

The Ford Script



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Jim O'Neale by a Model A fire truck on the MARC Tobacco Road Tour



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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Youth Development	Suzan O'Neale	<u>540-748-0659</u>	oneale31@gmail.com
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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, Dec. 1st

FROM THE PRESIDENT

"Dear Membership,



There is nothing more fun than to drive around town in your Model A and see the reaction you get. I did this just a week ago when I had to drive the Model A out to my rented garage. It was a very warm Fall day, and I drove out early on Sunday morning, so there was hardly any traffic. The traffic lights all cooperated nicely, and everything went smoothly. The Model A will probably not get out too much more, unless of course, there is some nice warm weekend weather.

Now, what do we do for the rest of the year until Spring. Well, how about some work sessions for our Model A's. Several Club Members got together to help Benny put the body back on his coupe. He has made amazing progress on bringing a neglected Model A back from the brink. The amount of work he has done is very impressive, but the lifting of the body was something that he needed extra hands for, and he was helped out by fellow Club members. That is what the Club is all about.

With that in mind, besides the interesting program Jim has for us, the other big focus of the November Monthly Meeting will be to hold elections for next year's Board of Directors for the Club. This is a time for you to offer to help the Club out by getting involved. You can help out by assisting us on the Board, or you can help out in other ways too. We need Committee Chairpeople for the various activities of the Club, such as our picnics, tours, programs, the Christmas Party, and on and on. The more members who get involved, the easier the task will be. And, we want to hear your fresh ideas so we have more new activities to consider.

Your participation will help the Club out, and as I mentioned above, the payback is when the Club can help you out in return, when you need an extra hand in the future on your Model A efforts.

I look forward to seeing everyone at the Monthly Meeting on November 19th for an excellent program and to help the Club get set for next year.

See you then.

Doug."

FROM THE EDITOR

There's not much to report this month. Don Temple is still working on my car, fixing many smaller problems in addition to the engine. He reports it should be home by Christmas.

Meanwhile, a lot of members felt compelled to write articles this month—enough to give me over 30 pages of copy. So I've put off publishing some of them until next month.

November is election month. The slate for next year's GWC officers appears on the last page of The Script.

FROM THE SMOKE-FREE ROOM

Minutes of the GWC Board Meeting October 22, 2014

Location: Fairfax City, Virginia.

Meeting convened at 7:00pm and dismissed at 9:00pm.

Attendees: Included, Doug Tomb, Jerry Olexson, Jim Gray, Bill

Worsham, Greg Shepherd, Howard Minners, Bill Sims, Woody Williams and Benny Leonard.



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

Program Chairman, Jim Gray provided a summary of events from November through December. These include:

November, Steve Stamford will present an interesting "History of the Rouge Ford Plant". At the time this was one of the largest integrated production factories at Ford.

December 17 Club meeting will consist of the "Famous Brown Bag" caper. The December 6 / 7 Fairfax Station Train Gala is scheduled. And on December 6 is the Club Christmas Party.

Treasurer, Woody Williams provided a monthly update of income/expenditures and fund balances as of October 17, which was marginally changed from the previous month. A yearly audit as prescribed in the By Laws will be conducted in the January/December time frame. Additionally, four gift certificates were authorized for the Brown Bag. The Treasurer provided the Board with a preliminary 2015 General Fund Budget. Additional work and input from program advocates will continue before a final 2015 budget is voted upon.

The Board discussed the matter of insurance coverage for the Sully event and other related club activities as provided by MAFCA and MARC. Additionally, the club obtains an insurance policy for specific coverage of the Sully Antique Car Show.

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

Membership Chair, Greg Shepherd, reported on nominations for Club Officer Positions for 2015. At the moment he is in need of volunteers for the positions of Club Secretary and Activity Chairperson and is seeking a Club Photographer as an appointed position.

National Club Liaison Chair, Howard Minners reported on two Model A National Meets in calendar year 2015. He reported that the MARC event at Niagara Falls, Ontario, Canada, will be June 21 to 26, 2015.

New Business. The Board endorsed Membership Chairperson's motion to have each Board member provide a "Continuity Description" of their respective position.

The November Board meeting will convene at 6pm prior to the regular GWC meeting on the 19th at the McLean American Legion Post.

Minutes Submitted by

Jerry Olexson
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

At the Board meeting, held at Jerry Breedlove's, topics of discussion included a CD that was maturing; the club's Christmas party; ways to encourage members to drive their Model A's; a suggestion that we sponsor a flea market (it was about this time that the Model T club discontinued its marvelous flea market that was a wintertime favorite and even now is sorely missed); and finally, since it was November, it was time to elect the 1990 officers and board members. The slate nominated by a committee headed by Peyton Randolph was as follows:



OFFICERS

President	John Howell
VP and Program Chairman	Paul Gauthier
Activities Chairman	Andy Pogan
Editor	Joe Krafft
Assistant Editor	Marylee Cassels
Secretary	Jerry Breedlove
Membership Chairman	Dave Henderson
Treasurer	Jerry Olexson
Assistant Treasurer	Howard Minners
Meet Chairman	Bill Worsham

BOARD

Bobby Harrington
George Merkel
Al Meeks
Mike Sweeney
Donnie Temple

Nominees, including any from the floor, would be voted on by the membership at the November monthly meeting, installed at the Christmas party in December, and would take office on January first.

At the national level our chapter could boast a candidate for office. Howard Minners offered to run for the two-year term as MARC Secretary in a slate headed by Nick Markes. Howard introduced Nick at the October general meeting, who then presented some objectives of his administration: Improved tape/film library; improved content of The Model A News; closer cooperation with AACA; etc. etc. He also announced that the new Model A Judging Standards were out.

We lost a faithful member, Varney Wolcott. Varney had been a man of many talents and a dedicated do-it-yourselfer. He had been given a '29 closed cab pickup by his wife on their 16th wedding anniversary in 1961, and started a frame-up restoration. His position as a communications engineer in D.O.D. interrupted, with a 6-year assignment in the Pacific Basin. Upon retirement he concentrated on the restoration, doing all the work by himself except the final painting. In the years that followed, his pickup won a first at Sully and a dozen other trophies. Peyton Randolph remembered Varney as a kind and gentle person who loved our club.

Pictured on the November Script cover was a shot from the Annandale Halloween Parade of an entry on a mystery chassis, which was a huge PUMPKIN!. What else to expect from the likes of Ed Wiencek and John Kandl?

Dave Henderson

MEMBERSHIP REPORT

We have 2 new members this month ... might be a monthly record for this year. Please update your rosters with their information below and welcome them to the club.

Also, it's time for all of us to renew our membership for the upcoming 2015 year. Please help me out this year and get your dues sent in early so I don't have to hound everyone.

Same rate as its been for years:

- Our standard membership is still just \$20 a year and requires an email as that's the most efficient way to reach everyone.
- For members without email addresses the dues are \$30 per year to help cover the cost of the printed Script. But of course, you don't get any of the emails about events and such.

Send dues check payable to the George Washington Chapter to me at:

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Van and Joyce Ramey

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SUNSHINE REPORT

If you or someone you know wants to be mentioned to the club, please drop me a line or another club officer. Please mention the Sunshine Report specifically so I know that it's ok to release. I can always be reached at Shepman@gmail.com or 703-476-6496.

NOVEMBER AND DECEMBER PROGRAMS

November 19 was to have been Steven Stanford of "H is for Henry," but he now can't make it, so I will be your substitute guest speaker and making the presentation for him. The program Steve has prepared for us is entitled: "City Work & Country Work The Story of the Rouge and Village Industries".

The December 17th General Meeting will be the annual Brown Bag. See next month's Script for information and rules of participation.

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 IV.

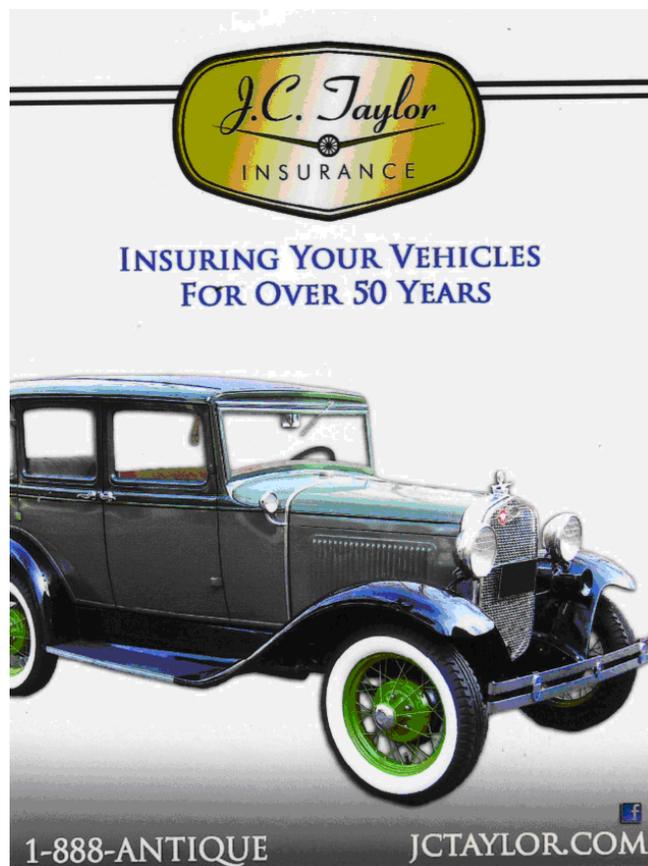
ARTICLE IV

Officers

- Section I The thirteen officers, also known as the Board of Directors, of the Club shall be the President, Vice President and Program Chairman, Activities Chairman, Secretary, Treasurer, Editor, Annual Meet Chairman, Membership Chairman, Assistant Treasurer, Assistant Editor, Youth Chairman, National Club Liaison, and Club Property Manager.
- Section II Term of office – Officers of the Club shall be elected at the annual meeting, normally in November of each year, and they will serve for the period January 1 through December 31 of the following year. All officers are expected to attend all Board meetings.
- Section III President – The President is the principal executive officer and will manage the affairs of the Club. He/she will preside at all meetings of the Club and perform all duties incident to the office of President.
- Section IV Vice President and Program Chairman – This officer is responsible for arranging programs at the regular monthly general meeting. In the absence of the President, he/she will perform all duties incident to the office of President.
- Section V Activities Chairman – This officer will be responsible for arrangements for all Club activities except the Annual Meet. In the absence of the President and Vice President, he/she will additionally perform all duties incident to the office of President.
- Section VI Secretary – The Secretary will keep minutes of both Board and general meetings. He/she will also tally votes and coordinate correspondence with outside groups and interests, as requested.
- Section VII Treasurer – The Treasurer will have and maintain custody of and be responsible for all funds of the Club and is responsible for reporting all financial requirements. He/she will keep an accurate, up-to-date record of all receipts and disbursements, keeping Club funds as approved by the Board. The Treasurer and Assistant Treasurer are the only persons authorized to sign any check or draft on the Club's funds.
- Section VIII Editor – The Editor will be responsible for preparing and editing a monthly newsletter.
- Section IX Annual Car Show Chairman – The annual car show sponsored by the Club is normally held in the spring. This is the Club's major event. The Chairman of this annual car show will have full responsibility for organizing and managing, on behalf of the Club, all aspects of this annual car show.

CHAPTER BY-LAWS (Cont.)

- Section X Membership Chairman – This officer will be responsible for membership drives and registration, for maintaining a list of paid-up members, for publishing an annual Club roster and distribution of the monthly newsletter. He/she will also provide support and assistance to the Secretary and will serve as Acting Secretary in the Secretary's absence.
- Section XI Assistant Treasurer – This officer will assist and support the Treasurer and will serve as Treasurer in the Treasurer's absence.
- Section XII Assistant Editor – The Assistant Editor will assist and support the Editor in preparing and editing the Club's newsletter. Individual responsibilities of the Editor and Assistant Editor will be arranged between themselves, with the Editor being ultimately responsible for the newsletter.
- Section XIII Youth Chairman – This officer will coordinate all youth activities and encourage youth involvement. This position coordinates educational opportunities to include scholarships, when funding is available.
- Section XIV National Club Liaison – This officer will be responsible for disseminating national organization information to Club members.
- Section XV Club Property Manager – This officer will maintain an inventory of all Club property.



56TH ARMED FORCES RETIREMENT HOME ANTIQUE AUTO ASSEMBLY 2014

Again this year we joined with the eV-8 Club for a caravan to the Armed Forces Retirement Home for the 56th Antique Auto Assembly. We gathered at the Pan Am shopping center and rolled together for town.



Jim & Ken Burns of the EV-8 Club plan, while Jim McDaniel, EV-8 President, and Clem chow down

Ken Burns figured out a swell route that takes us thru Georgetown and across P Street to the Rock Creek Parkway. Golly, the P Street brownstones are neat. One lady rushed over to see if we were a parade. At the AFRH, our parking area was in a different place than previously. It turns out the old Sheridan Building has been torn down and a stunning new facility built in its place. Security prevented us from parking on the quad, so we were lined on both sides of a side road. The weather was great as Ken Burns, Jim Gray and I performed judging duties for the muster. Ken brought two UKers along who were most helpful and lots of fun as we looked at all the great cars. We could understand some of their English...



The sun was blinding on the way in, but that led us to beautiful weather once we arrived

ARMED FORCES RETIREMENT HOME ASSEMBLY (Cont.)

We judged all the cars and selected winners for all the categories other than the Acting Director's choice. We nominated 3 cars for her to choose from. Each of three of us presented a car to the AD, thus someone's sweet voice could not have swayed her decision. All were delighted with her choice.



The acting Director advises the judges, while the Take- Apart-T crew, including Tom & Carol Terko, visit with the EV-8 guys

There was no parade after the award ceremony this year. The AFRH does not use the infirmary building any more. Budget cuts have forced the AFRH to try to lease it to cut costs. Currently, however, it's still empty. The residents are now housed in only two buildings, with those requiring more attention all on the second floor of the new building. And what a building it is! Jim Gray and I toured the two main floors, and got to see the big chow hall and the wonderful community center. We hope to present a modular train layout there sometime in the future.

Some may wonder why we feel so adamant about supporting the AFRH and its annual Antique Auto Muster; it's about camaraderie. The majority of the residents in the AFRH Washington were career enlisted personnel. Many, now in their 80s, were incapable of sustaining themselves due to service-related causes. The residents include veterans who served in a War Zone or Hostile Fire Zone who were later found to have incurred combat-related physical, mental or both types of injuries. There are also female veteran residents from World War II and Korea, as well as a couple who served in Vietnam. In short, these men and women gave this country their youth; they've earned our admiration and our respect and we feel they deserve our support in their golden years. One such vet was Martha, a lady we made an honorary member of the car clubs a few years ago. We didn't see her this year, but she sure loved the cars when she was still with us. Thank you, Martha, and thank all of you at the Armed Forces Retirement Home, Washington, for all that you have done for all the rest of us.

Clem Clement and Jim Gray

DEJA VU ALL OVER AGAIN—OR ANOTHER TOBACCO ROAD TOUR – PART 1

While a whole bunch of people pulled trailers to Cary, North Carolina, for the Tobacco Road Tour, put on by the TarWheel A's, Bill & Alice Sims and Carol & I decided it would be more fun to toddle along in a Model A. Actually I was driving Cricket, our '31 Tudor, and Carol was following in Cotton, her brand new 2014 Ford Fusion. Because Carol was heading to Michigan for a wedding after Cary and I was going elsewhere—more on that later—we needed two cars.

I had spent weeks picking back roads and setting up maps to get us to Cary, but I still managed to lose Carol in Lynchburg. It turned out one of my back roads was a limited-access highway. I cut over to get gas and Carol couldn't get over. She decided she didn't like setting on the side of the road with everyone flying by so she went down the road to turn around. Several miles later, down in Lynchburg, she finally got headed back. Meanwhile, after getting gas, I realize she's no longer on the other side of the road. I try the radios. No response! I try cell phone. Carol's is off and I can't hear the calls she made to me! I look up the road and I think I see a Hardy's. Knowing she likes them. I drive up there. It's not a Hardy's. It's not even a business. Now I try to get turned around and end up down in Lynchburg. I finally get turned around and head back to the gas station. When I finally get there, no Carol! Now I'm in panic mode! She doesn't have a map or even the address of where we're spending the night to stick in her Garmin. Radio and cell phone again. No avail! Then I turn around and she's parked behind me. Next time I'll give her a map and an address! Finally back on the road, we make it just down the road to Altavista, VA, our overnight stop without further incident.

The next day we get up late—the reason for taking two days—and head to Cary. I had planned on taking a route through town to get to the hotel in Cary, but the more I thought about it the more I figured it was another great way to lose Carol. Given that that would not sit well with her, I decided to take the interstate over to Cary. That was the interstate I was trying to bypass by going through town. I should probably mention that Cricket has a new touring engine (destined for Penguin, our '30 Tudor) and an overdrive. She had been doing so well that I figured she could handle the interstate fine as long as there wasn't too much traffic. I was right. She slowed a little on hills but she moved right along. At one point I'm on a level place and everything sounds good and I look down and we're going almost 65. Wow, I couldn't believe it! So we get to where we're supposed to get off and I'm immediately lost. That's when I discover that in North Carolina (and South Carolina and Tennessee) any resemblance between a map and the real world is purely coincidental. If your map has a road number, the signs will all have street names. If your map has street name, the signs will all have road numbers. And if there's a cross road, it will never have the same number or name on both sides of the road you are on. So we end up parked at some office building while I'm trying and figure out where we are, when it dawns on me that Carol has our Garmin. All I have to do is put in the hotel address. But the Garmin doesn't like being surrounded by office buildings and can't get satellite connection. Carol, who has been looking at the maps, says "We have to be close, why don't we just drive down that road and see if we see hotels?" Next time she leads. We drove right to the hotel.

So we're in Cary but we're a day early—really a day and a half. We're hungry and the folks at the front desk say go to the North Carolina Ale House. Beer! Off we go and have one of the best hamburgers I have ever had, and a wonderful local brew. Or was it two? After that we go back to the hotel, and the trailer group is arriving. After unloading, checking in and a short rest we all, except for Bill and Alice who haven't shown up yet, meet in the lobby and we lead them

DEJA VU ALL OVER AGAIN (Cont.)

back to, you guessed it, The North Carolina Ale House. The food was still great and we had



Welcome Party at Montague Lake

more beer. After that we go back to the hotel and collapse. Driving stress I guess. Next day, we're still early so we decide to go visit downtown Raleigh. Big mistake! I don't know what was going on but all the streets turned into parking lots. We finally got out of town without seeing much of anything and made it back to the hotel for registration, and then off to the Welcome Party at Montague Lake. The picture to the left doesn't do the lake any justice. It was beautiful and the day was perfect. We had excellent BBQ and great entertainment by a local singing group. What better way to end the day. And we made it back to the hotel without getting lost. I think that was about the only day we, or at least I, didn't get lost.

The next day we were off to the small town of Tarboro, chartered in 1760, to see one of only two remaining town commons in the U.S. The other is in Boston we were told. But first we had to get there! The tour was a guided tour but we started off at 7:00 am, the height of rush hour. Remember Bill's article when he was talking about the not so "small" town of Cary. Rush hour on two lane roads is, shall we say, interesting. We were close to the end of a line of maybe fifteen Model A's. And guess who got caught at the light—for a long time—you got it: us and two other Model A's full of clueless folks. I figure we're okay because there is a fourth car at the end of the line that is one of the tour guys who is there to pick up the strays. We're tooling along with Carol interpreting directions when I glance in the rear view mirror. The only cars behind us are the other clueless folks. We come to a sign that says 64 and alternate 64 with a right arrow. We're supposed to take alternate 64 so we go right assuming we're going onto alternate 64. You know what assumptions do? We go down the road a couple of miles without seeing the next road in the instructions so we turn around and go back to where we made the last turn. We find a gas station, pull in and stand around looking at each other. About that time, up comes the stray chaser. He had a flat tire and no one saw him stop. It turns out that alternate 64 is a couple of miles down the road we were on. We let the local guy lead us into Tarboro.



Coolmore Plantation

On the outskirts of Tarboro we stopped at Coolmore Plantation. The plantation has been, more or less, in the J.J.W. Powell family since its construction in 1858-60. It is an Italianate structure designed by Baltimore architect E.G. Lind. The current couple living in the home are family members, but their children have no interest in the maintaining the home. It will probably eventually convert to the state as the home is already partially state-owned and the current family considers themselves to be curators. The outside of the home looks very nice but the inside is like an original Model A. It's not in perfect

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DEJA VU ALL OVER AGAIN (Cont.)

condition but you don't want to restore it because you can never make it look better. The thing that impressed me most was the ceilings. When you looked up at them there appeared to be very detailed decoration but when you looked closely you realized that it was actually painted to give a three dimensional effect. I think you will agree that the result was stunning when you look at the picture.

After having our picture taken in front of Coolmore for the local newspaper, we motored on into Tarboro, where we were met by a local historian and given a tour of the town. Our first stop was the 1808 Blount-Bridger's House which contained a gallery of works by Hobson Pittman, a local, nationally known painter. Next we went to Tarboro Common and saw an 1840 cotton press. Our next stop was the Edgecombe County Veterans Military Museum. In addition to having a WWII jeep that was restored by local volunteers and many artifacts from WWI on, the museum has pictures and a short biography for many county veterans who had served in any branch of the military. Though small, it was a very impressive museum.



Coolmore Ceiling

Finally, we visited the Calvary Episcopal Church and Churchyard. The rector of Calvary from 1842 to 1889 had a love for plants and wrote to missionaries all over the world to send him seeds, cuttings and plants. As a result the churchyard is now a horticultural wonderland—and a haven for mosquitoes.

After visiting the Calvary Church we were actually scheduled to go back to Cary and then head for the drive-in movie. However, since we were some 86 miles out and closer to the drive-in than to Cary, we had been given a set of directions to go directly to the drive-in from Tarboro. Knowing we would get lost, I asked one of the other couples going to the movie, who just happened to have a GPS in their Model A, if they would mind if we followed them. We made it to the movie without incident thanks to our new best friends. As Bill mentioned, the movie, "The Grapes of Wrath," was great and very clear for a drive-in but also very depressing. After hotdogs and a movie we followed our new friends back to Cary arriving about midnight for a 7:00 a.m. start the next morning. I truly think we would still be driving around the Cary area if it hadn't been for their help.

Bright and too early the next morning, a much smaller group of Model A's headed out to cover the almost 100 miles to Kinston. In Kinston we gathered in part of a parking lot reserved for us. While we were bussed around town our cars were guarded by a local hot rod group. You can't match that for service. Our first stop was the Confederate States Ship Neuse Interpretive Center where we saw the preserved remains of the Neuse. The CSS Neuse was a Confederate Ironclad built in 1862-63 at Whitehall (now Seven Springs) on the Neuse River upstream from the Union controlled coast. Because of low water the Neuse never made it much past Kinston,

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DEJA VU ALL OVER AGAIN (Cont.)

and remained there as a floating fortification. In 1865, with Union troops advancing upriver



Confederate States Ship Neuse

toward Goldsboro, the Neuse fought a delaying action at Kinston, firing a few shots at advancing troops before being burned and scuttled. In 1963 she was pulled ashore and sat outside under a shelter but open to the elements. She was finally moved to her current climate-controlled location in 2013 and is on display with a tubing frame showing what she would have looked like when afloat.

After a wonderful lunch at a local deli, we were bussed to the Neuse II, a full sized replica of the CSS Neuse, where we were invited to move our cars in front of the replica. The Neuse II was built by volunteers as a community project and is the only full-sized replica of an Ironclad in the world. The

replica is built completely out of wood—so I guess you would have to call her a Woodclad—but the tour inside was very enlightening in that we got to see what it would be like in the confines of an Civil War Ironclad. While in Kinston we also visited the local art center, which had some wonderful works on display and a model train layout in the basement. The local train club uses a portion of the basement for their club layout and by happenstance one of the members showed up and was very happy to run trains for us. We also stopped by one of the sites of the Civil War Battle of Kinston. After that we took off for an uneventful trip back to Cary.

The next day dawned wet and cool as all the A's headed out on the 62-mile Grand Tour to Carthage and the 100+ Years of Progress Collection of the Eder family. Bill covered the Grand Tour in his article in the last Script, including his unfortunate problem when Blaze's fire went out, so I won't say much except that most folks left right after lunch to head back to Cary and rest up for the Farewell Banquet. At the banquet we enjoyed the company of Don and Judy Temple, and some other Cape Henry Region members. The food was quite good and the Tucker Street Barber Shop Quartet was very entertaining. All in all it was a very enjoyable tour. It would have been better if the weather had cooperated more, but into each life some rain must fall. Our biggest problem was that Carol and I picked long-distance tours and were quite exhausted when the event was over. For you Civil War buffs, I found that North Carolina has a lot of history I wasn't very aware of and should be well worth a visit just to explore that aspect of the state.



Neuse II and the A Invasion

Jim Cartmill

(For further adventures of Jim and Cricket on this trip, see next month's Script.)

MORE SCENES FROM THE TOBACCO ROAD TOUR



Judy, Charlene, Suzan and Linda



**The history of farming lined up on an arch
At the Eder family's 100+ Years of
Progress collection**



A's on tour

SEEN AT HERSHEY



Ice chest or tool box perhaps?



Kids' wagons made from '50s fins

HERSHEY – 2014

Jim Gray and I traveled to Hershey together in tandem, stopping at the usual places: Thurmont for rest break and Bakers for eggs. We arrived at the hallowed fields of Hershey about 1pm. We could barely get unloaded as the scavengers came around. Tuesday is always a good day as those in the hunt have the \$\$ and know what they want.

Last May I sold my dissembled dream car: a 1928 Ford phaeton. I offered all the extra parts at a



good price, but the buyer was a happy with what parts he wanted. So this year's Hershey trip was to sell Model A parts and give free advice. This was after offering these many parts to the GWC.

I sold 5 doors, 3 windshields, lots of smalls, trains and free advice. If there is a good outcome of this, it was the learned bits from the buyers. For instance I didn't know that the early door inside panels did not have stress grooves. It was bittersweet each time a part left me, as I had spent so many years collecting parts for my phaeton and so hoping to one day build the car. The clown in me covered the pain...

Jim sold a couple of rebuilt carbs and a batch of stuff he'd been carrying for years. Our South American contingent relieved him of 37 cans of refrigerant, and a sign collector bought his beat-up no passing sign. Jim was selling the refrigerant and the sign for a buddy who gifted him with a 1952 Tokheim gas pump. As a new pump owner, of course, he was obligated to find a nozzle, a hose and a globe for the top. Now he tells me he has a nice driveway light for his extremely dark driveway.

A couple of years ago our orange field Hershey neighbor Little Ray offered us coffee in the morning. I came over with a 16-ounce cup and found out that was more than he had made, so I heard about it. Last year I brought a dozen catsup cups from a fast food place and asked for 1 ounce of coffee. I heard about that. This year Ray delivered my coffee in a 2-ounce cup; he heard about that. Too much fun in the fields of Hershey!

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HERSHEY – 2014 (Cont.)

Tuesday night we had chow at the shopping center near 322 at Coco's – a local diner. It rained during the night, which added patina to my stuff. All my parts had been tumbled or sand blasted clean. Some had been primed or painted. The rain hit 11 lot of raw metal: it sounded like an old Chevy rusting. Good sleeping. About 1:00 a.m. the wind picked up and I heard a big crash outside my Tahoe. My neighbor's tent was twisted back over his pickup and he was in the open air on his cot. I think about as to whether I should get up and go help him or go back to sleep ... he was glad for the help. He folded things up and slept in the front seat of his truck for the rest of the week. Turns out he was a football player at the University of California and has a degree in chemistry... now he runs a chrome shop in the LA area; a very interesting fellow for sure.

Wednesday opened nice and I let the sun do the drying out of my stuff. Jim puts his stuff away in sealed plastic boxes so no damage there. Mine air dried while I watched. Neither of us traveled the grounds much as we were there to get rid of minty stuffs. Out spouses didn't want to see the junk return home. Ms. Sandy was pleased I did not drag home any new treasures (or she hasn't seen them as yet).

On one of Jim's few excursions from the booth, he took the opportunity to discuss wood-graining with Evan Westlake of Grain It Technologies. Boy is that an art. Evan's demonstrations make it look simple, but Jim's finding that there is quite a bit of magic involved in doing it well. He says he's working at it, and, slowly getting better. Benny Leonard is his first customer. Soon we'll be able to judge.



At some point, Jim happened upon the body of one of the factory air-balanced Zenith carbs; at \$10, he had to own it. He later found a complete example, apparently set up for use on a tractor,

because both the throttle and the choke controls are on the wrong side of the carb body to be used on a Model A. But it's the real deal. It has no GAV; did Ford determine it wasn't necessary? What a mystery!

Wednesday night we joined the eV-8 clubbers again for chow in their secret haunt. I'd tell's ya where but then I hafta dispose of yas. Great chow and camaraderie.

HERSHEY – 2014 (Cont.)



Thursday at Dukes, Jim McDaniels apparently thought Leo Cummings needed a haircut, so he snipped off a bit with his leatherman tool. In a later pic, we looked pretty normal... looks can be deceiving, though.

After a great dinner, Jim and I walked around to look at the residents of the car corral. As has always been the case for me, there were some very interesting vehicles. I was especially taken with a heavily modified Ford T Huckster. I think the burlap upholstery and the crates of produce in the back were the best part.



Early the next morning, the moon was scheduled to be eclipsed about 4:30 am. Well I was up anyway, so I saw the almost-eclipsed moon. Figuring I could do a better job, I full mooned the moon!! My moon was better'n his... so there!

In addition to the usual eV-8 club suspects (shepherded about by Cliff Green, "The Cruise Director"), we saw a bunch of GWC folks: Donny Temple; Bill Worsham; Howard Minners; Brad Minners; Luke Chaplin; Jim Cartmill; Jerry Breedlove; Jerry Olexson;; Jerry & Dong Gray; and Tony Hawker (but didn't get a chance to talk with him).

Hard to believe it's over for another year... but soon we'll have that famous planting on a hill in our sights and brace ourselves for yet another year of selling and wandering and buying. Because that's Hershey.

Clem Clement and Jim Gray

A TRIP TO HERSHEY IN THE MODEL A

I made my first trip to Hershey in 1966 while still a teenager. I have been many times since that first visit, but had not gone often in recent years. Three years ago, when I was in the market for a Model A, I went again. While going through the judged cars, I was surprised at how few Model As there were. Two years ago, when I bought my Town Sedan, I decided that I would go to Hershey and enter the car in the Driver Participation Class. Last year I registered my car, but the weather the days before the show made me decide to forgo the trip. This spring, I bought a 1928 Model A roadster, so I decided that I would enter that car into the DPC this year.

My car ran hot on the trip to Sully this year. I used a variety of flush methods to clean the cooling system and had Tom Terko over to make sure my timing was correct. There was little change in the temperature situation, and readings from an infrared gun showed that there was almost no variation in the temperature from the top of the radiator to the bottom. At the recommendation of some club members, I removed the radiator, which was the original, and took it to Looper's in Rockville to get rodded. The verdict from Looper's was that the radiator was not worth rodding, as it was too old and fragile.

During the course of my diagnosis, club member Fred Morse offered a used Brassworks radiator for sale that had come off of one of his cars. The problem was that the radiator was in Tennessee at a restoration shop. No problem; the restorer could bring it up to Hershey and I could pick it up. I was up for that, as I was really committed to taking the car to Hershey this year.

I got up very early on Wednesday, October 8 and drove to Hershey to get the radiator, which had been left in the hotel lobby for me. I took it out of the box and it was not a Brassworks radiator, but an original radiator! A call to Fred confirmed that the restorer must have picked up the wrong radiator of Fred's! Fred said that he had had no problems with the old radiator on his phaeton, but it was showing its age and he had it replaced. Undaunted, I installed this radiator on the car on Wednesday night, ran the car and it was running cooler with about 20 degrees difference in the temp from the top to the bottom. Seemed good to me.

My childhood friend Mark, with whose family I went to my first and many subsequent Hersheys, had come down from Maine to accompany me on this trip. First thing on Thursday morning, we loaded the car and off we went.

I wanted to stay off the main roads, so I headed up Georgia Ave/Rte 97 up towards Westminster and into Pennsylvania. At Littlestown, PA, I took Rte 194 up to Dillsburg, on Rte 15 south of Harrisburg. We headed nervously onto Rte. 15 for about 5 miles, but I was happy to get off at 114 to head toward the hotel in New Cumberland. The car behaved fairly well, although it did get pretty warm going up hills. This is a great route for a Model A with very nice scenery. Maybe a potential tour route for the club!

To get to Hershey, I wanted to avoid I-83, so we went to Lemoyne and across the Market St. bridge into Harrisburg, then south again, avoiding 322 where possible because of traffic and high speeds.

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A TRIP TO HERSHEY IN THE MODEL A (Cont.)

On Friday afternoon and night and Saturday morning there was rain, but it had stopped by the time we were to head to the show. In the DPC there was a 31 sport coupe next to me and a 29 Tudor. The judged area had a nice variety of Model As and a very early 28 in the section for original, unrestored cars.

My car generated a lot of interest in the show. Two gentlemen from the Netherlands were poring over the car, looking at just about everything. Their English was limited, but I shared what I could with them.



The show was over at 3, so we headed out. I headed north on 322 for a while by mistake, but we got off in the right direction soon enough. Darned PA road signs! I was relying on the old fashioned maps rather than GPS to get around.

We decided to stay on 15 to Frederick to take advantage of the daylight. The car got quite warm at speed, but we did okay, getting off onto 355 in Frederick. No way I would take the car on 270, especially as it got dark.

It was a great trip. I had not taken either of my Model As much farther than Sully or Leesburg, so this was quite the adventure. I fretted about all manner of things, including overheating, tire failure, charging problems, rain, darkness, the ability to stop and anything else I could think of. This trip gave me the confidence I needed to undertake additional trips and tours in the car. Given my stopping distances, I had thought that I had steel brake drums on the car. Looking at some original drums at the Hershey flea market, I confirmed that I do have the original steel drums, so I will make a switch to cast iron over the winter.

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CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST WEDNESDAY NOVEMBER 12

The next CDC is scheduled for Wednesday, November 12– 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

WARNING ON LONG LIFE ANTIFREEZE

(Article forwarded by Phil Roche, written by Dave Tulawitzky, first published in Jim Cranes Western Michigan Buick Chapter newsletter.)

Antifreeze manufacturers have reformulated their products for long life and the inhibitor attacks, among other things, silicone compounds—the most commonly used base for gasket sealants. It also attacks lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators), and conventional gaskets and packing materials.

The warning here is to NOT use coolants with OAT inhibitors in your antique car. You need to read the product label and use only IAT (Inorganic Additive Technology) inhibited antifreeze.

OAT stands for “Organic Acid Technology” based corrosion inhibitors and they are designed to have longer service life than that of IAT coolants. Unfortunately that feature comes with a bad side effect for older cars. One fellow decided to change antifreeze in his antique car. His regular brand was out of stock so he bought the “advanced” formula. Four weeks later he found pools of antifreeze under his car. The antifreeze had dissolved the old gaskets. It was formulated with OAT inhibitors.

Here are some tips for finding IAT coolants:

1. Prestone says that all of its current antifreezes are OAT formulas.
2. Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it not say “long life.” Peak Sierra brand is propylene glycol for those who prefer that. It, too, uses an IAT formula.
3. Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

Club comments:

I'm using Prime and Advanced Auto Parts antifreeze coolants. They say “Extended life.” Neither say OAT/IAT. They are both green. Clem

Try “Conventional GREEN Formula” “PEAK” Antifreeze & Coolant. It's good for “All Makes and Models: 1989 and earlier”-----says so on the gallon container!!!! I use it in my “A” and '59 Cad. I have articles written on it somewhere around here if you want me to find them and send to you. The newer stuff is not good for old cars! Rick Menz

It is true. Don't even use any modern antifreeze that says long lasting, or heavy duty. They are acid based and will erode the head gaskets and lead solder on the radiators. They are all made for the new aluminum core radiators. CARQUEST makes a house brand antifreeze for older vehicles (read ones with copper core/lead solder radiators). Doug Cox

This AACA link backs up Benny's thoughts about the newer, extended life anti-freeze <http://forums.aaca.org/f162/urgent-warning-extended-life-anti-freeze-292163.html> Bob Hartig

2014 MODEL "A" CLUB CHRISTMAS PARTY

WHEN: Saturday December 6, 2014

WHERE: American Legion Post #177
3939 Oak Street, Fairfax, Virginia
22030



TIME: 5:30 – Doors Open 6:00 - Dinner will be served

COST: \$ 10.00 per Club Member; \$15.00 per guest

CATERED DINNER: Choose from one of the following:

1. Top Round of Beef
2. Baked or Stuffed Pork Chops
3. Sliced Turkey Breast with Stuffing

All entrees will be served with Red Bliss Potatoes, White Rice Pilaf or Green Beans Almandine, Dessert, Coffee, Tea, and Water. A cash wine and beer bar will be available.

Reservations will be accepted at the November Club meeting or you can send a check with entree choices to Paul Gauthier at 4798 Tapestry Dr, Fairfax VA 22032.

Checks are to be made out to GWC, Model A Club.

CUTOFF FOR RESERVATIONS IS:

TUESDAY, NOVEMBER 25, 2014.

NO RESERVATION WILL BE ACCEPTED AFTER THIS DATE !!!!

COMING EVENTS

November 12 Caffeine Double Clutch. See p. 21 for details.

December 6 Shepherdstown WV, is recruiting antique vehicles to participate in the its Christmas parade, starting at 11:00 a.m. Please register beforehand if you possibly can. Here is a link to the online parade information sheet and registration form:

<http://www.emailmeform.com/builder/form/lea8C1bvczmf3J0N9P> Once the form is completed, simply hit "submit" and we'll receive their registration. If you skip the whole registration thing and just show up the morning of the 6th, we'll happily fit you in. For questions, contact Peter Smith at pvsmith@frontiernet.net. Or call at [304-876-1139](tel:304-876-1139).

Dec. 6-7 25TH Annual Fairfax Station Holiday Train Show. The layouts are to be in their same locations as last year: Standard gauge, O gauge, HO gauge, S gauge and El Geib in the station. N gauge and Monty's LEGO layout in the caboose. Large scale in the outside yard. LOCO doctor as always. Antique cars are welcomed to the usual station yard area. Saturday 10:00—5:00, Sunday 12:00—4:00. Off Ox Road near Burke Center Pkwy.

December 6 Club Christmas Party. Fairfax American Legion Lodge. DJ music by Tank Edwards. See p. 22 for the rest of the details.

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WANT ADS

For Sale

1928 Truck Restored around 2000. Been driven on two tours and then to the Sully shows. Runs great! Manufactured Oct. 10, 1928. Asking \$25,000. Call Edna Cross at 703-431-0012

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

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WANT ADS (Cont.)

1929 Model A Roadster Interested in trading this car for a comparable quality, or nice driver, 1950s-era car. All makes and models considered. This car is period-correct rose/beige with black fenders, orange pinstripe and orange powder-coated wheels. Every part on this car has been restored, rebuilt or replaced with new. (See list of features on GWC's website.) Asking \$25,000. Contact Jim Tillery at tilleryjd@gmail.com

1929 Model A Tudor. A good condition driver and ...

1929 Model A roadster pickup. Good condition fast driver. Steve Zimmerli called club member Clem about two Model A's his neighbor is selling or maybe storing. The fellow, Wayne Siltanen, [703-803-8948](tel:703-803-8948), is moving in three days (Saturday, Nov. 8) and wants to sell the cars quickly. If no sale then he would like to store them somewhere.

1930 Ford Tudor, \$17,000 appraised value (and fixed price), serious buyers only. Contact Gloria Kirk at 202-882-1084.



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. Featured 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.



1931 Slant Window Standard Fordor, If you are tall and enjoy touring in a cool car, then this is the car for you. This is a rust-free Arizona Lombard Blue Slant Window Standard Fordor with air conditioning. The engine has insert bearings by Ron Kelley (PK Designs) of Dallas as part of the 12-volt conversion and air conditioning package. This package can be easily removed since its installation made no additional holes in the firewall or body. There are few S/W Standard Fordors around since everyone has tried to convert them into deluxe cars. There is an additional luggage rack behind the rear mounted spare tire for all your touring needs. It was selected "Best in Show" at the 2011 City of Fairfax Antique Auto Show and was featured in the FBI Museum's "History of FBI Weapons" film. The car is equipped with a leakless water pump, aluminum fan, turn signals, CB radio, emergency flashers, alternator, hood brackets, halogen headlights, powder coated wheels, and black wall tires. Contact: Woody Williams, 703-858-1192, \$21,000 or Best Offer



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

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WANT ADS (Cont.)

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. Whattauneeed? Clem Clement email: clem.clement@cox.net



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Camera-shy zebra photographed by Woody on the Tobacco Road Tour

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