

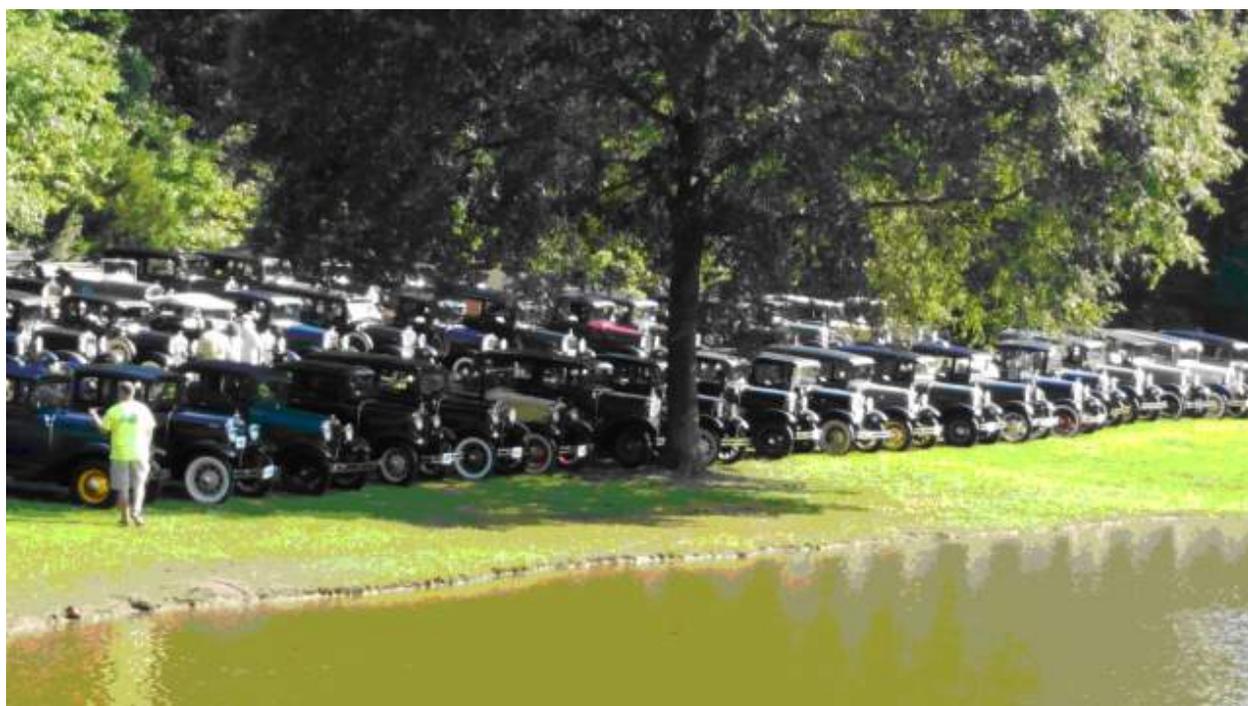
The Ford Script



Vol. XXXV

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No. 10

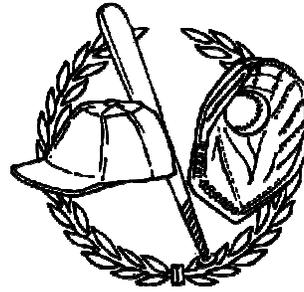


Lakeside parking for the Tobacco Road Tour Welcome Party



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

The Ford Script



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

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

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

www.gwcmodela.org
Web Master: Greg Shepherd

Board of Directors

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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, Nov. 3rd

FROM THE PRESIDENT



Dear Membership,

I went out to the garage where I keep my Model A on Sunday morning, and brought it home so I could prep it for the upcoming visit to the Armed Forces 56th Car Show, at the Armed Forces Retirement Home this Sunday. By the time you read this, that event will probably be in the history books, but I sure hope it is as nice a day as this past Sunday was. It should be a good turnout, and another fun local "tour" for me. I hope to see many of you there.

Next week is THE Big Event of the year. That event is HERSHEY. It is the AACA Eastern Fall Meet. If you have never been, you owe it to yourself to get up there. It is an easy two hour drive, and it gives you a chance to see some nice Maryland and Pennsylvania countryside on the way. And, you get to see thousands of cars when you get there (Yes, I said thousands).

I drive up early, so I get there before 8:00 AM. I get a good parking space, and then I walk, and walk, and walk some more. I love every minute of it. There is so much to see, that I have spent three days up there in the past. And, I still didn't see it all. This year I will have to content myself with just one day. I hear the weather should be nice too.

There are more cars at Hershey than we even get at Sully (the next biggest show I never miss). There are Model T's, Model A's, and everything else too. It used to be that the T's and A's dominated things. That has been changing in recent years. The shift is going to those "modern" cars. You know, the cars from the 40's, 50's and 60's.

I ignore all that, and always find some good parts for the Model A, or the other early car projects I am working on. Sometimes, the Model A parts are off to the side, or at the back of the booth, and the prices are low, so you get a bargain. It is worth all the walking.

After this, it will be time to start thinking about putting the car up for the winter. I just added some extra antifreeze, so I can get some more driving days in before then. Who knows, there may be a Halloween parade to drive in.

See you down the road,

Doug

FROM THE EDITOR

Well, I finally got up the nerve to do a long-distance drive alone armed only with GWC and MARC Rosters and a wing and a prayer. We made it all the way from DC to Raleigh, NC, and all around the Raleigh area without a hint of trouble—700 miles total. Then the roof caved in. Get all the gritty details on page 11. Looks like old age finally caught up with "Blaze." But she should be back on the road by Christmas. I'm looking into some upgrades to go with the needed repairs.

Bill Sims

FROM THE SMOKE-FREE ROOM

The September GWC Monthly Board Meeting was held as a Special Board Meeting, during a break in the Monthly Club Meeting on Wednesday, September 17th, in order to accommodate those Board members who were participating in the National Tour the week of September 24th.



Present were: Doug Tomb, Jim Gray, Woody Williams, Jim O'Neale, Paul Gauthier, Bill Worsham, Bill Sims, Greg Shepherd, Howard Minners, Suzan O'Neale, and Benny Leonard (a quorum).

The agenda items before the Board were as follows:

- 1) Consideration of a one-day tour to Morven Park (sp) this Fall. Approved.
- 2) Formation of the Christmas Party Committee to oversee the event. Not Approved.
- 3) Establishment of an Events Committee for next year, to consider and coordinate: Parades, Club Tours, National Tours, Events, Shows and Outings, Programs for 2015, and Club activities they deem to promote the best interests of the Club. Membership to be determined by the Program and the Activities Chairmen. Approved.
- 4) Recognition of an Ad Hoc Nomination Committee, appointed by the President, to consider and propose candidates for open positions on the Board for 2015, to be reported to the Membership at the October Monthly Meeting. This Committee already exists under the Bylaws. Appointees to the Nominations Committee are Jim Cartmill, Tom Quigley and Greg Shepherd.
- 5) Consideration of the recommendation of the Evaluation Committee, of all pending nominations from 2014, following the updated Bylaws, for the honorary designation of Lifetime Membership to the GWC Chapter of the Model A Ford Club. A vote was held, and the results will be announced at the December Monthly Meeting.
- 6) The Board tabled a recommendation from the Treasurer that the Rainy Day and part of the Memorial Funds be deposited in Certificates of Deposit.
- 7) Because the Legion Hall will be used for a funeral reception at 5:30pm on Wednesday, Oct. 15th, our normal meeting night, after considering several options, the Board voted to accept the American Legion's offer and move the October general meeting to the next night— Thursday, Oct. 16th.

Other than that, there was no further discussion, and the Special Board Meeting was adjourned, so we could partake of the 50-50 drawing.

Sincerely,

Doug Tomb (Acting Secretary)"

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

Our big bash, the Pig Pickin', came off big on October 1st at Allen Pond Park near Bowie, Maryland, with attendance tallied at 135 hungry pig pickers. It was a combined event, encompassing the Pig Pickin' and Family Night. This was initially done because our digs at the McLean American Legion Hall weren't big enough for the traditional family event. Thoughts were, heck lets keep doing it this way. Advantages were a daylight setting, car games could be indulged, kiddies didn't have to be rushed home to go to bed, and so on. So, the die was cast and Family Night as a separate event would be no more. And, sadly, the pig disappeared too.



Prior to partaking of the pig, an impartial band of judges headed by Brad Minners took on the task of selecting the best entries of the desserts. First prize winners were the Beardmores, Kraffts and Howells. Second prizes went to the Sawyers, Pogans, and Johns. Thirds went to the Francis, Shermans, and Handys. President Bobby Harrington extended his thanks to George Merkel, Clem Clements, John Kandl, John Howell, and all the others who worked to make the outing a success. We all thanked Bobby, who had provided the pig, and was up at 4:00AM with a flashlight to start the cooking.

In the Boardroom, Jim Cartmill relayed a suggestion made by Jerry Breedlove to raise funds for our Memorial Fund by obtaining an engine for restoration, which could be used for seminars and then raffled off with funds going to the Fund. Pres. Bobby asked that an article be included in the October Script concerning the suggestion. Another idea presented was to stimulate Q & A discussion sessions by passing around forms at the beginning of meetings so questions could be written out for the subject matter. The Board decided to try it

The Script announced that Howard Minners was a candidate for the position of Secretary of the Model A Restorer's Club, and members were rooting for him. Next month's program was announced to be by Andy Pogan, concerning how he restored his beautiful Tudor. Guy Pearl, Program Chairman, appealed to members to share their restoration stories and experiences with their Model A's at club meetings. Gas prices were discussed: \$1.33 for regular in Chicago, \$1.13 in New York, contrasted with \$4.36 in Abidjan on the Ivory Coast, \$3.90 in Tokyo, and then diving to 43 cents in Cairo and, Ta Da..... 19 cents in Caracas!

The Soldiers and Airmen's Home gathering was attended by GWC members, including Val Zadnick, Clifton Brown, Charlie Verts, and Jack Thompson, but it was said of John Kandl: "conspicuous by his absence". Jim Kieth's Stanley was a big hit with steam spouting live from its brass boa constrictor horn, and with enough left to blow the whistle and steam up to the reviewing stand.

"Once in a Lifetime Opportunities" in the swap column were an offering by Glen Garten of a '29 Tudor; "Engine runs good, good sheet metal, no rust, restoration started, \$4000", a '63 Corvair with "No compression on #4 cylinder, \$500 OBO" by Jim Cartmill, and a "wanted" by Clem Clement, two 15-inch snow tires. Tough getting them on to those 19" rims, wasn't it, Clem?

Dave Henderson

NOTE FROM ONE OF OUR SCHOLARSHIP WINNERS

Dear Model A Club,

I wanted to take a moment and express to you all how thankful I am for your generous contribution to my college tuition. To me It is more than just a check that carries a monetary value, it is a group of people such as the Model A Club who have chosen to make an investment into my future solely based on the fact that they believe in me. I am even further blessed to have received this scholarship because I know I am one out of the many qualified applicants to have been considered for your support. So it is my honor to have been selected to receive your prestigious scholarship. This means more to me than you'll ever know and I'll do my very best day in and day out to make the Model A Club proud of me.

God Bless,

Patrick McCormick
(Grandson of Phil and Betty McCormick)



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GEORGE WASHINGTON CHAPTER BY-LAWS

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

ARTICLE III

Members

Section I Definition – A member may be an individual or a family member of the same household. Membership will entitle such individuals or family to one vote. Where a household has more than one dues-paying member, each dues-paying member is entitled to one vote.

Section II Requirements – The only qualification for membership is an interest in furthering the purposes of the Club. Members are expected to participate in Club activities, including the annual meet. Ownership of or knowledge concerning a Model A Ford is not a prerequisite.

Section III Classes of Membership – There are two such classes:

- (a) Active: persons of any age (or a family) who join the Club by paying dues and support the purposes of the Club.
- (b) Lifetime Honorary: Individuals who have been so honored because of their sustained and outstanding service to the Club. Such members do not pay dues.

Any member may recommend a person for Lifetime Honorary Membership. The recommendations will be supported with a written list of attributes associated with each of the rating criteria listed below. This recommendation will include the names of four other Club members who endorse the nomination. The nomination will be given to the President, who will ensure it is complete and, if not, return it for further action. The time frame for accepting nominations will be between 1 January and 30 June of each year. At the end of this period, the President will present the name(s) and all supporting documentation to the Board, which will establish an evaluation committee consisting of two current Board Members and one non-Board member, preferably a Lifetime Honorary member. This committee will appoint a chairman, review and rate all applications, and may select one name to be presented to the Board for approval. The Chairman of the evaluation committee will report results to the Board and final approval will require a majority vote of attending Board members. This evaluation and approval process will take no more than 90 days.

Criteria for Lifetime Honorary Membership are both qualitative and quantitative as follows:

- Outstanding and sustained service on behalf of the Club
- Sustained excellence in researching, restoring and maintaining the Model A Ford
- Outstanding and sustained contributions to the Model A hobby and to the Club
- Conspicuous, valuable and sustained helpfulness to other members

Section IV Dues – The dues payable by members will be payable on January 1st of each year. Dues will be prorated on a quarterly basis for members who join after January 1st. The amount of the dues shall be determined by the Board of Directors based on the operating expenses of the Club and subsequently ratified by the membership (2/3 majority in attendance at any regular Club meeting).

PIG PICKIN' AT THE WARHURST ESTATE



We gathered at Bob & Billie Warhurst's on a slightly drizzly Saturday, September 13, for our annual Pig Pickin' BBQ. The wonder of that beautiful estate is that we had three options: on the lawn; in the horse pavilion; or under the deck by the pool. Paul and Benny chose option 3. With over 60 GWCers signed up, you can imagine the size of that covered space to graciously accommodate all of us... in addition to one or two of Bob's toys.



As I walked around the patio space, I caught bits of enthusiastic chatter. I also noticed that we were lucky to have Charlie Verts, at 99 years young, the club's oldest member, in attendance.

>>>>>>

PIG PICKIN' AT THE WARHURST ESTATE (Cont.)



Kathie and I were lucky enough to be regaled with stories of Carol & Bill Benedict's recent cross-country camper adventures. Their stories about camping in Alaska were particularly interesting.



After a great meal of pork and chicken BBQ, potato salad, slaw and all the goodies the GWC ladies brought, it was time for Bingo! Note Sewall keeping a keen eye on Paul and Benny. Meanwhile, Mercedes Hartig wonders if one of Bob's Honda Goldwing 6 cylinder Trike could be one of the Bingo prizes.



These Bingo ladies were **SERIOUS**; more prizes kept the competition hot until closing time.

>>>>>>

PIG PICKIN' AT THE WARHURST ESTATE (Cont.)

Our "Rogues Gallery" of Model As was diminished a bit by the weather, but none of those that came melted.



Laurel & Paul were there...



so were Sharon & Benny...



Billie & Bob live there...



Connie & Jim Baker were there...



Charlene & Gil Beckner were there...



and Kathie and I were there too.

Won't you join us next year? The host and hostess were exceptionally gracious; the food was great; the cool weather was "Seattle" splendid; and everyone who came had a memorably good time. Thanks to Billie & Bob Warhurst, Paul Gauthier and Benny for making this a great Pig Pickin'!

Jim Gray

TOBACCO ROAD RUN TO RUIN

After having no luck finding anyone who was driving down to Raleigh for the Tobacco Road Tour last month, Alice and I decided to tackle the drive on our own. After all, we'd essentially driven from Ashville to Chattanooga and from Chattanooga to Virginia 2 years ago without a single breakdown. So we packed up and headed south (after Milford Sprecher spent the previous day helping me tighten my brakes).

The car just hummed along. We took Route 1, which was a sea of traffic lights until we got south of Quantico. The drive was without incident except for some brief excitement north of Richmond, where we encountered a fully engulfed SUV parked on the northbound side of the (very wide) median. We came on it too fast to get any photos.

The going was slow but steady and after 8 hours on the road we found the small town of Cary, where the tour was headquartered. Seeing on the map how small Cary was, I hadn't bothered to get directions to the hotel. However, it seemed everyone we asked for directions had never heard of our hotel—or the street it was on. I'd prudently brought along our GPS, but, of course, there's nowhere to plug it in on a Model A. (Insert head-slap here.)

To make a long story short, it turns out Cary is waaay bigger than it looks on the map. It turned out we were a good 15 miles from the hotel. By the time we found it, we were too exhausted to consider jumping back in the car to try to find the Welcome Party. So we unpacked the car and waved greeting to Jim and Carol Cartmill as they came rolling thru the parking lot. The hotel pool was our savior. Not too hot, not too cold.

The next day we drove 30 miles to Hillsborough to see old friends since our tour to see the Durham Bulls stadium had been cancelled for lack of interest. We got back in time to make the 50-mile run to the Raleigh Road Drive-In Theatre in Henderson, NC. It's a nice setup, and they'd just installed a digital projector, so the film, "The Grapes of Wrath," was very clear (if not somewhat depressing). The food setup was odd, in that you placed your hot dog and drink order, got your drink, and then returned 20 minutes later for your food when they called your number.

Tuesday I had to fulfill my end of the bargain with Alice. Even though the baseball tour had been cancelled, the tour to the Nasher Museum of Art on the Duke campus drew plenty of people. First, we hit the University Chapel, which should have been more appropriately named University Cathedral. It was huge—perhaps rivaling St. Patrick's Cathedral in New York.



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TOBACCO ROAD RUN TO RUIN (Cont.)



After a pleasant stroll through the Sarah Duke Gardens, Alice and I walked over to the Art Museum for lunch and an afternoon with Joan Miro (actually, a guy) and Robert Rauschenberg. Alice was in hog heaven. Me, I found these artists



more irritating than inspiring. But there was one picture Rauschenberg did that I liked. On the left side was a quote, "There are many forms but few classics." On the right was a close-up picture of a fender and wheel with a Ford hubcap.

Wednesday was the Grand Tour to the Eders' antique farm and machinery collection in



Carthage, NC. By the time we got there, rain had begun to fall, which really played havoc when feeding time came around. Along with farming machinery and trucks of all sizes, there were rooms filled with antique and more modern dolls as well as a mock-up of an old hardware store with all the products you'd expect to find there in the '40s and '50s. The warehouses also contained an old trolley car and antique cars. Interesting stuff.

We finally pulled out after lunch, since we'd seen everything and had had to eat in the back seat because of the rain. We'd intended to retrace our steps but got turned around and found ourselves at Route 1—four lanes of high-speed highway. We sped along at 55 trying to keep up with traffic. Then we began to get a sound like a baseball card being fluttered against a bicycle wheel. It wasn't affecting our speed, so I figured we'd have the Repair Tent folks take a look at it when we got back. It was the last and only warning the car would give us before all hell broke loose.

Just as quickly, the sound stopped and we motored on in silence for another couple of miles. Then the serious clanking started, and I quickly wheeled the car onto the shoulder and stopped. I knew this wasn't good. So I eased it along at about 10mph to the visible exit ahead and got it into a gas station. I should've just left it on the shoulder of Rt. 1, but it was raining and we were tired. We checked our maps and found a short back way to the hotel. At about 20mph we crept along in pretty light traffic and made it back to the hotel, coasting the last 100 feet to the repair tent. No one was there.

Eventually some of the repair guys drifted out, but there was a car ahead of me to be worked on. One guy listened to the noise when I cranked it up and guessed it was the timing gear. They could easily fix it in the morning. I didn't really believe him, but I went inside and rested before the farewell dinner.

TOBACCO ROAD RUN TO RUIN (Cont.)



Photo by Suzan O'Neale

said if he signed up, they'd come tow his car for free. So he did and they did. Or so he claimed. When I called them and mentioned I'd already broken down, they just laughed and said they wouldn't be in business long if they let people break down and THEN sign up with them. When I called my current insurance I found I was covered up to \$100, good for about a 10-mile tow.

So I called U-Haul and booked a truck with a tow dolly for \$290. Then I remembered Don Temple, former GWC President with his own Model A repair business, who had moved to North Carolina and was actually here doing the tour. I went down to the desk to see if he'd checked out yet and they said he didn't have a room there. They called the other Tour hotels, and he hadn't stayed at those either. So I ran out to the car and fished out my Roster. Under the Temples there was only a listing for a home phone. My heart sank. But I decided to play a long shot. Maybe their listed home phone was really a cell phone. I dialed the number; six rings and then, miraculously, Donnie's voice came on. Judy Temple, thank God, had set up their home phone to forward calls to their cell phone! (Sometimes I love technology.)

They'd been staying with friends in town, so they drove right over and instantly confirmed the worst. He suggested I have my car towed to their friends' house 8 miles away (and thus covered by my tow insurance). They would trailer their car home and then he would return to get mine in the next couple of days to haul it back to his place to work on. Saved by the Temples. I immediately phoned U-Haul and cancelled the truck. Then I phoned Enterprise and rented a car for the drive home. (We'd been faced with the prospect of flying Alice home so she could teach her classes the next day.) Alice was visibly relieved. She had NOT been looking forward to that 8-hour drive in the Model A again.

At the dinner, most of the GWC Club members sat at one table—the Worshams, Bechners, O'Neales, Williams's and us. After counting off around the table at the speaker's direction, Bill Worsham's number was called as the winner of our table's centerpiece. From the looks of it, Bill had won himself a bottle of good wine. But when he opened it, he found 3 bottles of hot sauce. The look on his face tells it all.

The food was good. The entertainment—a local barbershop quartet—was enthusiastic and sounded great, for a barbershop quartet. Our table didn't share the enthusiasm of the Tar Wheelers, who gave the singers a standing ovation after almost every song.

The next morning, the Repair Tent was open for business bright and early. A quick test of the timing gear determined that that was not the problem. Then their top diagnoser came over and in 5 seconds knew that I had thrown a rod and the car wasn't going anywhere. The engine was kaput.

None of the Tar Wheelers worked on engines to the degree needed to fix mine. So, somehow, I had to get it back to Washington. One guy suggested I call Haggerty Insurance.

He said he'd once broken down and called them and they

TOBACCO ROAD RUN TO RUIN (Cont.)

So we made it home that day and Donnie came back the following day to tow my A back to his place, where it now comfortably sits awaiting all the things that have to be done to it. Only one rod went, and it didn't pierce the engine. But, as always, there are other things that need fixin'. It's been 20 years since it was restored and put back on the road, and despite regular maintenance, things fall apart.

Donnie called me up a few days later and said he'd just been talking to one of his customers from Virginia and out of the blue, the guy said, "You know, there used to be an old guy who delivered our mail out here near Marshall and he drove a Model A instead of a modern car (back in the '70s). I always wondered what happened to that car. You got any idea?"

Donnie just smiled and said, "I'm leaning against it right now." Blew the guy's mind.

Bill Sims

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SEEN AT THE TOBACCO ROAD TOUR



Bill Worsham and Jim O'Neale at the Eders' hardware store mock-up



The Mike Leith Collection in Zebulon, NC



At the Schaaf collection in Franklinton: Jim and Suzan O'Neale, Woody and Linda Williams, Gil and Charlene Beckner, and Bill and Judy Worsham



Suzan O'Neale and Linda Williams enjoying the rumble seat



Touring A's in front of the Duke Chapel
October 2014

15

15

CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST WEDNESDAY OCTOBER 22

The next CDC is scheduled for Wednesday, October 22– 9:30 am, at the Fair Oaks Silver Diner. 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road.) If you haven't been before, this is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well

ATTENTION MEMBERS!!!

OCTOBER MEETING CHANGE

The October General Meeting will be held on

THURSDAY, OCTOBER 16TH

Same time—same place

OCTOBER PROGRAM

On October 16, John Leydon has agreed to give us a presentation on his recently completed restoration of "Christine." I hope you had a chance to see his beautiful '31 Cabriolet at Sully. Come hear John tell us how he got it to that condition.

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1929 Canadian Standard Roadster Older restoration that still looks very good, a great touring roadster. Arabian Sand and Copra with correct Robertson screws, fan shroud, red steering wheel, smooth bumper clamps and an EA horn for a January 1929 Canadian Roadster. This car has a proven record of performance: Cincinnati, Dearborn and Williamsburg (2) National Meets. MARC National Tours in Charlottesville, Chattanooga (via Blue Ridge Parkway) and Raleigh. MAFCA Natchez Trace Tour. Many local tours and Regional Tours in Virginia – The Presidents Tour, The James River Plantations Tour, The Lexington Tour and the Virginia Piedmont Tour. Featured (11 pictures) in Jim Schild's book *The Original Ford Model A*. 1975 AACA National First Place Award and MARC Award of Excellence in Touring Class. Car is equipped with muffler shield, leakless water pump and aluminum fan, turn signals, emergency flashers, alternator, hood brackets, halogen headlights, top boot, powder coated wheels, side curtains, trunk, front-mounted powder coated toolbox, and black tires. Contact: Woody Williams, 703-858-1192, \$21,000 or Best Offer.



1929 Roadster Pickup and 1929 Tudor, plus others; located locally and in Massachusetts; prices vary by car. Call Wayne Siltanen at 703-803-8948

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

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

1931 Delux Phaeton Late member Jack Melnick's car. Won both national excellence awards in the 1990s. Recently gone over mechanically, including rebuilding engine and transmission for touring use. Asking \$55,000 obo. Contact George Smolenyak at 703-969-1715 or gsmolenyak@aol.com

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

WANT ADS (Cont.)

1932 Model B Tudor This is a very original, running and driving vehicle. Retains all its original sheet metal. Asking \$24,000 or best offer. Contact George Smolenyak at 703-969-1715 or gsmolenyak@aol.com

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

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

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

Wanted

The Model A Museum needs a pair of drum tail lights to replace two teacup tail lights on a recently donated roadster pickup. If you have one or two, please contact Stan Johnson at Fordyhorses@aol.com.

Free Give Away

10x20 tent, free. Just take it down and it's yours. Call Sam Rentsch at 703-759-1122. The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).

COMING EVENTS

Oct. 4 and 5 Bratton's "Cash & Carry" Parking Lot Sale in Mt. Airy this Saturday and Sunday from 8 - 5. Rain or Shine. Several tons of original and repro parts on offer - cheap! This is in addition to the Bratton's clearance sale. Also, if anybody wants a "rolling 'A' chassis" with V8 wheels they need to let John Leydon or Tom Kortisses know. It's part of the sale, but won't be in the parking lot. If they need 'A' wheels to go with it, there will be dozens available.

October 5 From 9:00 to 3:00 in front of the Giant in the Hayfield shopping center. It is hosted by the Hayfield HS Auto Tech Dept. It's a nice little gathering and a great way to show some 'A's to a young crowd. The shopping center is on Telegraph Road near the Alexandria Coast Guard Station. Hope that a couple of our members can attend.

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COMING EVENTS (Cont.)

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

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

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

October 8-11 Hershey!

Oct. 15 No GWC General Meeting. Postponed to the next night, Thursday, Oct. 16th.

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

Oct. 25 Wings and Wheels of Culpeper will be held from 11:00 to 5:00 at the Culpeper Regional Airport (KCJR). This event will feature a car show on the airport ramp alongside a static airplane show. Have your Model A photographed next to a WW2 fighter! (\$10 minimum donation) All proceeds go to the National Capitol Squadron of the CAF in support of their mission to keep the history of military aviation alive for generations to come and to help keep their aircraft airworthy.

Photo credits:

Cover page—Suzan O'Neale

Warhurst picnic—Jim Gray

Run to Ruin, pp. 11-12—Bill Sims

Run to Ruin, pp. 13—Suzan O'Neale

Seen at ..., p. 15—Suzan O'Neale except for Duke Chapel—Bill Sims