

The Ford Script



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Jason & Andy on parade (Photo: Jim Gray)



Dedicated to the restoration and preservation of Model A Fords for 51 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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For June, July and August, copy for THE FORD SCRIPT should be e-mailed to the Assistant Editor to arrive by the first Wednesday of the month to: kesedeme@aol.com

Next deadline: Wednesday, July 2nd

THE PRESIDENT'S CORNER



Dear Members,

Well, it is almost time for Sully. Just over one week to go. This is it, and now is the time to get out there and help the Club put on another Great show.

The GWC Chapter has been putting on one of the most successful and unique car shows in this area for more than 40 years. This reflects well on the Club, and it is a credit to Bill Worsham and the team of Club volunteers who help him. And, it takes a team effort to get it all done.

It is a lot of work, if we are going to make it run smoothly and be a fun, rewarding experience for the Club members and for the people who attend. It is also a chance to showcase the Model A Ford. It is not a coincidence that the Model A is at the top of the hill. Our reward for putting on a successful show is to be able to showcase our cars and share them with a wider audience.

In past years I have arrived early and helped out with parking cars. For a couple of years now, I have helped park the Cadillacs, Chryslers, Mopar and other brands, just beyond the main house, down behind the Corvettes and Thunderbirds. Wow. What a way to get a chance to see some very nice cars close up. And the owners who bring their show cars appreciate the extra care in getting their cars parked, and set up to display. It is a win-win.

I encourage all Club members to get in touch with Bill, and ask where you can help out to make things go more smoothly. Use those four tickets you have to bring a friend, neighbor or guest. Help to spread the word and make this years show another success. You may encourage a new Club member just waiting to join.

Finally, we will be giving out trophies to the judging winners and five student scholarships, starting at 3:00 PM. We will be awarding the Club scholarships to five students who have demonstrated excellence, in a challenging field of submissions. Plan to stay till the end and cheer them all on. There is nothing like a good size crowd to make a scholarship award or the car trophy, seem more significant. Help to make that happen, and build enthusiasm for everyone to come back next year.

See you at Sully,

Thanks, Doug

FROM THE ASSISTANT EDITOR

I was glad to finally get my Coupe to a Club event last month at the Cross's and the winery. Living in Berryville has its advantages, but an easy cruise to Club events isn't one of them. I hope my efforts for the next few issues will be close enough to Bill's work that I don't get fired prematurely.

Bruce Metcalf

FROM THE SMOKE-FREE ROOM



Minutes of the GWC Board Meeting May 28, 2014

Location: Fairfax City, Virginia.

Meeting convened at 7:00pm and dismissed at 8:47pm

Attendees: Included, Jim Gray, who served as meeting Chairperson, Woody Williams, Jerry Olexson, Paul Gauthier, Bill Sims, Jim O'Neale, Bill Worsham, Greg Shepherd, Suzan O'Neale, Bruce Metcalf, and Benny Leonard.

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

The Sully progress report was provided by Sully Chairperson, Bill Worsham. All plans and action items are progressing as planned. There will be a Wednesday June 11 final inspection by the Sully Committee and Park officials. Club members are urged to sign up as a volunteer at the Sully Show on June 15.

The club's planned Tours and Activities was discussed by Paul Gauthier. Details and times will be published in the Script. The club picnic at the Jaeger residence is June 22. Family cost is \$5. The Skyline Blackberry Delight Tour event is July 25 – 27. Janet Merkle is the contact point for this event. The club Christmas party is Saturday December 6.

A Program and Calendar of club Events was distributed and discussed by Jim Gray. The June program is to be determined. The Outdoor Flea market is scheduled for the July 16 meeting. Also in July is the Blackberry Delight Tour to Skyline in the Shenandoah National Park. The Board authorized \$100 funded from the Memorial Fund to sponsor a speaker for the November 19 club meeting. Several other tours and events are in the early planning phase. Details will be shared as they develop.

A report on the Club's Scholarship sponsored program was provided by Suzan O'Neale. To date, all applications have been screened. A total of 5, \$1000 scholarships will be awarded at the Sully Car meet.

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

Articles for the June issue of the Club newsletter, The Script, should be submitted to Editor Bill Sims and Assistant Editor Bruce Metcalf, no later than June 4. Board was informed that Editor Bill Sims will be away for the next two months. Bruce will be handling publication matters in the interim.

Membership Chair Greg Shepherd reported that the club roster was completed and distribution made at the May meeting. Electronic issues can be requested from the Membership Chairperson

Tool Chair Benny Leonard, reported on inventory and usage of club's tools.

National Liaison with the MARC and MAFCA club events will be reported at a subsequent Board meeting.

A schedule of Board meetings for the remainder of the year was finalized: June 22, July 23, August 27, September 24, October 22, November 19, and December 17.

A discussion continued from the April meeting on the issue of the Board's ability to vote by Proxy. A motion was made to withdraw the motion and consider for future discussion at a more appropriate time.

Continuing discussion and concern was expressed over the standing of Insurance Liability and O&D coverage provided by the parent organizations, MARC and MAFCA at national events and local chapter events. Comprehensive information is required from MAFCA National Headquarters at this time. The GWC Club President will issue a letter to MAFCA requesting a complete copy of the insurance policy and to further explore the implications and understandings of insurance coverage. A second letter will be issued by the President to MARC requesting further clarification of the "region in good standing" comments in the Model A News and how does this affect liability insurance coverage.

FROM THE SMOKE-FREE ROOM Cont.

Discussion continued on the task of organizing a club sponsored tour to the Model A Museum for September of 2015. A Chairperson is needed to pull the event together. The selection of a chairperson to organize the event will be discussed at a future board meeting.



Consideration of club sponsoring a MAFCA and MARC national meets has been deferred until next month.

Other Matters for Discussion

The June Board meeting is scheduled for June 22 at the club picnic event.

Minutes submitted by,
Jerry Olexson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

In his usual optimistic way, President Bobby Harrington wrote in his President's Corner column of the Ford Script "It is hard to believe that things can get much better than this". Continuing, he pointed out what a fine ceremony was had at the May meeting, where the Jack Knowles family had started off our Memorial Fund with a generous gift of \$1,000. He expressed deep appreciation for the Knowles strong interest in simultaneously remembering a loved one and promoting the interests of our club. Jack was well known for his restoration of two Model A's, a Bell System telephone company lineman's truck, and a Victoria. While still alive, he had donated the truck to the Smithsonian. The Victoria changed hands within the chapter later, going to Dewey Burleigh After Dewey's demise it got away, despite efforts by a member to buy it. All came out well in the end when Gerry DeWitt acquired it and brought it back into the fold.



President Harrington went on with a pre-Sully pep talk, citing the previous year's successes and praising Bill Worsham for his consistent excellent performance and extraordinary leadership manning the helm for the Sully show. Referring to the weather, he said I am glad also to see that Bill has enough connections in the "right places" to call up some sunshine when we really need it.

Guy Pearle reported that the program for the June meeting would be a carburetor seminar by Chuck Zierdt. Chuck had made presentations before and had restored quite a few smooth running show quality carburetors. A display board was to back up the presentation, showing the changes in the Model A carburetor during production.

The Great American Race was coming up and both a Model A Team, #99, and our late member Dick Eisenman, Team 109, were entered, and it was said they would gladly accept any financial support that might be offered. Dick's entry was a very nice '34 Dodge coupe.

On the For Sale swap page under "Once in a lifetime", not one opportunity but two were offered; a partially restored '29 Tudor and a '59 Mercury by Al Iagnemmo that "runs good but won't move."

Dave Henderson

SULLY 2014

We're in the final days before our big event. Get your cars ready to show and if you have not done so, please sign up to help with the show. Remember, Sign up to help and you will receive one of the following:

- One free car registration
- \$10 Discount on flea market space
- Four gate passes for your family or friends
- \$10 Discount on car corral space

Thank You,
 Bill Worsham
 Annual Meet Chairman

THE STEERING COMMITTEE – 2014 SULLY MEET

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MEMBERSHIP REPORT

The hard copy of the Roster is done and many members picked theirs up at the last membership meeting in May. The rest I will be sending out in the mail to members in the coming weeks. Once that is done, I'll have extras for people to pick up at membership meetings over the coming months.

SUNSHINE REPORT

With sad hearts, we must report that Irene Kandl (Mother of late clubber John Kandl) passed away on May 5, 2014. Please keep the family in your thoughts.

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. I can always be reached at Shepman@gmail.com or 703-476-6496.

JUNE'S PROGRAM



Harvey Hack, past President of the Greater Baltimore Model A Club, will speak to us about corrosion.

Dr. Hack is a Senior Advisory Engineer at Northrop Grumman Corporation, Undersea Systems, where he provides guidance on materials selection and corrosion control, including coatings selection and application and design of cathodic protection systems, for underwater vehicles and systems. He is Past Chairman of the Board of Directors of the American Society of Testing and Materials (ASTM) International, Past President of the Council of Engineering and Scientific Specialty Boards, and was Chairman of the USA Task Advisory Group and head of the USA delegation to ISO Technical Committee 156 on Corrosion of Metals. He is currently also the president of the National Association of Corrosion Engineers (NACE).

See more at: <http://www.nace.org/About-NACE/Board-Bios/Harvey-P--Hack/#sthash.26RphIKS.dpuf>

Jim Gray, Program Chair

PREPARE FOR OUR PRODUCTION NUMBER PROGRAM IN SEPTEMBER

Ford kept some very detailed records during the production of the Model "A". A good number of these records have survived and are available through the Ford Research Center.

Ford maintained a daily log of all Model "A" engines produced at the Rouge plant. These were hand logs and show us how many and what engine numbers were produced each day during production. The Model "A" Restoration Guidelines and Judging Standards show the same information for each month during production. Some of the engines produced at the Rouge plant were sent overseas for foreign production while some foreign plants assembled their own engines.

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

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PREPARE FOR OUR PRODUCTION NUMBER PROGRAM IN SEPTEMBER Cont.

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

Dave Sturges & Jim Gray

JOIN US FOR AMERICA'S 2014 INDEPENDENCE DAY PARADE!



Join up! We want you!

The organizers have asked that everyone riding or driving in the parade sign a release as a prerequisite for participation. You can find that release on our web page – remember, each person needs to sign one. The organizers want these mailed back to them, and they need to have them by June 23. If you give your release(s) to me at the meeting on June 18, or mail it to me by June 19, I will take care of getting it to the organizers. If you mail it to the organizers directly, please let me know so I have a complete list of who will be there.

The parade will step off at 11:45 AM from 7th and Constitution on the Mall. We'll need to be in place approximately 2 hours prior to that, which means we

will need to leave our meeting point at the Pan Am Shipping Center in Fairfax at 9:00 AM.

Will it be hot? Probably... but will it be GRAND? Definitely! This is the granddaddy of them all, the flag-waving, horn-blowing celebration of America's birthday!

Jim Gray

703-250-1991

GRAY WITH AN A



Here it is, June, 2014. Times change, people change, in fact, the only constant is... change.

Last year I imagined how different things might be for Sully shows of the future. I hadn't imagined how much my personal Sully would be different just this one year later. I hadn't factored in the dramatic change in my personal Sully weather forecast – the "Kinder (rhymes with "tender") Storm" would be absent; blown south on a military-change-of-duty-station-breeze to Florida after our son earned his MD. To add to that breeze, Kathie and I are just now beginning to feel the effects of our own "El Niño," with the birth of our newest grandchild, Asher James Nelson. All this and the approach of Father's Day made me think about Sully, and I remembered the verse I offered in the August, 2013 Script:

Stopping by Sully on Father's Morning

Whose fields these were I think I know;
But he's now gone, as all must go.
He does not know we come each year,
And park our cars in row on row.

Primped and clean, they bring such cheer,
Drawn close, the throngs, perhaps too near.
Between the master's and his chattel's,
The crowd, as one, is glad it's here.

On solemn ground of re-fought battle;
Neigh not, our steeds just shake and rattle.
As day's descent grows ever steep,
About our rides; a judgment prattle.

Into the dusk, concurs and heap;
Scatter far; some zoom, some creep.
A few more miles is all we seek;
A few more miles before we sleep.¹

Some of the recent "advances" in technology have me a bit worried about this sentimental dream, though. At the annual Re/Code conference in Rancho Palos Verdes, California, Google unveiled its totally automatic car – no brakes, accelerator, steering wheel, mirrors, back seat, glove compartment or stereo – just a little sub-bug sized car that takes you places²: I worry about car club meets of the future; they'll probably just spontaneously self-organize someplace and then take their riders home again. Oh boy. How do you judge that?

But the most useful invention announced at the conference may be from Microsoft. It's a near-real-time translator imbedded into Skype³. It apparently works with Mandarin, English, Spanish and even Klingon (for you "Trekkies"). Now if it'll only work inter-generationally and with lawyers, I'll declare this a true advance.

In the world of 3D printing, the "Foodini" is now available⁴ – it prints food. I predict that it won't be long before

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GRAY WITH AN A Cont.

the source of some of the basic ingredients (e.g. protein) won't be a choice that bothers most folks – they'll just order some "protein" on line, and the Foodini's progeny will print your nice juicy steaks from... insect proteins.

I'm still holding out for the 3D printing of new body parts, though. I note that some of mine could use replacing soon. I also find myself hoping that the mouse memory improvement experiments are still going strong⁵. And that Google Glass I mentioned last year⁶? It's making its way into the mainstream. Although the final move may be to inject the "heads up display" directly into your visual cortex, the current next step may be to present information using incredibly sophisticated realistic virtual reality goggles (the "Oculus Rift"⁶) that boggle (and fool) the mind. Think "The Matrix," and watch out for those cats that interject themselves into your perceived reality. Yes, a few more miles before we sleep... I think that's all we can hope for, whatever the weather, and whatever the onslaught of technology throws at us. For now, though, I'm enjoying rebuilding carbs and distributors... something I imagine the Google car guys will not only never do, but they'll never know how to do... heck, they won't even understand why we did it. All they'll know is how to recharge the transport thingy... I'm sorry, but I refuse to call that Google autobot device a car.

Jim Gray

1. © Jim Gray, June 21, 2013 (With apologies to Robert Frost)
2. <http://recode.net/2014/05/27/googles-new-self-driving-car-ditches-the-steering-wheel/>
3. <http://recode.net/2014/05/27/microsofts-skype-star-trek-language-translator-takes-on-tower-of-babel/>
4. <http://3dprintingindustry.com/2014/03/31/3d-printer-foodini-food-kickstarter/>
5. . Kim, Meeri, *The Washington Post*, "You didn't imagine it: Mouse given fake memory", July 26, 2013, pg. A1
6. <http://www.google.com/glass/start/what-it-does/>
7. <http://www.oculusvr.com/>

WINCHESTER APPLE BLOSSOM CAR SHOW – MAY 10, 2014

The Shenandoah Region of the Antique Automobile Club of America (AACA) Apple Blossom Antique Car Show (and FLEAS!) is always a great road trip. Benny Leonard and Jim Gray joined Glenn MacKinnon and me for my annual pilgrimage in my trusty, rusty Tahoe.

The Winchester fleas were on grass this year. This is good and rare news because when it rains they put the fleas on asphalt way over back someplace. We used my secret route and beat the crowd to the treasures. I hadda' make 3 trips to the van with my treasures. I bought some mint trains and other junk. Jim demanded that I buy a plastic outhouse to go with my outhouse collection. It wasn't until we got home that I figured out that the little boy inside rotates and waters everywhere. I gave it to Ms. Sandy for Mother's Day... she was speechless.

Today I find out the Clubber James Powell was at the Shenandoah College commencement next door watching his wife get her master's degree. I'm certain his mind was on the ceremony and its importance rather than us boys rooting thru the greasy car fleas. Had we known, we might have asked Mike Danielson, Dan's son and police captain in Winchester, to bust James out for some healthy fleain'. Did I mention one fellow had a mess of rusty Zenith carb parts? Try as we could, we didn't see any with any hope left in them.



Model A stuff



Just stuff

Another guy had all kinds of strange stuff. There was nothing there we didn't want, but LOTS we didn't drag home. Like the sweet '40 Ford; its big bux price was outta our league.

After too much fun at the fleas we trooped over to the famous Papermill for eggs and chat. Such good times. As we were leaving one of the senior waitresses came up to me and said how disappointed she was. She sez by the looks of you boys I expected some chicanery and cowchipery, and to have to throw youse all outa here. You guys were quiet, used utensils and didn't scratch nuthin'. Thus we got a grade of minus zero for our efforts... great eggs and chat though!

After that disappointing assessment of our performance, we headed home to pick weeds and be re-domesticated. Did I mention that there was no designated adult for the road trip? Must'a been because Dan didn't go with us.

Clem

MEMORIAL DAY PARADE 2014; THE PARADE IN WASHINGTON, DC

Three years after the Civil War ended, on May 5, 1868, the head of an organization of Union veterans - the Grand Army of the Republic (GAR) - established Decoration Day as a time for the nation to decorate the graves of the war dead with flowers. Maj. Gen. John A. Logan declared that Decoration Day should be observed on May 30, because flowers would be in bloom all over the country. The first large observance was held that year at Arlington National Cemetery. By the end of the 19th century, Memorial Day ceremonies were being held on May 30 throughout the nation.

It was not until after World War I, however, that the day was expanded to honor those who have died in all American wars. In 1966, Congress and President Lyndon Johnson declared Waterloo, N.Y., the "birthplace" of Memorial Day. In 1971, Memorial Day was declared a national holiday by an act of Congress, though it is still often called Decoration Day. It was then also placed on the last Monday in May1.

Memorial Day was May 26 this year, and several members of the club accepted the invitation to join the National Parade to help commemorate it. Paul Gauthier led the group. Clem Clement carried Chaplain Jim Warrenton; Andy & Ellen Jaeger carried Rick & Anne Anderson; Jason Cunningham carried his mom, Lee Cunningham, Joanna

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MEMORIAL DAY PARADE 2014; THE PARADE IN WASHINGTON, DC CONT.

Linn and her brother, Jonathan. I pulled up the rear. We assembled next to a long line of Vietnam and earlier military equipment from the Americans in Wartime Museum. It's always interesting to look closely at all these other vehicles and talk with the other folks in the parade. The enthusiasm is palpable and contagious.

Clem was drafted to carry "President" Teddy Roosevelt, which he considered a "Bully" job. After we finished the parade, I drove to Arlington to visit my parents.



Paul leads the way

(Photo: Jim)



Clem & "Sky Pilot" Warrenton arrive

(Photo"Jim)



Jason, mom, Lee, Joanna & Jonathan Linn (Photo: Clem)



Andy shows his patriotism!

(Photo: Jim)

MEMORIAL DAY PARADE 2014; THE PARADE IN WASHINGTON, DC Cont.



Sky Pilot Jim Warrenton pre flights a Huey (Photo: Clem)



The crowds on Constitution

(Photo: Jim)



The Remembered at Arlington

(Photo:Jim)

After visiting my parents, I returned to my car to find a small crowd gathered. One fellow asked me if I knew Doug Tomb... he said he thought Doug had a Model A, and introduced himself as Doug's cousin.

Another member of the crowd was a WWII vet. He told me of his service under Patton, and of the many battles he survived. Then he added he was there to visit those who didn't survive. I instantly thought of my cousin, Buddy Corbin, and my good flight school friend, Russ Maynard. "I know how you feel," I said... we shook hands, and we parted ways.

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MEMORIAL DAY PARADE 2014; THE PARADE IN WASHINGTON, DC Cont.

As I drove home, I was awed by the sea of American Flags adorning the hundreds of thousands of graves.



(Photo: Jim)

Remember me.

I thought about the day, the parade, and why we were there:

I am your father, your mother, your uncle, your aunt, your sister, brother, and cousin. Remember me. At Gettysburg, Verdun, Normandy, Chosin Reservoir, Khe Sahn, Fallujah, Kandahar. I spilled my blood there for you. I spilled it for America.

Remember me.

Jim Gray

1. http://www.va.gov/opa/speceven/memday/history.asp?utm_source=3birds&utm_medium=Web&utm_campaign=AUBURNVW_Fun+Facts+About+Memorial+Day

MEMORIAL DAY 2014; CLEM REMEMBERS

We GWCers gathered at Pan Am Shopping Center for a cup of Joe. I rolled early to pick up Chaplain James Warrington. As I drove, my mind went back many a year to Decoration Day in my home town of Woodbury, New Jersey. As a WW I veteran and Legionnaire, Daddy used to proudly march in the parade. Daddy knew everybody in Woodbury, so when he marched there was yelling and hollering and proudness all over. Mother wouldn't let me march with him, (I'm not sure it was done anyway), but I sure wanted to be next to Daddy. The parade started in North Woodbury near Betty's Ice cream store and stopped at a vet cemetery next to the car dealer's place, then on into town and out Barber Avenue to the cemetery there. Sometime mother would drive me out there. Gun salutes were fired and we all celebrated our heroes.

I also remember the Victory in Europe (VE) parade in Woodbury. Everything that rolled or walked or moved was in the streets! Jubilance was everywhere. Daddy ran the YMCA for 43 years so his boys (some of them, at least) were coming home. WOW it was a time. So now I get to be in a Memorial Day parade and I'm wishing Daddy was along for the ride.

Soon we joined the group en route to the parade. It was the usually dance entering Washington, being directed this way and that as we headed to our assembly point in front of the Air and Space Museum on the Mall. As we drove the city streets, Paul's A started poppin' and fussin' but he skillfully maneuvered her to our assembly area. Once there, we figured out it would be a long time until the 2 PM start time, so Paul, with Jim's assistance, changed out his carb with a Craig Sawyer rebuilt one from Small Parts Day.

We visited the Vietnam helo unit next to us from the Americans in Wartime Museum collection. Chaplain James got to sit in a Huey and reported that the airspeed was reading 40 knots sitting still.



Jim helps Paul change out his carb (photo: Clem)



"President" Teddy Roosevelt's rolling Bully Pulpit (photo: Clem)

Paul, still a bit concerned about his car, decided that I should carry Teddy Roosevelt. What an honor!! I moved Smokey to where Teddy would be which gained me 27 spaces higher up in the parade order. We were mobbed with the citizenry wanting photo ops and seat time. Chaplain James and I chatted with the last of the original Buffalo Soldier re-enactors and a Rough Rider or two. As Mickey D's was nearby, we

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MEMORIAL DAY 2014; CLEM REMEMBERS Cont.

bought them a hamburger and had some fun chat time. Andy, portraying Teddy R., showed up and we did photos all around. As expected of a guy playing this character, Andy was a character himself, so we had a good old time riding together. Chaplain James (at 88 years young) hopped into Smokey's rumble seat and off we went. AND we had an adult aboard! Teddy was forever yelling "BULLY" and "Should I run for a second term?" The crowd loved him.

I'm always in a quandary about ahoogha-ing my horn during a Memorial Day parade. The parade is in honor and remembrance of our war fighters and of the terribleness of war. Some say solemn is proper. Yet we celebrate those who served and we celebrate America so it seems OK to toot. Smokey is never still, except for the 2 minutes of silence at 3 PM, which, for me, is really powerful. The parade stops and buglers, positioned all along the parade route, blow taps in remembrance. Our iron steeds idle, and our hats are off. The crowd fell silent and the POWER seemed everywhere. The moment passes and on we went a little prouder and a little stronger.

I felt Daddy watching his boy and his ride. Daddy owned 4 brand new Model A's in his lifetime... he knows this car. So now I'm bestowed the honor of driving an old car in the Nation's Capital's parade. Smokey seems to know that this is special and she performs at her best.

All too soon the parade is done and "Teddy" was given a ride by the parade staff back to his family at the Smithsonian. We drove slowly past Thunder Alley, still active after Rolling Thunder went through the day before. Chaplain James and I went to lunch at the Metro diner and then home. A wonderful day full of memories

Clem Clement

CLEM'S DREAM OFF TO WISCONSIN TO BE RESTORED

After my 23 ½ years of Air Force service we moved to Medford, NJ and I took an excellent job with RCA in advanced development. I was born and raised in Woodbury (Exit 3) (yes, George Washington slept there) and went to college at Stevens Institute of Technology in Hoboken, NJ. The dream of a Jersey boy with a technical education was to work for RCA and I was living that dream. My 1929/30 Model A pickup followed me there and we joined the local club. We had two young boys to raise in the woods of the Medford area, meaning Halloween and Fourth of July parades in the old truck, antiquing and sweet community living.

After getting settled in, I was looking for a Model A to do a frame off restoration. My late Father had introduced me to Frank Heiss, Sr. in the 50's and now I would visit his shop frequently. One day he had a nice corvette in his shop for redo and sale. The next visit the 'vette was gone, and in its place was a tired-looking Model A phaeton that he had taken in partial trade. I got to see it and soon it followed me home. I had a good job and friends to help me with the hard work ahead. So she came to live with me and I dreamed of building the car with two of my sons.

When I got the 1928 AR phaeton she was very tired. She had been in the back of the late Jack Caruso's barn for 30 years. He also had the dream and although he had owned 50 plus model As in his antiquing business in Mullica Hill, NJ, this was to be his keeper and he intended to restore it. At some time in her storied career she received a 1931 engine and a conversion to later braking system. It was also brush painted along the way and the top removed. I'm guessing it served as a high schooler's runabout. The

CLEM'S DREAM OFF TO WISCONSIN TO BE RESTORED Cont.

seats were from a junker - something not Model A. She collected more than her share of rust. The car had the "feel" of a high school kid's jalopy fun car that was run hard and put away wet. When Jack's son wanted a 'vette, away it went. Frank senior knew I was a softie for a phaeton (my fav body style). Sometime while the phaeton was stored, someone tipped over a can of blue paint on a higher shelf in the storage area and one rear fender had a lovely blue strip of drippings; great patina.

About a year later, GE bought out RCA and fired some 6000 engineers in the Delaware Valley. We followed the money to the DC area and the phaeton came along, not much better than when I bought it. It did gain round tires, got cleaned out and was sorta running. Life got in the way with raising the two boys, trying to survive in Washington business scene and getting older. The phaeton spent some time in the backyard in a tent Bob Wild had stored for us in one of his barns. Several years went by. Eventually John Kandl and others got on my case about restoring the car. He was building a Model A limo and we planned to build the 2 cars together. Whatta dream come true for me.

The phaeton got fully disassembled and the parts cleaned and primed. In the meantime, John changed jobs, lost his time off and then suddenly and sadly passed at the age of 56. By this time the phaeton was in dry storage in a pile in a trailer in my front yard. She slept safely there until Jim Nickleson called for her to hop to it and get herself together. Best wishes Jim; she's had a long hard road and deserves to ride the roads again in style.

In retrospect, I wish I had left it together and driven it, rust and all. At least it has been saved. Over my ownership years I made many happy Carlises and Hersheys with the fun of the chase for parts. I learned a great deal about the abnormalities of the AR breed; I'm told there're 500 differences over the period of AR production between AR and regular As. When I started, I thought AR meant "Always Rattling." I collected many, many parts for the AR including 10 doors, 5 transmissions, several fender supports, an extra frame, lots of small parts, a top mechanism, several early braking systems, seat springs, 3 parking brake handles, etc. Most have been cleaned but all need work. This is not a "throw bolts at it" reassembly job; that's for sure. I had 10 sets of front fender cast iron braces. None matched the curve of the phaeton's fenders so they all stayed until rebuild could occur. Mr. Ed worked on the fixed front seat and moved it back 3 inches, making getting in, out, and sitting much easier for me. He worked on the back of the body as well. I had intended to tie the back cushion springs back tight to gain more front seat room.

My sons are "all growed up" and gone away from here. Joe and family are in Kansas City working on his beloved 64 ½ Mustang ragtop. His daughter has big eyes on the Rangoon Red 'Stang. Eric is in Detroit driving a brand new Dodge Ram truck and learning to be an antique home owner and yard/garden expert. So my dream car asked to be moved on. During May, Jim and his friend Jared showed up with a huge trailer already loaded with a '60 Lincoln that Jim needed. In one afternoon and early evening, we somehow squeeze the phaeton parts in, under and around the '60 Linc. Now my dreams are a-wandering as to what is next... everyone should have dreams, and mine are always strong.

June 2014

CLEM'S DREAM OFF TO WISCONSIN TO BE RESTORED Cont



The heavy metal. We lifted 2 engines into the trailer...



...while Clem and Jim Nickleson sort "stuff"



CLEM'S DREAM OFF TO WISCONSIN TO BE RESTORED Cont

More sorting of the dream...



The big pieces await loading.

...and even more



Jim & Jared load the frame under the '60 Lincoln.

Many thanks to the packing and moving team of Jim Gray, Benny Leonard and Glenn McKinnon in assisting Jim Nickleson, Jared and me in loading up the huge trailer with phaeton parts. And a special thanks to Ms. Sandy for her patience and understanding. It's like selling a family member... I miss her already.

Clem Clement

PS: I have taken a flea market space at Sully and plan to sell off some of the Model A parts that did not transfer with the phaeton. So come one, come all to the flea market at Sully and own a piece of my phaeton dream!

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June 2014

COMING EVENTS

Program Update

June 18: Harvey Hack will speak to us about corrosion. Harvey is the past president of the Baltimore Club, and the current president of the National Association of Corrosion Engineers (NACE).

Jim Gray, Program Chair

Tours & Calendar of Events

June 15, Sully

June 16, Caffeine Double Clutch breakfast gathering at the Fairfax Silver Diner near Fair Oaks Mall – 9:30 AM - ?? Drive your classic!

June 22, Picnic at the Jaeger's – bring a dish to share, and drive your Model A. See details elsewhere in this Script.

June 22 – 27, National MARC Meet, French Lick, Indiana

July 4, National 4th of July Parade in Washington, D.C. Jim Gray is POC. SIGN UP NOW! Uncle Sam Needs You!

4th of July Vienna Department of Parks and Recreation. The registration is free, but cars must be pre-registered to be in the show. Contact Brian Hanifin, Recreation Program Coordinator at (703) 255-6352 (o), (571) 722-8569 (c), (703) 255-6399 (fax), bhanifin@viennava.gov or go to their website at www.viennava.gov

July 14 – 18, MAFCA 2014 National Convention “Gallup to Puyallup” sponsored by the Gallopin’ Gerties Club of Tacoma, Washington

July 25 – 27 “Blackberry Delight Festival” Tour to Skyland, organized and led by Janet Merkel. If you’re planning to go, please call for hotel room reservations at 1-877-247-9261 no later than June 25th, reference code 5A2704. Skyland is holding two buildings for our group, but they will be released to the public after June 25th. After that date, you may not be able to get rooms near our group. Information about this trip was in the May Script and more detailed information will be coming in the July newsletter. Please call Janet if you have any questions, 301-262-6587.

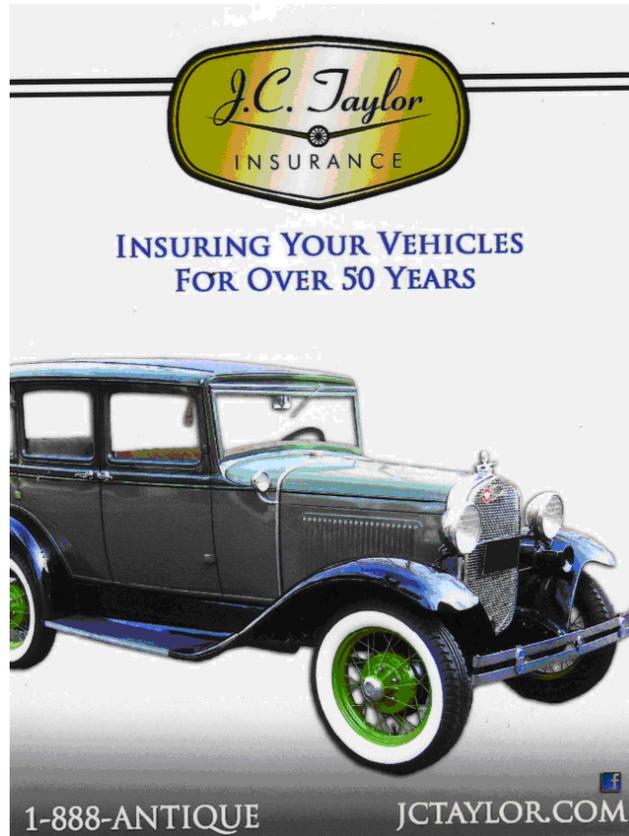
July 25-27, 2014 Pageant of Steam, Berryville, VA; 1 mile west of Berryville on Route Bus. 7 <http://www.svsgea.com>

FUTURE EVENTS

We have an offer for a garage tour to Nick Arrington’s complex to the north of Manassas battlefield. He’s the eV-8er who gave us the Snake Oil Advertising talk last fall. DATE: TBD

We have a “Steel Magnolias Tour” prepared that is looking for an available weekend. This will be a trip to Purcellville to see Evan Meyerrhof’s MD Machine Shop with lunch at Magnolias in the Mill afterward. DATE: TBD

Jim Gray



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June 2014

PICNIC AT THE JAEGER'S

WHEN: Sunday June 22, 2014

WHERE: Jaeger's Riverfront Home, 811 Bay Street,
Woodbridge, VA

DIRECTIONS: From I 495 take US 1 (Jefferson Davis Hy) south to a left on Featherstone Road (Shell Station on the corner), Take Featherstone to the end and turn left, go 1.7 miles to a right on Bay Street, go .3 miles to arrive at 811 Bay Street.

TIME: 11:00 - 3:00 Lunch will be served at noon.

COST: \$ 5.00 per club family / household, non-member \$10.00

Please bring a dish to share at the picnic: salad, vegetables, veggies, & dip, beans, fruit, chips & dip, cookies, cake, or pie. Also bring serving utensils as needed.

CATERED LUNCH: Pull Pork with buns and barbeque sauce; Cole slaw and corn. Drinks will be provided.

BRING YOUR LAWN CHAIRS

Checks are to be made out to GWC Model A Club of America and mailed to Paul Gauthier at 4798 Tapestry Dr, Fairfax, VA 22032 no later than 16 June, 2014. Or you can email me at gokie1@verizon.net with your reservation and I will collect the monies at the June general meeting. If you make a reservation you will be expected to pay if you come or not.

NO reservations after Tuesday, 17 June, 2014.

WANT ADS

For Sale

1929 Woody Engine/transmission/shifter tower rebuilt, new tune up (plugs, points, coil), new battery, fan belt, gas gage, ammeter, gas lines and filter, excellent running condition, body and wood in great condition. Upgrades: hydraulic brakes, sealed-beam headlights. NADA pricing: low--\$15,900; mid--\$24,600; high--\$30,600. Asking \$\$23,750. Call Jim Chesley at 703-830-2129 (h) or 703-362-2129 (c).

FREE: Sturdy shipping crate for a Model A long block. Pick only. In Oakton. Bud Pratsch (571-334-7678)

1931 2-door Deluxe Phaeton Mrs. Melnick has decided to sell the late Jack Melnick's 1931 2-door Deluxe Phaeton. As some members may remember this Model A was Mr. Melnick's pride and joy. It won both national excellence awards in the 1990's and was recently gone over mechanically including rebuilding the engine and transmission for touring use. This is truly a rare and investment grade Model A! The asking price is \$55,000 OBO. Please contact George P. Smolenyak @ 703-969-1715 with further questions or to arrange a test drive today!



1966 MGB Just in time for summer cruising, and offered for immediate sale, is an extremely solid and original 1966 MGB Roadster. Formally owned by a local noted British vehicle technician, this rare, early British thoroughbred runs and drives extremely well, and even sports the highly desirable later style synchronized transmission for effortless shifting. The body is in great shape and is believed to still proudly wear some of its original paint! This vehicle also comes with a host of extra parts including three excellent wire wheels, and genuine Lucas spare parts. With a clear title is in hand, this roadster is ready for its new owner. The asking price is \$3,500 OBO. Please don't hesitate to call George P. Smolenyak @ 703-969-1715 with further questions or to arrange a test drive today! excellent wire wheels, and genuine Lucas spare parts. With a clear title is in hand, this roadster is ready for its new owner. The asking price is \$3,500 OBO. Please don't hesitate to call George P. Smolenyak @ 703-969-1715 with further questions or to arrange a test drive today!

June 2014

WANT ADS Cont.

PUBLIC AUCTION

Saturday June 28, 2014 @ 9:30AM, 405 Battle Ave, Winchester, VA

Shop tools – Antique Automobile Service Manuals – Model A Ford Parts – Meet Plaques from East Coast – Large selection of automobile posters – Shenandoah Apple Blossom Collectibles (Celebrity posters, cars, etc.) – Beer Advertising – Winchester Female College water set – Acme Water Cooler – Winchester City Tags from 1925 and up – Old License Plates – Decanters – Local advertising – Lighter collection – Classic cars of the 50's (Danbury & Franklin Mint) – Pee-Wee Herman Doll in Original Box – Hess Trucks – Display Cases – Winchester City Directory's from 1947 up – Music Boxes – White House Trucks – Nickel Plated Fender Lights – Stacking Book Case – Lots of other items not listed.

OFFERED IF NOT SOLD PRIOR TO AUCTION:

1968 Buick GS 400 Skylark Grand Sport Convertible. 340 HP engine. PS, PB, Power driver's seat. Style Steel Wheels. Garage kept. 172,000 miles. Parade Ready.

ROBERT "BOB" PIERCE

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

Sully Volunteer Statement

Fathers Day, Sunday June 15, 2014

NAME: _____ PHONE NUMBER _____

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

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

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

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

June 2014