

The Ford Script



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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.gwcmoдела.org
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: billhsims@gmail.com

Next deadline: Monday, Jan. 5th

FROM THE PRESIDENT



"Dear Membership,

Thanksgiving is over, and we are at my favorite time of year. Well, almost. My real favorite time is summertime, when we can drive our Model A's more often.

Ok, so we are at my second favorite time of year. But, we are at my favorite Club Monthly Meeting of the year. Which meeting is that? Well, it is the December Brown Bag Gift Exchange Meeting.

Here is how it works. You bring a gift. Something good. Not too expensive, but no junk. It has to be something you would want for yourself, but are willing to give to another member of the Club. Also, due to the rules of the Gift Exchange, you may end up with it at the end of the whole thing. So, choose carefully.

Wrap that special gift up in a brown bag. Staple or tape it shut. Not too tight, so it can be torn open easily, so the gift can be shown to everyone. I will skip all the technical details, since they are usually explained in detail later on in this issue (see p. 20).

Everyone should bring a gift, since that is your ticket to play. Just show up (with a gift) and join in the fun. The business meeting will be short. Very short. It will be so short, most people will miss it, but that is Ok, because that gives us more time for the Gift Exchange.

We keep going until all the gifts are gone. By then it is usually late, but it is an evening well spent, and everyone goes home with something new (at least to them).

Start thinking about your gift NOW. You have until Wednesday, December 17th. Make it a Good gift, that will brighten a fellow Club member's day.

Also, don't forget, size doesn't matter. It's the thought that counts, and makes it more fun. And also remember, whatever you do end up bringing home is ok, since it was a gift, and you had to accept it, so your spouse can't complain.

See you on the 17th at the Brown Bag.

Thanks, Doug."

FROM THE EDITOR

No word yet from Don Temple on his progress with my car. I take it to mean that no news is good news. So it looks like I won't be making Fairfax Station Train Day this weekend. But I look forward to getting it back this month and taking it out to Clem's in February for his Train Day. Only I won't be able to really book it on the Beltway like I used to. There's nothing like passing a "modern" in my 80+ year-old Model A and seeing the looks on their faces. But Donnie says that's a no-no. These old cars weren't made for that kind of speed, and driving 55 most of the way to Raleigh in September contributed to the disaster that followed. Can I restrain myself? "Blaze" really loves the open road. We'll see.

FROM THE SMOKE-FREE ROOM

Minutes of the GWC Board Meeting November 19, 2014

Location: McLean, Virginia.



Meeting convened at 6:00pm and dismissed at 7:25pm

Attendees: Included, Doug Tomb, Jerry Olexson, Jim Gray, Bill Worsham, Greg Shepherd, Howard Minners, Bill Sims, Bruce Metcalf, Woody Williams, Paul Gauthier, Jim Oneale, Suzan Oneale and Benny Leonard.

Program Chairman Jim Gray provided a summary of events for November and December. These include:

November, Steve Stamford notified the club that he was unable to present an interesting "History of the Rouge Ford Plant. Instead Jim Grey would be the presenter based on the Power Point slides available from Stamford.

December 17 Club meeting will consist of the "Famous Brown Bag" caper. December 6 at 5:30 is the Club Christmas Party. Those club members who wish to attend should contact Paul Gauthier no later than November 27.

Treasurer Woody Williams provided a monthly update of income/expenditures and fund balances as of November 19. A yearly audit as proscribed in the By Laws will be conducted the late December time frame.

The Board discussed the budget for 2015 and a list of related issues and budget motions. The issues discussed included: A balanced budget; need for equipment funding; funding levels for MAFFI; Club scholarship funding; a plan for applying the Club's financial resource; sponsoring a National Meet; a need for a Sully continuity/contingent plan; disposal of Club property; the challenge of Club member enrollment.

Due to time constraints of the Board meeting, which was being held in conjunction with the GWC membership meeting, the 2015 Budget was the primary focus of the meeting. The Treasurer led the discussion. The Board voted 11 to 1 in favor of a balanced budget. For funding of the 2015 Scholarship Program, the Board directed the line item was not to exceed \$5,000. The Board voted unanimously to fund the scholarship program from the Memorial Asset Account.

The funding of a contribution to MAFFI was initially proposed at the \$500 level for the Club's 2015 budget. Upon further discussion about the Business Plan of MAFFI, a motion was raised and seconded to increase the line to allow funding of \$1,000. Voting the line increase produced 11 yea's and 2 no's. The National Liaison Chair instructed that GWC has been a consistent funding source for MAFFI resources since the mid 1990's. The Board was informed that the MAFFI endowment funds account is \$363,000 with a target fund of \$500,000. A final motion was made to vote on the approval of the 2015 GWC Operating Budget. A unanimous vote by the Board resulted in the following approval.

2015 Total Expense Budget \$19,515.00

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SMOKE-FREE ROOM (Cont.)

A detail of the budget line items is appended to these Board minutes.

2015 Memorial Fund Planned Expenditures	Four Presenters	\$400
	Scholarships	\$5000
	Armed Forces Ret Home	\$250
	Total Approved	\$5650

The Nominating Committee Chairman presented the 2015 proposed Board Members and Club Officers to be presented to the club membership for voter approval on November 19, 2014. The proposed slate of GWC officials include:

- | | |
|--|-----------------------------------|
| Doug Tomb, President | Greg Shepherd, Membership Chair |
| Bill Sims, Editor | Bruce Metcalf, Ass't Editor |
| Howard Minners, National Liaison | Milford Sprecher, Ass't Treasurer |
| Benny Leonard, Tool Chairman | Tom Quigley, Youth Coordinator |
| Jerry Olexson, Treasurer | Bill Worsham, Sully Meet Chairman |
| Stan Johnson, Secretary | James Kolody, Vice President |
| Jim Gray, Activities Chairman + two sub-chairman, Benny Leonard and John Dougherty | |

In a later vote by the membership the 2015 slate of officers were elected for a one year term, commencing January 1, 2015.

Tool Chair Benny Leonard reported on inventory and usage of club's tools and requested additional funds of \$185 to procure several specialty tools for the club. Based upon the spending authority vested in the President, these funds would be authorized by the President.

The December Board meeting will be a joint meeting of the 2014 and 2015 boards and will be held at a time and location to be determined.

Minutes Submitted by
Jerry Olexson
Secretary

George Washington Chapter Budget**2015 General Fund Budget**

	Approved
<u>Budget Income</u>	<i>2015 Budget</i>
Christmas Party	\$800.00
Club 50/50 Drawings	\$120.00
Club Name Tags	\$60.00
Club Tours	\$0.00
Club Vest/Shirts/Hats/Patches	\$50.00
Interest	\$0.00
Jaeger Picnic	\$135.00
Membership Dues	\$3,700.00
Misc Income	\$0.00
Pig Pick'n	\$145.00
Script Advertising	\$400.00
Soda Sales	\$0.00
Sully	\$14,105.00
Total Income	\$19,515.00
<u>Budget Expenses</u>	
American Legion Hall Rental	\$2,400.00
Bank Fees	\$15.00
Board Meeting Meals	\$400.00
Brake Day Practicum	\$200.00
Christmas Party	\$4,500.00
Clem's Train Day	\$300.00
Club Tours	\$800.00
Vest/ Shirts/ Hats/ Patches	\$0.00
Compressor	\$100.00
Insurance	\$500.00
Jaeger Picnic	\$500.00
Local Contributions/MARC	\$10.00
MAFFI Endowment Fund	\$1,000.00
Membership / Dues Supplies	\$180.00
Meeting Programs	\$100.00
Miscellaneous	\$1,345.00
Parades	\$75.00
Pig Pick'n	\$800.00
Roster Mailing	\$0.00

Roster Printing	\$0.00	
Scholarships	\$0.00	
Script Mailing	\$300.00	
Script Printing	\$400.00	
Small Parts Day	\$300.00	
Sully	\$4,335.00	
Tool Shed / Tools	\$100.00	
Treasurer Supplies	\$105.00	
Website	\$300.00	
Youth Programs	\$450.00	
Total Expense	\$19,515.00	
<u>2015 Memorial Fund Expenditures</u>		
Four Monthly Program Presenters	\$400.00	
Scholarships	\$5,000.00	
AFRH Donation	\$250.00	
	\$5,650.00	

MARC DUES INCREASE FOR NEXT YEAR

This is just a reminder that due to a large increase in their insurance premiums, MARC has increased its dues to \$40 per year. An explanation can be found in the MARC letter to members republished in this Script on pp. 22-25.

FAIRFAX STATION TRAIN DAY THIS WEEKEND

25 years ago this Christmas, Chaplain Jim Warrington and I, with lots of help, started the Model Train Show at the Fairfax station. The idea was to gather several trains clubs together in one place and operate trains for the public. Fairfax Station makes a great venue for the trains as a Christmas spirit starter for the holiday season. We also invited the local old car clubs. This makes a wonderful scenes with the trains running both inside the station, in the real caboose and outside the station with the antique cars in the station yard. We are all hobbyists and find many common interests. Come on out and enjoy the fun. Please see <http://fairfax-station.org/> for more on the Station and its history and activities.

Merry Christmas
Clem Clement

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1989)

Peyton Randolph hosted the Board meeting in anticipation of the December general meeting. The 11 present discussed matters such as the upcoming Christmas dinner dance and a proposed engine rebuilding seminar.

Membership Chairman Jean Henderson gave the present count of members at 248 for the closing year. Renewal forms were about to be mailed with dues for '90 pegged at \$15.



Very notable this month was the conferring of the coveted Honorary Life Membership to Bill Worsham, who, in addition to having served in numerous club capacities, was said to have been Sully Meet Chairman for 16 years. That was back in 1989, now make that 41 years!

That old song about "Things we used to do" brought to mind thoughts of past GWC winter activities long since discontinued. In addition to the wonderful old Model T Club Swap Meet mentioned last month, there were others—for one, the annual trek to Chesapeake Beach for an antiquing tour. Eight cars left the Yorktown Shopping Center, led by John Kandl dressed as Santa Clause. The first stop along the way was at the late Jack Thompson's home to view his very interesting collection of many mainly unrestored cars and associated bits and pieces. Arriving at the Beach, members toured the Railroad Museum and then headed out to the shops, which were warm and nicely decorated, offering such delights as hot cider and munchies. Also a thing of the past, well sort of, was the January Denton Swap meet, held partly outdoors. It morphed into the present day Cambridge meet, which is always spared from being held during a heat wave too. Brrrr..

Howard Minners reported on a fascinating trip he and son Brad made to Moscow and Leningrad, entitled "A hunting we will go." Knowing there were Russian Model A's there somewhere, they were determined to find some despite language barriers and other hindrances. All this was after the Auto Jumble in Beaulieu, England. Whatta tour! It was well known that Russian Model A's existed, but where? There had been word of a Tudor in a car park below the Ukrania Hotel. Alas, it could not be found. Learning the phrase "staraya machina Forda", which meant "antique Ford car" enabled a big breakthrough, and they were directed to the Museum A. Z. L. K. by helpful mechanics at an auto repair shop. Pictures of an AA truck and a phaeton were brought back, proving mission accomplished.

Hoping to leave you with a laugh, and having just turned up an original Burma Shave sign, here is one of the jingles that could have lead up to the signature sign;

Grandpa's beard
Was stiff and coarse
And that's what caused
His fifth divorce.....



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 Articles V and VI.

Article V

Appointed Positions

From time to time as appropriate, the President may appoint members from the membership at large to carry out certain other functions of the organization, for example, Webmaster, Historian/Archivist, Technical Advisor, Concessionaire, Sunshine Coordinator, Librarian or Photographer. Individuals serving in these various capacities will not become officers as a result of such appointments. During the respective tenures of these appointed positions, appointees should attend general Club meetings. In addition, the President may invite them to attend those Board meetings where their appointed areas of responsibility will be discussed.

Article VI

Meetings

Section I Types of Meetings – The officially scheduled meetings of the Club will consist of an Annual Meeting, normally held each November, regular monthly Membership Meetings, and monthly Board of Directors' meetings. Special meetings of the members or of the Board of Directors may be called by the President, but only with specific approval by a majority of the Board of Directors. Questions concerning the conduct of any meeting shall be resolved in accordance with Roberts Rules of Order.

Section II Regular Membership Meetings – A general membership meeting will be conducted at least once a month, in a prearranged meeting place, for the purpose of transacting Club business. This meeting will normally take place on the 3rd Wednesday of each month.

Section III Board of Directors Meetings – The Board of Directors will meet once each month. This meeting will normally occur one week after the regular Membership Meeting and in a prearranged meeting place. The President will conduct the meeting, whose purpose will be to conduct Club business.

Section IV Special Meetings – For the purpose of conducting urgent Club business, the President will take all reasonable steps to notify the Board of Directors of proposed special Membership or Board of Directors meetings. No special meeting shall occur until approval by a majority of the Board of Directors has been obtained.

Section V Quorum – A meeting, whether a regular membership or a special membership meeting, must have twenty percent of the listed voting membership present to constitute a quorum. For a Board of Directors meeting, a quorum will consist of two-thirds of the Board membership. Proxy votes are not acceptable; members must be present to vote.

SUNSHINE REPORT

We are deeply saddened to learn of the death of longtime member Charlie Verts who passed away recently at age 99. Although he couldn't make many meetings, Charlie was on the flea market committee at Sully for many years and served as a judge clear up through last year. Charlie was recently recognized for his tenure with the club at our Pig Pick'n last September. Our thoughts and prayers go out to Charlie and his family.



(Photo by Donna Zadnik)

Charlie at this year's Pig Pickin'

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.

Greg Shepherd

An advertisement for J.C. Taylor Insurance. At the top is a logo with the name "J.C. Taylor" in a cursive font and "INSURANCE" in a sans-serif font below it, all within a yellow and green oval. Below the logo, the text "INSURING YOUR VEHICLES FOR OVER 50 YEARS" is written in blue. The central image is a side view of a dark-colored vintage sedan with white-walled tires and a chrome grille. At the bottom left, the phone number "1-888-ANTIQUE" is displayed. At the bottom right, the website "JCTAYLOR.COM" is shown next to a small Facebook logo.

MEMBERSHIP REPORT

We have 1 new member this month. Please update your rosters with their information below:

Richard Colandrea
P.O. Box 911
Middleburg, VA 20118
Home: 1-540-687-5500
Cell: 1-540-687-5100
Email: RidgeView5000@gmail.com

Richard has a 1929 Panel Van and a 1930 4 dr Town Sedan. Please add his information to your rosters and welcome him to the club.

And speaking of dues, its time for all of us to renew our membership for 2015. I was able to collect a lot at the membership meeting in November but there are still over 100 people still outstanding. Please help me out and get your dues sent in now.

Same rate as it's 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:
Greg Shepherd
3715 Brices Ford Ct
Fairfax, VA 22033

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SCHOLARSHIP WINNER REPORT

An update from one of our Club Scholarship winners this last summer:

It's been over two months now for me at Rensselaer Polytechnic Institute in Troy, NY, and I've very much enjoyed my time here. I am pursuing a major in Computer Science and classes so far have been excellent. I've also been able to take the time to participate in the Tae Kwon Do Club Sport at RPI, which has allowed me to participate in competitions at other universities like MIT, Cornell and Brown. One great feature of the campus I discovered is the model train exhibit, of which I have attached a few photos. My Dad has mentioned over the years that a lot of club members are into model trains and setups so I thought they would find this interesting. Thanks again for the scholarship. I am greatly appreciative of this opportunity.

Tyler Shepherd



CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST FRIDAY, DECEMBER 19

The next CDC is scheduled for Friday, December 19– 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.

Clem Clement

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ANNANDALE FALL FESTIVAL PARADE – 2014

Clem, Benny and I rolled for the Annandale Fall Festival Parade at 7:45 AM on Saturday, October 25. Our timing was right on, and we lined our cars up with those of the Kena Masonic Temple's Antique Auto group. Our host was fellow clubber Dick Javins, who brought his 1919 Model T Station Wagon to the show. The air was crisp and the excitement among the young paraders electric. Boy Scouts, Bolivian, Columbian, Peruvian, and Ecuadorian music and dance performance groups were all busily readying themselves for the several-blocks-long parade. As last year, the crowds were as excited as the paraders, and little "Frozen" characters mixed in well with the traditional spooks, goblins and super heroes. In short – it was a perfect small-town parade.



In the military we used to call this pose "standing by to stand by." Clem & Benny have it down to a T. (photos: Jim)

Causes of all types were on parade here, as were politicians of all ilk.



From serious causes (stopping human trafficking) to "Enjoy Halloween" themes – they all made their point. (photos Jim & Clem)

ANNANDALE FALL FESTIVAL PARADE (Cont.)



Don Simmons has been a member of the Kena Temple for over 40 years; I've known him for 31. As his next-door neighbor, I used to marvel at his go-cart handling skills before he started driving grown up cars in parades. He said his knees can't handle the little cars anymore, so he drives his Mustang instead. As with his karts – and his yard – he keeps things immaculately clean. (photo: Jim)

I also met a little guy named Jax who was admiring my car. I asked him if he wanted a picture of him in front of it, in a blink of an eye, two sisters and Dad joined him. I stood by Mom and took a few shots as well.



The new Americans (photo: Jim)

Jax is in the front row on the left. He and his family are from Bolivia, his parents both proud new citizens, so they wanted a picture with my American Flags. Dad told me although he was now an American citizen, he wanted his kids to be proud of their heritage. Only in America.

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ANNANDALE FALL FESTIVAL PARADE (Cont.)

But to me, the star of the show was the kid with the mustachioed pacifier; once lifted into Dick's T, he gained four willing grandpas - Dick, Benny, Clem and I were all ready to assume the role. Once mustachioed discovered the squeeze bulb horn on Dick's T, and the Ahooga horn on Clem's cabriolet, well, let the tooting and laughing begin. I wish I'd had a membership form with me; he was ready to make his mark on it and join up!



Hey, Grandpa Benny, I like Grandpa Dick's Model T!

Come on, Grandpa Jim... let's ride! (photos: Clem)



Although Dick got us all lined up as we headed out onto the parade route, not all of our admirers were very impressed. (photos: Clem)

We ahoogad and waved (but did NOT throw any candy, as used to be the drill... that's a no-no now) and drove a serpentine route along the parade route. One admirer told Clem, with the Kena Grand Pooh-Bah riding shotgun, "It's great you're here... it's not a parade without you!!" We hope to have more notice next year, and we hope more can join us in this great small town parade.

Just remember the following:

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ANNANDALE FALL FESTIVAL PARADE (Cont.)

The Annandale Parade

**Cited in 2013 as one of
"THE BEST SMALL TOWN PARADES IN AMERICA"**

The popular Annandale Parade will be held on Saturday, October 25, 2014 beginning at 10:00 am. Marching along Columbia Pike from the historic white church near Gallows Road all the way to the Bowling Alley-Safeway, thousands of participants from Clowns, Storybook Characters, and Marching Bands to Antique & Military Cars, Fire Trucks, Civic Organizations, Scouts, and beautifully costumed International Dancers will parade before the residents of Greater Annandale. Sponsored by the Annandale Chamber of Commerce, this sixty-four year old tradition only gets bigger and better every year. (http://www.annandalechamber.com/fallfestival_and_parade.rhtml)

Jim Gray

DEJA VU ALL OVER AGAIN OR ANOTHER TOBACCO ROAD TOUR PLUS SOME PART 2

Thursday morning dawned much like the previous day as trailers were loaded and everyone headed home, except Carol, who took off for Michigan, and Cricket and I, who had been persuaded to go to Pigeon Forge, Tennessee, for the Mountains, Music, and Model A's tour put on by the Smokey Mountain Model A Club. Our persuaders, who shall remain nameless, cancelled out (for good reason) and left Cricket and me all to ourselves. Since the next meet was several days away, I had planned a meandering tour across North and South Carolina to visit Revolutionary War Battlefields and the North Carolina Transportation Museum. So I headed to my first venue, Guilford Courthouse National Military Park near Greensboro, and promptly—wait for it—got lost!

How do you get lost on a four-lane, well-marked (for North Carolina) road you ask? Beats me, but several miles down the road it began to sink in that I had been on that road too long. So I took an exit and pulled over to see if I could figure out where I was. I finally determined that I was well past my turn and thought I had found another way to get me to the road I needed to be on, so I turned around and headed back to Cary. I saw the road to get me over to where I needed to be, but it was a toll road, so I kept going back almost to the host hotel. Never did see the road I wanted. So I turned and headed the other direction again and low and behold there, with a very small sign, was the road I was looking for about a quarter mile away. I had shot right past it thinking I had a couple of miles before I needed to start looking.

So I finally make it to Greensboro, with only one more wrong turn, and I get on Wendover Avenue looking for Battleground Avenue. I drive west until I think I've gone too far. I turn around and drive east until I think I've gone too far. I drive west again until I'm on the edge of town. I drive east until I'm on the other side of town. Did I mention that I went through Navigator Training in the Air Force? So I drive down to where I think Battleground Avenue should be and turn. A short distance down that road I find a service station and go in and ask the kid behind the counter if he can direct me to Battleground Avenue. He's clueless. I've found that recently when I finally stop to ask directions, most people don't have any idea where anything is. Could that be because they all have GPS's on their phones? Anyway, there is a lady in line and she says she will tell me how to get to Battleground Avenue as soon as she gets finished paying for her gasoline. She finishes and comes over to me, takes a close look at me and says "just follow me I'll get you on it." Does it show that I was an Air Force Navigator? I followed her downtown, opposite the way I thought I should be going, and sure enough, she got me on the road. I have no idea if she was going in that direction, or just took me there, but it was quite a ways with a lot of turns. How's that for Southern Hospitality? I wish I knew the lady's name so I could send her a thank you!

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DEJA VU ALL OVER AGAIN (Cont.)

So I head back in the direction I thought I should be going and make it to Guilford Courthouse National Military Park. In actuality, I should have visited Guilford Courthouse last as the battle there was fought after the other two battle sites I visited, but to do so, I would have had to double back.

So here's a bit of history. By 1780 the English had been fought to a stalemate in the North and turned their military strategy to the South hoping to re-establish the southern royal colonies and then march north. By the time of the battle of Guilford Court House, the English army, under the command of General Lord Charles Cornwallis, was in the process of doing just that, having captured most of South Carolina and Georgia, he was moving toward North Carolina. General George Washington sent General Nathanael Green to take command of the Continental Army in the South in December of 1780. Green realized he was too weak to take on Cornwallis directly so he split his army, sending General Daniel Morgan with 600 men to threaten Cornwallis' left while he moved the rest of the army to Cheraw, S.C., to threaten the right. Cornwallis, at Camden, S.C., did Green one better; he divided his army into three parts. One he stationed at Camden to watch Green, a second, under Lieutenant Colonel Banastre Tarleton with his cavalry, he sent to attack Morgan, and he resumed moving north with the third. Morgan and Tarleton met at Cowpens, S.C., (I visit Cowpens National Battlefield later.) where Tarleton and his troops were decimated on January 17th, 1781. Green, realizing that Cornwallis would now try to destroy Morgan and block the Continentals from receiving reinforcements, ordered all his forces to join with him for a general withdrawal. For the next several weeks Green led Cornwallis on a meandering chase. Cornwallis, in order to increase his speed, burned most of his baggage, but still could not catch Green. Then on March 15th Green picked Guilford Court House to deploy his troops.

Green straddled the Great Salisbury Wagon Road, on which the English regulars would be advancing. At a fence rail, behind several fields of corn, he placed a line of North Carolina Militia with rifle companies, Delaware regulars and cavalry on its wings. He also stationed two cannon crews on the road at that point. To the rear of this line, on a slight knoll in the woods, he formed a second line of Virginia Militia. About 500 yards behind this line, on an open hill in front of the courthouse, he placed his battle-hardened Continentals from Virginia and Maryland, in a V, with two more cannon at the center. As the English advanced, Green had his cannon open fire. The English responded with their own artillery and after roughly 30 minutes of dueling the Continental artillery galloped to the rear. The English regulars resumed their advance and at about 150 yards from the fence line the Carolinians opened fire. The English lines were badly disrupted but re-formed and continued their advance. At musket range they fired a volley and rushed the fence line with leveled bayonets.

The Carolinians had been told they could fire two shots and withdraw but many flung away their weapons and ran. The flanks held longer but Cornwallis threw more regulars against them and the fighting drifted into the woods. The English again re-formed and advanced on the second line and, fighting savagely, advanced on the third line in front of the courthouse. They were also able to drive through this line but then Green's cavalry slashed into them. Cornwallis, fearing he was being checked, had his artillery fire grapeshot at the cavalry even though he would be hitting his own men in the process. Green, realizing that he was being flanked, began an orderly withdrawal, covered by a rearguard, and left the field to Cornwallis.



General Nathanael

As a cold, rainy storm moved in, Green marched to an old camp. In camp he realized that, although

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TOBACCO ROAD TOUR PLUS SOME (Cont.)

defeated, his losses were relatively light while Cornwallis' were over-whelming. A few days later, Cornwallis began a retreat to Wilmington on the North Carolina coast. Green moved south to recapture South Carolina and Georgia. Cornwallis, obsessed with taking Virginia, moved north, eventually ending up at a place called Yorktown. And we all know what happened there.

I enjoyed my visit to the park. The Park Service had a great museum and an excellent movie of the progress of the battle. The battlefield covered a fairly large space and I did take a driving tour but with the weather still rainy, I didn't get out of the car much and took very few pictures. After visiting the battlefield, I headed to a motel that I had reserved and finally settled in for the night.

The next day I headed to Spencer and the North Carolina Transportation Museum. I was able to make it to Spencer without getting lost. Okay, I drove right by the great big sign for the place, it was behind trees, but I realized I was right there and finally went back to the entrance. The parking attendants even asked if I was an event participant.

The event was A Day Out With Thomas. As in Thomas the Tank Engine and Friends! They even had a couple of engines that were decked out as Thomas and one of his cohorts, Percy maybe. Lots and lots of munchkins all over the place. Dodging small people, big people pulling small people, big people pushing small people and big people in general, I worked my way to the Spencer Shops which were once the Southern Railroad's largest steam locomotive repair facility on the east coast.



One of Thomas' Friends



Norfolk and Western's Class J 611

My main object in going to the museum was to see Norfolk and Western's Class J steam engine number 611. Carol and I had the pleasure of riding 611 from Manassas to Front Royal and back after its first restoration and saw it later at the Virginia Museum of Transportation. It is now at Spencer for a second restoration. Talk about a big project. I knew there was a tour of the 611 restoration on Saturday and Sunday but guess what, it was cancelled for A Day Out With Thomas! I did get a couple of pictures of 611 but the lighting was bad and they were taken through Plexiglas. There were a few cars at the museum, including a nice '31 Slant Window, a Ford Model "R" and a couple of "T's." And, of course, there were lots of steam and diesel engines to look over. All in all, it was an enjoyable visit. Even watching the small people scurrying about and enjoying themselves was fun. After the museum I had dinner at a nice Italian Restaurant and found my next hotel without getting lost. Yea!

Jim Cartmill

(To Be Continued Next Month)

FIXIN' LEW PARKER'S HUCKSTER, OR "WE WORK FOR WINE"

I got an email from Lew Parker, owner of Willowcroft Farm Vineyards, club member, and proud owner of a late 1930s Huckster. The problem was she was backfiring and barely running when he was driving her to his French class. After he shut her down he saw coolant in the tailpipe. Lew hoped it wasn't worse than just a blown head gasket, and asked me if I could help him find out and or fix it.

Clem, Benny and Bruce Metcalf agreed to go with me out to Lew's little piece of Heaven off of Hogback Mountain Road south of Leesburg, VA. Benny decided the first step was to check the compression: 60 on #1; 58 on #2; NO READING! on #3; and 58 on #4... Houston, we have a problem. Looking down into the sparkplug hole on # 3, Lew told us he had seen some foreign material... we all suspected it was a piece of head gasket.

Now why the backfiring and sudden loss of power? We pulled the distributor cap off and looked at the modern upper plate – the condenser had what looked like a spot weld mark on the side closest to the cam on the shaft. A quick check with a multi meter showed the condenser had failed. We believe that failure led to the backfiring and the power of the backfiring resulted in a blown gasket.



The patient looked O.K.; but the vitals told a different story: 60; 58; 0; 58 is not a winning combination!

So there on top of a hill on a cool and windy day, in the middle of Lew's grape harvest, we decided to operate. In true shade tree mechanic style, we had cardboard and rags at the ready as we removed the distributor (it would need a rebuild), the water pump (it looked O.K. – we just gave it a bit of grease); and finally the head itself.

Clem had purchased the head puller we used from "Rainmaker Ron" at Hershey several years ago and donated it to the club. If you'll excuse a brief digression, I've had the honor to meet Rainmaker Ron at Hershey. Ron has brought the Model A world several neat tools and gadgets. Tops on the list, in my mind, is ingenious little head puller. For all those who might have doubted that this thing works, let me tell you it does – and well. With custom-made bolts that fit into the

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FIXIN' LEW PARKER'S HUCKSTER (Cont.)



I pull the hose off the goose neck; later, Clem tightens down the nuts on the head puller.

sparkplug holes on # 2 & #3, and outriggers that push down on two studs (with the nuts at the top of the studs) simultaneously when the two special bolts in #2 & #3 are tightened down, you have what you need to get a slow steady push down on the engine (with the outriggers on the studs) and pull up (With the two special bolts. Very neat, very fast, very clever.

With the head off, our next job was to stuff rags into all the water jacket openings and the pistons so we could scrape off all of the old gasket.



I finish stuffing the holes with rags, while Benny works on the head to scrape off the old gasket.

Then, FAR better than Miller time, it was wine & pizza time. What a great lunch; hope it didn't fog our brains too much. Here Lew, Benny, Bruce and I discuss the work and plan a future visit for a day tour in the spring. Maybe we'll spice that up with a manifold cooking contest. After lunch, Lew gave us a quick tour of his place, and discussed the wine making process. With some effort, we were able to restrain Clem from jumping into the vat to punch down the cap on some newly pressed red wine grapes.



FIXIN' LEW PARKER'S HUCKSTER (Cont.)

Too soon, it was back to work. With a new copper gasket on both the gooseneck and the head, and a new gasket on the water pump, the engine is almost ready to go... that is until we put on a distributor that I brought that had a short between the spring and the connection to the upper plate. What a pain... that cost us at least another hour.



Finally we were ready for an inspection. Lew checked it all out while Bruce and Clem gave advice. Note the shade tree; the mechanics and the cardboard. With all things that came out and off back in and on, Clem cleared Lew to start her up; Lew cranked, the engine started, and off she went to the shed.

Jim Gray
With Clem, Benny, Bruce and Lew;
Clem & I took the photos

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Mike Butcher 

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DECEMBER'S PROGRAM: BROWN BAG CHRISTMAS GIFT EXCHANGE

The December program will again be the rip-roaring Brown Bag Gift Exchange. We will operate under the same rules used over the past several years.

Each person will bring a nice gift, "wrapped" in a brown bag – and this bag will be your admission to the event. Lady-specific gifts should be marked on the outside with a large "L". The bags are placed on a table in front of the room. Each member gets a ticket stub in exchange for his bag. The other half of the ticket goes into a bowl.



"Nice Gift" means "No Junk!" - Find something among your Model A holdings that you would like to get as a gift if you didn't already have it. If you can't find something, a new part or tool in the \$10-\$20 range would be just right. (For example, last year one GWC member purchased two hood prop kits, one for his own car and one for the brown bag gift exchange.)

Then comes the fun! When the meeting begins, a ticket is drawn from the bowl. The holder of that ticket comes to the front and selects a bag from the table, turns around and opens the bag so that everyone can see the gift. When the *oohs* and *ahhs* have subsided, he/she draws a ticket from the bowl, hands it to the Master of Ceremonies, and returns to his seat with the gift. The new number is called out and the holder of that ticket comes forward and announces his/her decision, 1) Take a gift that has previously been unwrapped, or 2) Select and open a new bag. If he/she takes the previously opened gift, then that person (who relinquishes the gift) comes back to the front to 1) take a bag or 2) a previous gift, but not the one just relinquished.

Each subsequent ticket holder comes forward and has the chance to take any previously opened gift or take an unopened bag from the table except that the third holder of a given item gets to keep that item. (Example: Tom opens up a carburetor, Karen takes the carburetor from Tom, Benny takes the carburetor from Karen and gets to keep it).

The fun is always increased when someone opens a gift that multiple people are eager to own. So wrap a gift up in a brown bag and come to the meeting ready for a good time. In the end you will go home with a nice gift and pleasant memories.

MODEL A CLUB CHRISTMAS PARTY REMINDER

WHEN: Saturday, **December 6**
WHERE: American Legion Post 177
3939 Oak Street, Fairfax, Virginia 22030
TIME: **5:30** – Doors Open **6:00** -- Dinner will be served



Don't  forget

COMING EVENTS

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/lea8C1bvczrf3J0N9P> 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.

December 19 Caffeine Double Clutch. (See p. 10.)

WANT ADS

For Sale

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

1931 Victoria Really good condition and runs good. Done in Chicle Drab, Copra Drab, and the wheels are Tacoma Cream. Floor pan replaced in '09 and radiator in 2010. LB interior in great shape, but has several mouse holes in the headliner. Engine pans present on both sides. Has roller shades and a vase. Hood supports have been added. Paint has some bubbles and needs some touching up. Tires were new in 2008 but spare needs replacing. Some smoke at start-up but not at normal operating temps. Just a bill of sale will accompany the sale of this car. Car is in Purcellville, VA. Asking \$13,000. Contact Roy Loso at 703-517-8332 or at royloso@gmail.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 \$13,900. 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.

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).

The Model A Restorers Club, Inc.

A Letter to members explaining our new MARC Insurance Policy

From: The MARC Board of Directors and EPIC Insurance Brokers

To: All members of MARC

Liability protection is one of the most important and significant products MARC provides to its members. This benefit, while “quietly” in place for many years, has recently come to the forefront of discussion because of the notoriety given to a lawsuit in another organization similar to ours. Our previous carrier, after reviewing our policy and reevaluating our needs, chose to drop our club from its roles rather than negotiate a new policy with appropriate coverage and premiums. MARC and its members would have been without liability coverage on the first day of May, 2014. Your Board worked diligently to find a broker with the credentials and an array of companies from which to choose, to obtain a liability policy that would not only cover MARC and its members under nearly every situation, but did so in a very short period of time albeit with a significant cost increase. Bringing MARC’s liability coverage into the 21st century has its costs and we will work very hard to mitigate these increases as we move forward. In the interim, we are presenting this material to you, the membership, to help you understand the importance of safe activities, well-planned outings, and the benefit of membership in this premier auto club. As you read through the following document, please keep in mind this is a new beginning for MARC and there will be more information available as time goes on. Be sure to check the FAQs at the end and be assured your questions and comments are most welcome.

The intent of this letter is to make sure all members of MARC have a clear and concise understanding of the Liability Policy provided to all Regions and Special Interest Groups of MARC located within the United States. We all can appreciate how difficult it is to understand an insurance policy and how it protects our membership. We want all of our members to know what, why and how they are covered on our new policy purchased by the National MARC with the intention of covering our members should an unfortunate accident occur.

The Model A Restorers Club, Inc. (MARC) and its Regions have a long history of safe activities and it is our hope that all Regions understand the importance of making sure all their activities are supervised and carried out in a safe manner. Using the one-time Ford Motor Company slogan: “Safety is Job #1”, it is our goal to make sure we follow that sound advice at every event.

MARC provides General Liability Insurance to Regions and Special Interest Groups that are in good standing and located within the United States. The Board of Directors' desire and plan is to continue

this coverage into the future as we believe that not only is this an exceptional policy for all of us, but that it is truly a necessity in today's world. Regions and members located outside the United States are not covered by this policy because the carrier only operates within U.S. jurisdictions and complies with applicable U.S. laws. Regions outside the United States are encouraged to investigate purchasing their own insurance through local or international brokers.

The following is a coverage summary and is subject to the actual policy; the answers are not intended to replace the terms and conditions in the actual policy.

CLUB INSURANCE COVERAGE WHAT COVERAGE?

Commercial General Liability, Non-owned Automobile Liability

WHO IS INSURED?

The Named Insured (the Model A Restorers Club, Inc. and its Regions and Special Interest Groups hereafter known as MARC), all its members including Officers and Directors.

Coverage is limited to Bodily Injury and/or Property Damage Liability arising out of an occurrence associated with activities of MARC and its Regions subject to the terms and conditions of the policy.

WHERE IS COVERAGE?

Regions of MARC are covered for an occurrence on property rented, leased or used by MARC for approved activities and events of MARC subject to the terms and conditions of the policy

Activities include, but are not limited to meetings, dances, tours, picnics, flea markets, banquets, shows, malls, shopping center shows, and parades subject to the event reporting requirements on the policy. You may or may not need an additional rider for a specific event.

WHAT ARE THE COVERAGES?

Coverages are listed below. The items listed are a limited summary of the coverages under the General Liability and Non-owned Auto Liability.

MARC INSURANCE AGREEMENT

The policy will pay those sums which the insured becomes legally obligated to pay as damages because of "bodily injury" or "property damage" to which the insurance applies.

PERSONAL INJURY LIABILITY

Covers false arrest, detention or imprisonment, malicious prosecution, libel, slander and invasion of privacy.

ADVERTISING INJURY LIABILITY

Covers MARC for all forms of advertising used by MARC and indemnifies to the extent of any final judgment for money damages resulting from libel, slander, or defamation; infringement of copyright, title or slogan; piracy; unfair competition or misappropriation of ideas; or an invasion of privacy broadcast all subject to exclusions.

CONTRACTUAL LIABILITY

Covers MARC for Lease of Premises Contracts, as well as other written contracts in which MARC assumes the tort liability of another to pay damages because of bodily injury or property damage to a third party or organization if contract is made prior to the incident. Regions entering into contract with indemnification clauses (Hold Harmless Clauses) must refer copies of the contract to EPIC for review.

PRODUCTS LIABILITY

Covers MARC for Liability resulting from goods or products sold, handled or distributed by MARC at its events or as part of MARC activities and includes, but is not limited to food, drinks, clothing, jewelry, or toys. See Liquor Liability Exclusion Below as regards drinks.

NON-OWNED WATERCRAFT LIABILITY

Covers MARC for use of non-owned craft less than 26 feet in length.
Note: If MARC hires a watercraft 26 feet or longer for outings, please refer the contract to EPIC for approval and additional coverage.

LIQUOR LIABILITY

Covers MARC except if MARC is in the business of manufacturing, distributing, selling, serving, or furnishing alcoholic beverages. Also not covered - causing or contributing to intoxication, serving person under the legal drinking age, violation of statutes or ordinances.

NON-OWNED AUTO LIABILITY

This coverage is designed to protect MARC when a member is using a vehicle not owned by MARC in connection with MARC activities. Note: Each member must maintain adequate Personal Auto Liability and Physical damage on all of his/her vehicles, including Antiques, Classics, and modern vehicles.

FIRE LEGAL LIABILITY

This coverage protects MARC for up to the policy limits, on buildings being used, but not owned by MARC for activities such as meetings, banquets and dances. Additional limits are available upon request and review by EPIC

IN SUMMARY

We hope this document adds some clarity to your concerns about your new MARC insurance policy. •

Please contact MARC Vice President, Gary Johnson (MARC's Insurance Liaison) at:• [248-895-8965](tel:248-895-8965) or grij@2020comm.net with any questions or comments pertaining to insurance.

You may also contact the MARC National office at:• [734-427-9050](tel:734-427-9050) or modelarestorers@sbcglobal.net for additional help or copies of any insurance documents available to members.

When requesting a Certificate of Insurance for a special event or reporting an event, please use the form on the MARC website: www.modelarestorers.org.
ARC Insurance