Andrea married Alfred Crowder Meeks on June 16, 1962, and the couple moved to Roanoke, VA, where Al was a student at Virginia Polytechnic Institute (Virginia Tech). They had their first child, Brian, in 1963 while Al was still a student. After graduation, they moved to Northern Virginia and Paul was born in 1965. In the early 1970s, the young family traveled to and lived in Liberia as part of Al’s job with the United States Agency for International Development (USAID). After returning to the United States, Melanie was born in 1973 and the family settled in McLean, VA, not long after.

Andrea was a gifted vocalist and pianist. In addition to playing for her church, First Church of Christ, Scientist, in Arlington, VA, she also sang with the Fairfax Choral Society for many years. Andrea was also a committed volunteer at her church, serving on the Board and staffing the Christian Science Reading Room in both Arlington and McLean, VA. She was a lifelong subscriber to the Fairfax Symphony, an avid bridge player who continued to play up to just weeks before her passing, and a generous benefactor to several charities supporting the health and welfare of animals. In the mid-1980s, Andrea took a position with Legg Mason, seeing them through two mergers, finally retiring from Morgan Stanley after 30 years of service.

Andrea was a much beloved friend, wife, mother, grandmother, and daughter of Christ, Scientist. She was preceded in death by her son, Brian (1963-1993) and her husband, Al (1929-1998). She is survived by her son, Paul Meeks of Falls Church, VA; her daughter, Melanie O’Brien (Andrew) of Bristow, VA; her grandchildren, Andrew and Aidan Meeks of Philadelphia, Madeleine and Andrew O’Brien of Bristow, VA; and, her daughter-in-law, Korinne Jackman of Philadelphia”.

Interment was at Cool Spring Natural Cemetery at Holy Cross Abbey in Berryville, VA on Saturday, June 16, 2018. “In keeping with Andrea’s generous heart and love of the musical arts and animals (especially pigs), the family asks that in lieu of flowers, donations be made in her honor to a musical arts or animal welfare charity of the donor’s choosing.”

Obituary and image courtesy of Murphy Funeral Homes, Falls Church, VA.

Jim Gray
Sunshine Chairman



Andrea with husband Al in 1996

WILLIAM “TANK” EDWARDS 1945 - 2019

We lost club member Tank Edwards on Monday, June 24. He was 73 years young.

Tank had been a member for the past 6 years, but he'd been a car guy and a Model A guy for many years before that. We can thank Jim & Edna Cross for bringing Tank, a lifetime friend, and Barbara to our club. Both enjoyed our club activities and Tank was always willing to lend a hand judging at Sully. We were lucky enough to have gotten to know and enjoy them both, especially at our Christmas parties.

That's what I'll always remember: Tank as the best DJ we ever had. Kathie and I always held places for them so we could help Barb manage his place at the table while he entertained us all with his precisely correct selection and volume of music. I remember my task was to bring him a single “two fingers of Maker's Mark... neat” before each performance. He never failed to keep us entertained. And he never needed a second drink. As the night wore on, he would always dance with his beloved Barbara.



>>>>>>

WILLIAM “TANK” EDWARDS 1945 – 2019 (Cont.)

William Andrew Edwards was born on August 3, 1945 in Washington DC, the son of the late Malcolm and Emily Edwards who resided in Great Falls, Virginia. He was preceded in death by his parents and brothers Robert Edwards and Mack Edwards.

Tank retired from the Department of Justice after 33 years of service. After retirement he became a bus driver for the Loudoun County School System. Tank cherished his time at Herndon High School and the Northwestern State University of Louisiana and faithfully attended many reunions. He was an active member of several car clubs and enjoyed his music as a disc jockey for various events. Tank had been in failing health recently, and had moved to the Capital Caring Adler Center in Aldie for round-the-clock care until he passed on June 24.

Tank leaves cherished memories with Barbara, of Purcellville, his loving wife of 46 years, his family members: Martha Edwards of Pembroke Pines, FL; Judy Edwards of Albuquerque, NM; Robert and Angie Poland of Dunkirk, MD; Karen Hutchison and Stephen LePage of Herndon, VA; Edgar Poland of Burke, VA; and two generations of nieces and nephews, borrowed children and godchildren.



This 1958 photo of an 8th grade Tank (courtesy of Barbara Boggs) captures Tank's personality well – full of fun, swagger and just a bit of mischief; just as I'll always remember him.

Tank held his many supportive friends very close to his heart throughout his life. He and Barbara made very fond memories through those relationships.

A private burial will be held in Hillsboro Cemetery in Hillsboro, Virginia.

In lieu of flowers, memorial contributions may be made to Capital Caring Resource

Development, 2900 Telstar Court, Falls Church, VA. 22042 or online at CAPITALCARING.org or to a charity of your choice.

Please keep Barbara in your prayers.

Information courtesy of the Adams-Green Funeral Home obituary and Edna Cross.

Jim Gray
Sunshine Chairman

“YEARS ARE A JOKE” SAYS FORD AT 74

(Since your editor turns 74 this summer, he couldn't resist running this article, reprinted from the New York Times, Sunday, Aug. 1, 1937.)

Detroit, July 31—“Years are a joke,” said Henry Ford Thursday on the eve of the seventy-fourth anniversary of his birthday. He had been asked the question, “How does it feel to be nearly three-quarters of a century old?”

“If somebody didn't mention it,” he continued, “I probably would forget I had a birthday coming. If you eat right, sleep right, work right, the passing of the years makes little impression on your feelings.”

“But the world has changed a lot in the last fifty years, hasn't it, and you can see great changes?” he was asked.

“Yes, it's a different world, but the fundamentals are here just the same. People have not changed, but they have a lot more things to think about and many more opportunities for improvement than they had fifty years ago.

“This change and growth means that there are always more chances for mistakes as the conditions of life become more complex, but it also means that there are more chances for improvement.

Predicts Victory Over Disease

“Compared with fifty years ago, people are living longer, because they are learning better how to live. I think the time will come when most—if not all—diseases common to mankind will be whipped before they begin: Right living is the real cure for disease, by preventing disease.”

Asked if he had anything to say on the political situation, Mr. Ford said: “No, the political situation is taking care of itself fast.”

Industrially, he went on, the country is on the upturn.

“There have been hindrances, but they have not been very serious. What has happened will be a good thing for the country generally because so many hot-air balloons have been deflated. One thing we have learned is that this is still America.

“More people are coming to understand that the recent labor troubles were not brought on for the purpose of benefiting the workingman, but to reduce wages in this country. You have no idea how many business men outside the ranks of independent industry honestly believe that wages must come down if the country is to prosper.

Sees Many Shops Overmanned

“They seem unable to understand that the only market this country has is based on wages, and the higher the wages go the better the market,” he continued.

“Every movement to cut wages or to prevent wages going up is a blow at the market by which industry must live.”

>>>>>>

“YEARS ARE A JOKE” SAYS FORD AT 74 (Cont.)

“What about employment—is it coming back to normal?”

“I’m glad you asked that,” Mr. Ford replied. “Industry has been accused by politicians of being slow about putting men back to work. But here’s a fact we’ll soon have to reckon with—industry has put too many men back to work. Many shops are overmanned now. Industry has done more than its share and that upsets the balance of things generally.

“It is bad for everybody when too many men are employed on a given job. It is bad for the men themselves. Take a factory that has employed 10,000 too many men simply because it wanted to give employment. Can that factory raise wages? Of course not. Its overload of men holds every man down.

“Naturally, we still have plenty of people who say that it is better to employ 1,000 men at \$5 a day than 500 men at \$10 a day. It seems so, but it isn’t.

“The higher wage enables men to buy things that start many more men to work, while the smaller wage—near a subsistence level—does not.

“As it stands now, too many men have crowded into industry who belong somewhere else. Industry has been the great magnet because of its progressive methods, but these methods can be applied in other lines just as profitably.

“The bulk of American work lies outside of the manufacturing industries, anyway, and more men will have to look there for their work.

“Very few are thinking of organizing work on a balanced basis, but industry will be thinking of it soon. And, in this, industry may give another lead to society as to the better way of doing things.”

Mr. Ford seems in the best of health. The passing of the years has made little change in his face and apparently none in his physical condition. He is as busy as ever about his plant and offices.

Asked if he wanted to live as long as John D. Rockefeller did, he replied: “Somebody asked me that question not long ago and I replied that I want to be around as long as I am useful.”

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2019 SULLY REPORT – CELEBRATING THE LEADERSHIP OF BILL WORSHAM

Stepping up and pitching in; our 2019 46th annual Sully Antique Car Show salute to Bill Worsham was spectacular!

Was it the biggest Sully ever? No – it was just shy of our 2012 show, but it WAS the 2nd biggest Sully. How big? The Sully Staff says they counted 3,600 paying guests and 4,600+ on the field at the high point. This second number includes all of us working on the show, the Civil Air Patrol parkers, the clean-up folks, the Car Corral folks, the Sully Staff, the police and the ambulance crew.

And thank goodness for the ambulance crew. One of our own, Phil Kania, experienced an unfortunate turn of fate when one of the air compressor whistles let loose, took flight, and struck Phil on its way down to the ground. Quick action by Greg Shepherd in the Snow Cone Booth kept Phil in place as the ambulance staff came to his aid. Phil remained conscious, but was bleeding quite a bit, so the ambulance crew loaded him up and took him to the ER. After a CT scan and 10 stitches, Phil says he was almost as good as new. He was very lucky, and we are all pleased that he is doing well. Phil regaled us at the Club meeting on Wednesday, June 19, with a retelling of his misadventure and a good look at his stiches. We will certainly work out a better control system for using those whistles in the future.

We had 350 cars on the show field, and judged 159 of 176 who had indicated they wanted to be judged. Those 17 we did not judge were no shows. Unlike previous years, the acceptance rate for all trophies was up this year, making for a very long – and hot - awards ceremony. Fortunately for Jaime and me, Charlene and Gil Beckner came to our rescue with bottles of water as we handled the trophies.

And the parade... or should I say the parades?!

Thanks to Jim Cross for his idea to have both a Century Class and a parade of these cars this year. To kick it off, it had been our plan to have each of three ladies who are involved in the County management and financials for Sully speak briefly to the crowd before the parade began at 2:00 p.m.

Unfortunately, with a few drops of rain falling, several of the Century Class cars began to make a run for their trailers. I got them to hold up, jumped into the Take-Apart-Car, which had just been assembled, and declared the parade was starting. Our first trip around the show field was met with big smiles and even cheers. I cleared the way with my bullhorn (I later heard we should never allow a blow-hard to HAVE a bull horn... but I digress). When I got back to the start spot, Carol McDonnell, the Sully Site Manager told me the ladies had to leave, so we couldn't just move their speaking times to the beginning of the award ceremony at 3:00 p.m.



As we were talking, a few other self-assembled parades began circling the field, this time with Jim McDaniel of the NVRG leading the pack with his 1951 Ford Tudor cop car – siren wailing and lights a-flashing.

Here in spontaneous parade #2, we see Club President Doug making the final turn for home. In the background, I'm with Mike Brownell and his nephew inspecting Bob Clubb's 1924 Model T Paddy Wagon. Incredibly, Mike is bouncing back very well from his serious hospitalization just weeks ago.

2019 SULLY REPORT (Cont.)



While with the Special Display “Ts”, I got a piece of Kim & Mike Copperthite’s incredible pecan pie – hope you didn’t miss that pie!

In addition to the Model T Take-Apart-Car (TAC), our parade of Century Class cars featured an extremely rare 1903 Pierce Stanhope owned by Alice & Don Silbert; this beautiful 1908 Model 10 Buick, owned by Edna & Jim Cross; here



being started by grandson Thomas.

It also included that 1909 Model F Buick owned by Beverly and Doug Tomb; a 1912 Model T Mother-in-Law Seat Roadster owned by Elizabeth and Tom Quigley; a 1912 Buick Touring owned by Jeanette and T.W. Scott; a 1914 Model T Pie Wagon owned by Kim and Mike Copperthite; a 1915 Model T Ford Pickup owned by Jeanette and T.W. Scott; a 1918 Model TT Hack owned by Margaret and Dick Javins; and a 1916 Model T Touring owned by NVRG & GWC clubber Keith Randall.



2019 SULLY REPORT (Cont.)

I heard some folks opine that we had fewer Model As than we have had in the past; so I checked the numbers; and they were right. Last year we had 36 Model As on the field, and this year only 25.

Why? Well several folks drove a different collector car; some were unable to be at the show because of family emergencies, and others of us were too busy running the show to bring any kind of show car.



As I think back on the show, the question that came to mind was: why is Sully great? Well, in my opinion it's great because people step up and pitch in.

Bruce Metcalf told me before our first planning meeting that he could help plan for the Flea Market but that he would be in Europe on Father's Day – he talked to John Dougherty, and John stepped up; covering both the Flea Market and the Car Corral as we approached the big day. On Monday of Sully week, I got a call from Tom Terko – he had to be in Chicago on Friday for a family emergency and couldn't lead the field layout team; I called Wayne

Parker and Wayne stepped up. Beverly Tomb had DAR duties in England just before Father's Day, and had dragged Doug along; he got back late Saturday, but drove his truck and trailer loaded with his 1909 Buick to Sully on almost zero sleep and drove in our parade – Doug stepped up.

This is exactly what Bill Worsham taught us over these past 45 years. He and Carol and Bill Benedict, Benny Leonard, Paul and Laurel Gauthier, Clem Clement and many others of "the old guard" always stepped up and pitched in. And they carried this show for decades. We really can't thank them enough, and we're lucky to have been able to learn from them. Now that we know more, others of us can step up. Like the members of this year's Sully Committee.

Jaime Gray Nelson was our Chief Judge, assisted by Brian Barrows. Gil Beckner was once again our Sponsor and Trophy man – raising money, and working the details of ordering and distributing 122 trophies, 400 dash plaques and 200 pins. The Flea Market worked with its Team Lead, Bruce Metcalf in Europe, because of John Dougherty. He and Benny Leonard, Clem Clement, Stan Johnson, Scott Williamson, Wayne Chadderton and Al Iagnemmo all pitched in to make it work. Thanks too to Billy Jaeger for trailer parking; Greg Shepherd and his team for the Snow Cone Booth; the Lyons their team for the Information Booth and Pin Sales; Benny Leonard for all the Special Displays. And thanks as well to Milford Sprecher and Rande Young for publicity and being the "Pin Sales Lady". But Rande... we have 3 or 4 left!



I'd like to close with a hat's off to Jeanette and T.W. Scott for being our very first "Best of Show" trophy winners. Jeanette and T.W. brought two magnificent cars; Their Best of Show and First Place in the Century Class trophy-winning 1912 Buick Touring, and a 1925 Ford Model T Pickup.

Thanks to everyone in the GWC for stepping up and pitching in, and thanks to Carol McDonnell, the Sully Historic Site Manager and her crew, Tammy Higgs and especially their Maintenance Crew Chief, Matt McNeal.

I certainly hope I've not missed anyone. It was a big team. Can we do better? I think we can. And I know the teams believe we can; let's try on June 21, 2020.

Jim Gray
2019 Annual Meet Chairman

THE CENTURY CLUB PARADE
(2nd LAP)



The parade moves through the antique car parking area



The Model T Club take-apart car



Jim and Edna Cross and grandson Thomas
in their 1908 Model 10 Buick



1903 Pierce Stanhope owned by Alice
and Don Silbert;

THE CENTURY CLUB PARADE (Cont.)



1912 Model T Mother-in-Law Seat Roadster owned by Elizabeth and Tom Quigley



1916 Model T Touring owned by NVRG & GWC clubber Keith Randall



1909 Model F Buick owned by Beverly and Doug Tomb



Winner of Best in Show Award: 1912 Buick Touring owned by Jeanette and T.W. Scott



1914 Model T Pie Wagon owned by Kim and Mike Copperthite

ALSO SEEN AT SULLY



Members of the Victorian Society at Falls Church as four Suffragettes added to the festivities



“Visible V-8”. It’s a 1939 Flathead Ford motor owned, modified and operated by Phil Murry



The ever-popular Sno Cone Booth



Model A's in front of the Sully Plantation house

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An advertisement for Gaslight Auto Parts. It features a large blue sign with the company name and contact information. In the background, several vintage cars are parked on a lot. The text is bold and clear, with a mix of black and white colors.

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www.rennerscorner.com

An advertisement for Renner's Corner. It features a white background with a red and black logo. The text is in a mix of bold, serif, and cursive fonts. It advertises early Ford parts and rebuild kits, specifically for 4-cylinder engines from 1928 to 1934.



This image of Bill Worsham, John Dougherty, Rande Young, Howard Minners and James Kolody, and the Minners was taken with a 120-year-old camera by Phil Foss – a 50-year Model A owner who we see fairly often, but who is not a member of the club. In his previous life he worked extensively with cameras, and collecting (or making reproductions of) rare and obsolete cameras and then using them is his hobby. The camera has a mechanical geared drive that physically moves the lens and bellows of the camera across a 160 degree arc, creating this pano look, which is analogous to the type of pictures you get using the “pano” feature on an iPhone.

—Jim Gray

If this type photo looks familiar, it’s because The Script ran another photo of Phil’s last month on page 20 taken at the Fairfax Car Show. For some reason, Phil was not listed as the photographer. The Script editor regrets the omission.—Bill Sims

2019 SULLY TROPHY LIST

Chief Judge: Jaime Gray Nelson

NOTE: Owners names in ***bold italics*** received 100 or more Points

Class:

1. Ford A, '28 & '29 Open & Closed
2. Ford A, '30 Open & Closed

3. Ford A, '31 Open & Closed
4. Ford A, Commercial
5. Ford T through 1927

6. Century Class

7. Other Marques, 1920-1930
8. Other Marques 1931 -1941

Owner:

- | | |
|---|-----------------|
| Rick Maurer | 1 st |
| Jim Ryan | 1 st |
| Jeff Lackey | 2 nd |
| John Dougherty | 3 rd |
| Bud Pratsch | 1 st |
| Mark Routt | 1 st |
| Keith Randall | 1 st |
| Dick Javins | 2 nd |
| Tom Tuominen | 3 rd |
| <i>T.W. & Jeanette Scott</i> | 1 st |
| Don Silbert | 2 nd |
| Bob Clubb | 3 rd |
| Chris Alt | 1 st |
| Tim Travers | 1 st |

2019 SULLY TROPHY LIST (Cont.)

Class:	Owner:	
9. Other Marques 1942-1959	Leigh Tedford	1 st
	Jim Larson	2 nd
	Jack Gallagher	3 rd
10. Other Marques 1960 – 1970	Joe Plumpe	1 st
11. Other Marques 1971-1994	None Qualified	
12. Original through 1994	Gaylord Reagan	1 st
	Rick Pozdol	2 nd
	Gene Elliot	3 rd
13. Fords & Lincolns 1932 - 1940	Clem Clement	1 st
	Jim Larson	2 nd
14. Fords & Lincolns 1941 - 1953	Jim McDaniel	1 st
	Frankie Martin	2 nd
15. Fords & Lincolns 1954 - 1960	Carl Sumption	1 st
	John Liebermann	2 nd
	Rusty Rentsch	3 rd
15 A. Fords & Lincolns 1961 -1994	Dave Claveloux	2 nd
	Bill Bonstra	3 rd
16. Mustang 1964 – 1967	Taylor Edwards	1 st
	Carmine Mendicino	2 nd
	Robert Vignola	3 rd
17. Mustang 1968 - 1994	Michael Paloh	1 st
	Ken G. Williams	2 nd
	Rex Turner	3 rd
18. Thunderbird 1955 - 1957	Reese Burgoyne	1 st
	Rick Healy	2 nd
	Karl Keul	3 rd
19. Thunderbird 1958 - 1994	Warren Hayes	1 st
20. Buick 1940-1994	Ron Toth	1 st
21. Chevy 1945 - 1957	Thomas Crabtree	1 st
	Bob Erler	2 nd
	Darhl Andrus	3 rd
22. Chevy 1958 - 1968	Ray Romero	1 st
	Jim Simpson	2 nd
	Phillip Sparta	3 rd
23. Chevy 1969 – 1994	Frederick Seoane	1 st
	Tom Rogers	2 nd
	Taylor Edwards	3 rd
24. Corvette 1953 - 1963	John Kolb	1 st
25. Corvette 1964 – 1970	Perry Taylor	1 st
	Tony Sanganetti	2 nd
	Chris Loiselet	3 rd
26. Corvette 1971 – 1994	Darwin Short	1 st
	Wayne Le	2 nd
	Fred Verdi	3 rd

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2019 SULLY TROPHY LIST (Cont.)

Class:	Owner:	
27. Chrysler 1945 - 1994	Tom Decker	1 st
	Cris Beveridge	2 nd
	Michael McCoy	3 rd
28. Oldsmobile 1945 - 1994	Jim McCormick	1 st
	Stephen Waite	2 nd
29. Plymouth through 1994	Kevin Foley	1 st
	David Wilkins	2 nd
	Ray Krukowski	3 rd
30. Pontiac 1945 - 1969	Chris Wisniewski	1 st
	Chad Thornburg	2 nd
	Leo Cummings	3 rd
31. Pontiac 1970 – 1994	Jim Ritter	1 st
	Tim Meyer	2 nd
	Todd Stevens	3 rd
32. English 1945 – 1970	Janet Wood	1 st
	Stephen Woodall	2 nd
	Phillip Ray	3 rd
33. English 1971 - 1994	Paul Edelstein	1 st
	Pete Farrell	2 nd
	Russ Salter	3 rd
34. MG Through 1994	Milton Barbiarak	1 st
	Mike Hughes	2 nd
	William Derryberry	3 rd
35. German 1946 - 1975	Jim Hobbins	1 st
	Mike Hughes	2 nd
	Roman Kishi	3 rd
36. German 1976 - 1994	Peter Bloom	1 st
	Wayne Welch	2 nd
	Nando O Farrell	3 rd
37. VW through 1994	Michael Janniro	1 st
	Gus Rodriguez	2 nd
	Cheryl Ayres	3 rd
38. Japanese & Italian	Phillip Ray	1 st
	Kevin Shirley	2 nd
39. Commercial through 1958	Michael Curles	1 st
	Luke Jones	2 nd
40. Commercial 1959 - 1994	Russell Nalls	1 st
	Jason Javaras	2 nd
41. Packard through 1955	Hal Hermann	1 st
	Scott Leaf	2 nd
	Chuck McDonald	3 rd

COMING EVENTS

July

July 10 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

July 13 (Saturday) Flea market in lieu of regular monthly meeting. The flea market will be held at the American Legion Post 177 on Oak St, Fairfax, just off Rt 29 from 9:00 – 3:00.

July 27-29 (Friday – Sunday) Berryville, VA, Steam Show. \$7 admission, antique tractor pull 6:30 Friday, horse pull 6:00 Saturday, farm tractor pull 1:00 Sunday. Steam engines, gas engines, threshers, kiddie pedal tractor pull 2:00 daily. Info at SVSGEA.COM

July 27 (Saturday) Adam Eaton's 3rd Annual Rev Up The Park, hosted by Washington Nationals Outfielder, Adam Eaton & the Nationals Dream Foundation, Nationals Park, Home to the Washington Nationals, 1500 S Capitol St SE, Washington, DC 20003 6:30 AM - 9:30 AM. Rev Up The Park is a charity car show held at Nationals Park to benefit [The Dragonfly Foundation](#) - supporting pediatric cancer families & patients. The charity car show brings car enthusiasts and baseball fans together to showcase their vehicles in the parking garage at Nats Park. Website: <https://www.revupthepark.com> Registration: <http://www.revupthepark.com/registration>



August

August 14 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

August 18 (Sunday) Middletown's 9th Annual Car & Truck & Tractor Show. 10:00 – 3:00 Registration 10:00 – 12:00. Entry fee \$10. Located on Main Street. For info, call Mayor Charles Harbaugh at 540-877-4594.

September

Sept. 8 (Sunday) 49th Annual Sugarloaf Mountain AACA Car-Truck-Motorcycle-Modified Show in Urbana, MD. Info at mcpd849@gmail.com or call Don Pohlmann at 301-414-0394

September 8 Seven Loaves Charity Event. Seven Loaves is a charity whose mission is to feed the poor. Those that are hungry in our area can come to Middleburg and receive groceries for the week. We're having a recognition event for our volunteers who've served over the past 25 years and are planning an antique car show. The event will be at the Salamander Resort in Middleburg on Sunday September 8 from 1-4 pm. There will be a BBQ meal provided by Salamander and beer and wine. We'll have a falconer working with birds of prey, and our car show. The cars will set up in the pasture by the resort's mare barn. For info, contact Mary Hayes at vachf@msn.com

Sept. 14 (Saturday) New date for the Club Pig Pickin'.

Sept. 21: (Saturday) 44th Edgar Rohr Antique Auto Show sponsored by the Bull Run Region AACA, at the Manassas Museum, 9101 Prince William St., Manassas, VA. 20110. 10AM to 3:00 PM. Free spectator admission and garage parking across the street. Open to antique vehicles and street rods 1994 and earlier. Fifty "class" awards and 14 special awards. Antique car parts flea market, car corral, and Model T Ford assembly demonstrations. A minimum of 150 vehicles are expected; dash plaques go to first 175 vehicles registered. Located within 2 blocks of Old Town Manassas shops, farmer's market, annual International Food Festival. The show goes on "rain or shine." Information: Darryll Baker, (571) 294-7853. On-line flyer: <http://bullrunaaca.org/downloads/2019%20Rohr%20Flyer.pdf> .

WANT ADS

For Sale

1931 Model A Woody Station Wagon. It was restored 25+ years ago, is an AACA national prize winner and has been kept in climate-controlled storage since my father passed away. It has recently been serviced and is in good running order. Overall it is in excellent condition inside and out. I grew up with my dad restoring Model As and going to car shows. So it is going to be hard to part with his last one. He was a long-time AACA member and was always proud of his cars, but this one was special to him. The car is located in Northeast Tennessee and I will be glad to send more pictures, answer questions or show to anyone interested. For additional information, contact Cathy Rorrer Peeples at bcspeeples@comcast.net



Offered for sale by George, of George's Automotive Restoration, is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs bodied stunner was restored to an extremely high standard by none other than Tom Kortisses, during his tenure as tech guru, at Bratton's Antique Auto Parts. Painted a gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside, and as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drive train, and modern mechanical upgrades including a Nu-Rex extra high output alternator, and 8-volt battery, as well as safety upgrades including turn signals, and fuse mount. Asking \$29,900 OBO. Please don't hesitate to call George @ 703-969-1715 with any questions, to schedule a test drive, or make an offer.



I'm selling my 1930 40b Rumble Seat Roadster. It was fully restored in 2010 and earned 500 points at the MARC touring class at French Lick in the same year. It is also an AACA Senior First class award winner. It has all the side curtains and hardware, 3X spark plugs, Stainless stone Guard, Stainless Luqqage Rack, NOAH car cover, and seat belts in both the front and rumble. Seller has installed a modern fan blade and the Ford Script battery was replaced, These items will have to be replaced to be a 500-point car again. It is in Madison, Alabama, but I can transport to Northern Va. for a reasonable fee. Asking \$24,000. You may contact Doug Cox via email at couqarcdr06@gmail.com and he can send many more photos if interested.



GWC IN THE COMMUNITY

Bud Pratsch took his 1930 Canadian Model A Roadster to Flint Hill Elementary School to be part of a discussion on Henry Ford's contribution to the American production process, which led to affordable cars and, eventually, to the successful American production effort during WWII. The teacher of the class is the son of Club member Jerry Bechtle. Bud's car is a "50 footer" so he let the children climb in it and even get into the rumble seat. The photo is of the kids as they listen to their teacher. The boys and the girls had some really good questions such as, "Why did they stop making wire wheels," and, "If you close the rumble seat top, does that give you a trunk for storing stuff." Around 8 or 9 of the children just had to tell him what kind of car their father had, or their grandfather or neighbor had.



MAFFI NEWSLETTER MINUTE

9th Annual Model A Day "Original & Unique" September 21, 2019

Model A Day is fast approaching and if you haven't made your plans to attend, you need to do it soon. It is going to be a great day with the Swap Meet, seminars in both technical and fashions, food and lots of fun! Entrance to the entire Gilmore Complex will be free to any MAFFI member. (Remember to bring your MAFFI membership card or apply for membership at the entrance) Our Annual MAFFI General Meeting will include the Hall of Fame Induction as well as the introduction of our board members and special recognitions.

Our theme this year is, "Original & Unique" and will include the Twenty Millionth Model A as well as many other original and unique vehicles on display. If you are driving or bringing an un-restored Model A, there will be special parking for you!

Of course, the Model A Museum will be open and ready for you to explore and enjoy all of the beautiful cars, fashions and the new exhibits including the Penny Press Machine so you can bring home a special souvenir. We will have the unveiling of the latest Model A Day Pin (3rd in the series)

MAFFI NEWSLETTER MINUTE (Cont.)

and the 2019 Model A Day T-Shirts for purchase as well as many other pieces of merchandise. Make sure you take a ride on the AA Stake Bed Truck People Mover to get you around the campus in style!

If you need more information on Model A Day, please feel free to contact the following people:

Model A Day Chairman:

Jerry Morrissey – jertrudy@sbcglobal.net

Hotel Information:

Four Points Sheraton – (269) 385-3922

<https://www.marriott.com/events/start.mi?id=1546963751806&key=GRP>

Swap Meet Reservations & Information:

Lou Ironside – (810) 798-8803

Ken Ehrenhofer – (630) 697-3906

Mark Maron – (847) 302-7900

Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org

