

The Ford Script



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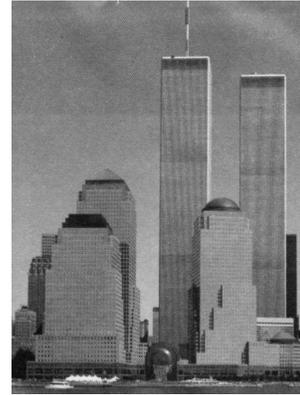


5 past GWC Presidents at the Gilmore: Jim Gray, Tom Quigley, Doug Tomb, Stan Johnson, and Clem Clement



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

The Ford Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the 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.gwcmofa.org
Web Master: Greg Shepherd

Board of Directors

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

Next deadline: Tuesday, October 4

GRAY WITH AN A GRAY WITH AN A



Sully – done. Olympics – done. Club trip to the Model A Museum in Michigan – done. Supporting the National Park Service Centennial – done. Clifton Labor Day Car Show – not done... what happened?

What used to be the Clifton Labor Day car show got too big for Clifton, so it moved to downtown Fairfax.

Benny reports that his newly-restored coupe won one of the “Top 20” trophies in a field crammed with moderns & hot rods. Interestingly, 2 other top 20 spots went to classic Fords – both Woodies. One belonged to clubber Cliff Green, and the other to Ken Burns (Editor of the eV-8 award-winning newsletter *The Valve Clatter*) for his newly-restored second Woodie. Maybe the voting public knows what it’s doing after all.

For activities, we have our annual Pig Pickin’; the annual AACA Rohr Show in Manassas; “The Great Gatsby party on the Lawn of the National Cathedral”; the Rockville Car Show; the Armed Forces Retirement Home (AFRH) on October 2; HERSHEY, October 5 – 8; and John Leydon’s Oak Hill tour on October 23.

Our annual picnic at the Warhurst estate is Sunday, September 11 (see details later in this issue). On September 17, you’ll have two great events to choose between: “The Great Gatsby Party on the Lawn” at the National Cathedral from 11:00 a.m. until 6:00 p.m.

<https://www.facebook.com/events/206827539678416/> (bring your car and dress the part for a great time); and .the AACA Bull Run Region’s 41st annual Edgar Rohr Memorial Antique Car Meet on the grounds of the Manassas Museum, 9101 Prince William St., Manassas, VA. (Contact: Darryll Baker, Show Chairman 571-294-7853; Nicki Hudson, Registration 540-522-6533; <http://www.bullrunaaca.org/>).

If you need more car show fixes, you have Saturday morning “Katie’s Cars and Coffee” meets in Great Falls <http://katiecarsandcoffee.com/calendar/>; and Sunday morning meets at the Dulles Landing Shopping Center in Loudoun County <https://www.facebook.com/CarsandCoffeeDullesLanding/>; as well as the famous Rockville Car Show. This year’s show will be on Saturday, Oct. 15, from 8:30 a.m. to 3:30 p.m. at the Glenview Mansion at Rockville Civic Center Park (603 Edmonston Drive, Rockville, MD 20851) <http://www.rockvillemd.gov/DocumentCenter/View/16435>.

We’ll have sign-up sheets at the September meeting for the AFRH “Antique Auto Muster” on October 2, and John’s Oak Hill tour on October 23.

Our program offerings have been and will continue to be great. The August presentation by James and Benny helped shed light on the Model A electrical system. My biggest take-away: CHECK YOUR GROUND!

Don’t miss James’ September program! Don Pauly of the eV-8 club will give us a presentation on “The Way it Was” on the home front during the pre-WWII years and throughout the war. This

GRAY WITH AN A (Cont.)

is a great talk, one that several of us have had the opportunity to see at a recent eV-8 club meeting.

Don't forget to join us at the Fairfax Silver Diner on Wednesday, September 14 for our Caffeine Double Clutch (CDC) starting at 9:30 a.m. Last month was sparse, with most of the eV-8 folks in Gettysburg for a national meet, but those of us who were there had a great time. Watch your email and check our great web site for updates on all our activities... go drive your Model A!

Last, and certainly not least, your club needs you! Several of our stalwarts tell me they need to step down. We know there are lots of folks who could fill these soon-to-be empty shoes, so please step forward! Contact any BOD member and VOLUNTEER!

Jim

FROM THE EDITOR

I'm back from a cool summer in the mountains hearing reports of temps in the hundreds here in DC. Was that true? Anyway, we came down off the mountain long enough to pack up our camping gear to head out to Colorado (and more mountains) for our son's wedding. Unfortunately, they had settled on August 20th, so we couldn't make the run to the Model A Museum with Stan and crew that same weekend.

The weather was great and the campgrounds empty. Nothing clears them out like kids going back to school. Our return route through Oklahoma beat their 5.6-level earthquake by a week. We stopped for a weekend to stay with my cousin in Arkansas and took in a local car show on top of nearby Rich Mountain. Even saw some Model A's. Maybe these red ones will inspire Benny of Jim to start a new project. The black one looked more Clem's style.



Now I'm back in DC. Bruce did a great job in my absence. However, his Jason snafu indicates to me that it's time to wean him off of his "Seinfeld" addiction. Anyway, I'll be at this month's Club meeting but I'll miss the Board meeting because I'll be playing baseball in Katmandu. Who knew they'd even heard of baseball there? My thinking is, "How good could they be?" Guess I'll find out. I doubt I'll see any Model A's. I'm sure all their garages collapsed in the earthquake.

But I'll be back in plenty of time to do the October newsletter, so send everything to me as usual. The deadline is Oct. 4th, which also happens to be our daughter Ariel's 30th birthday. So expect another earthquake that day.

Bill Sims

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting August 24, 2016



Call to Order: The August Board of Directors meeting was called to order at 7:00 PM by President Jim Gray at the meeting room of the Red, Hot and Blue Restaurant in Fairfax, Virginia. Jim announced that our November General Membership meeting will be our annual meeting where we will hold our election of Board members for next year as well as vote on our proposed revision to the existing By-Laws.

Attendance: Board Members present included Jim Gray, James Kolody, Doug Tomb, Jerry Olexson, Howard Minners, Bill Worsham, Greg Shepherd, Benny Leonard, Tom Quigley, and Stan Johnson. Absent were Milford Sprecher, Bill Sims, and Bruce Metcalf. A quorum was present.

Minutes: The minutes of the July meeting were approved by Board Members prior to being published in *The Script*.

Treasurer's Report: Jerry Olexson provided a detailed analysis of the annual budget status. There is one Sully Car Show bill yet to be paid, which will leave the net results of the show at over \$12,000. Jerry remarked that his policy is to identify annual income and expenditures in the year to which they apply—for example, listing 2017 dues payments as 2017 income, even though some payments will be made in 2016.

OLD BUSINESS:

By-Law Revision Committee: President Gray reported that the draft revisions of the Bylaw changes are taking shape with plans calling for a vote in November.

Sully Committee Report: Bill Worsham stated that he is working on filling a couple of slots on the roster of committee chairmen for next year. Also, the new point of contact to replace Barbara Ziman will be Carol McDonald, a long-time member of the Sully staff. She is familiar with our annual show and has worked with our Club in the past.

Scholarship Chairman: Tom Quigley stated that the scholarship awardees are beginning classes soon. He read aloud the thank you note sent to the club by Anne Zaborowski, one of the scholarship recipients. Tom suggested that we include funds for 5 scholarships in next year's budget.

Report on Club Trip to Model A Museum: Stan Johnson reported that the group trip to the Model A Ford Museum (and the entire Gilmore Car Museum) was a great success. Four carloads went on the trip, and visited the museum on August 20 and 21. The group met near the American Legion Meeting Hall at 7 AM on August 19 for the drive to Battle Creek, Michigan. Cars included Stan's Ford containing Stan, Tom Quigley, Dave Henderson and Stan's grandson, Ted Zaborowski. Doug Tomb drove a car containing his wife, Beverly, and John Leydon. Clem Clement and Jim Gray rode together in Clem's Expedition, and Andy and Ellen Jaeger rode with her sister and husband as part of a family trip to the Upper Peninsula of

FROM THE SMOKE-FREE ROOM (Cont.)

Michigan. The tour hotel was the Baymont Motel in Battle Creek. A group dinner was held on Saturday and Sunday nights with the highlight being *Clara's By The River* in the former train station in Battle Creek. Clem and Jim extended their trip to include a visit to the Auburn-Cord-Duesenberg Museum and early V8 museum in Auburn Indiana.

Programs: Vice President James Kolody reported that the September program will be given by Don Pauley of the early V8 Club, who will tell of his experiences growing up in the "Model A Era" (30s and 40s). The October program will feature Stan Johnson, who will explain the modifications needed to install a Flathead Ford V8 engine and transmission, plus '39 Ford hydraulic brakes, into a Model A Ford chassis. The November program will be an explanation of the various KR Wilson tools and their proper use, while the December 14 program (one week earlier than normal) will be the traditional Brown Bag Gift Exchange.

Activities: Doug Tomb reported that the near-term activities include the Warhurst picnic on Sunday, September 11. Tentative schedule calls for arrivals to begin at 10 and BBQ lunch at 11:30. There will be Bingo with winners getting Model A Museum T-shirts, jewelry and ball caps obtained during the recent trip to the museum and Willowcroft wine. Plans continue for the Oak Hill Mansion and Grounds joint tour with the Baltimore Club on October 23rd.

Membership: Chairman Greg Shepherd reported that he has put photos taken during the Museum trip on the website. A discussion was held about hosting new members and providing sponsors, or other means of getting them integrated into the Club. Shep already sends a new member packet to each newcomer, but an effort will be made to appoint people to help make the new members feel welcome and integrated in the Club.

Editor: Bill Sims asked Jim Gray to announce that the deadline for the next issue is Tuesday, September 6th.

National Club Liaison: Chairman Howard Minners pointed out that the Model A Day Celebration at the Gilmore Museum will be on September 17. Fall Carlisle is September 29-30 and the big Hershey meet is October 5-8. The MARC National Meet will be in Gettysburg next year from Sunday, July 30th, through Friday, August 4th, with the Wyndam hotel being the host hotel and the nearby Marriot serving as backup.

OLD BUSINESS

Tool Shed. The planned cleanup of the shed, tools and Smith Air Compressor has not yet happened due to illnesses and busy schedules. Benny tentatively scheduled the cleanup work to be accomplished on September 24. Once the air compressor is put back in operation, a sand blast day will be scheduled.

Life Membership. Announcement of the club's selection of a new Life Member will be made at the Christmas Party on December 3.

Club Logo File Needed. A high resolution digital copy of the modern Club logo (Washington Monument, etc.) is needed to begin the process of obtaining new club apparel. We will select a

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FROM THE SMOKE-FREE ROOM (Cont.)

vendor to provide these new items “on demand” by Club members rather than having the Club order 20 or 30 items and guessing at sizes, etc.

NEW BUSINESS

Early December Membership Meeting: Arrangements have been made with the American Legion Hall to conduct our **December meeting one week early, on December 14**, due to the lateness of the 3rd Wednesday this year relative to Christmas. It was stressed that the brown bag gifts brought by members need to be **desirable** gifts in the **\$20 range**. You know you have brought the right gift when it is “taken” by subsequent ticket holders. Don’t leave a fellow member “holding the bag” in disappointment.

New Board Members Needed for 2017: A nominating effort is under way to fill at least two vacancies in the board or directors. If interested please contact Greg Shepherd or Jim Gray.

ADJOURNMENT:

The meeting was adjourned at 8:58

Stan Johnson,
Secretary



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THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1991)

President Jerry Breedlove threw out this offer to members, Arrive at the upcoming Pig-Pickin' Picnic at Allen Pond Park in a Model A and you get to eat free. (And our membership had climbed to 245! Hmmm...)



Millard Springer and Donnie Temple were scheduled to present a distributor program they had been working on for several months, and Rick Menz agreed to videotape it. A "Millard sez" appearing in the script was a teaser; he said, "one type of point actually produces a hotter spark, come to the September meeting and get information that will help you select the best point set for your car".

Coming up in succeeding months were a talk by Tommy Belski of Ditzler Paint in October, and our "Second Annual Model A Night" in November.

The passing of Ned Thomas was reported. Ned had been a stalwart member, hosting numerous tune-up days and sandblasting sessions. He served as chairman of the food concessions at Sully for 5 years, a hefty task, in the days when we didn't farm it out. Ned was an Arlington businessman and a former Chairman of the Arlington County Board.

Jay Tennant wrote of a very special Model A. It had been purchased by his father in 1959 when Jay was only four years old, restored in a typical '60's fashion, with mechanical repairs and a home paint job. He recalls it being the car he took his first driving lessons in, showing it off to his friends, and having used it when he got married. It was also remembered as the only car being parked in his father's garage, as it was for many years, having accumulated only 1,972 miles over the time. Finally Jay moved into his own home, with a garage. The A settled in there, underwent restoration number 2, and continued to be loved. In addition to it having special family roots, it was a '31 (2 window) Deluxe Fordor, 170-B. What it was not was a slant windshield '31 Deluxe Fordor 160-C. Just how few were produced isn't clearly known, as the total production figure for '31 2 window Deluxe Fordors was a combination figure of the 170-B's and the 160-C's, totaling just 3,259! In his words, Jay said; Rare? Seems to be. Valuable? To us, it's priceless.

Dave Henderson

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MEMBERSHIP NEWS AND INFORMATION

Sunshine Report -- As a reminder, one of the bonuses for belonging to the club is our Sunshine Report, which gets the word out for members that have challenges in their life. All you have to do is contact me with the information you would like to share and specifically mention it's for the Sunshine Report, and I'll get the info out our members. This is a great and easy way to get the word out. Please take advantage of me!



Website Report -- Check out the photos page as I added 2 new albums for the recent trip to the MAFFI museum as well as a few photos from the National Park Service Event held at Glen Echo Park. Keep them coming folks!
<http://www.gwcmoela.com/photomenu.asp>



Membership Report

Clay Christian
5301 Westbard Circle, #426
Bethesda, MD 20816
301-706-1061 (cell)
clay.christian@gmail.com



He came to 2 meetings so must like us, I figure. He doesn't have an A...yet. Please add his info to your roster.

Greg Shepherd

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SCRIPT ENTRIES: YOUTH SCHOLARSHIP REPORT

Scholarship checks were distributed to deserving students before the start of school. I received several thank you notes from the recipients: Matt Garvin (Wayne Parker, sponsor); Anne Zaborowski (Stan Johnson, sponsor); Elizabeth Shepherd (Greg Shepherd Sponsor); and, Vivian Zadnick (Val Zadnick, sponsor). Anne's note was poignant saying, "The Model A Hobby has been so important to my granddad through the years, so I am proud to have the Model A Ford club as a partner in my education." That, alone justifies why we offer scholarships!

Tom Quigley

MAFFI NEWSLETTER MINUTE

As many of you are aware, the Model A Ford Foundation is the sponsor of the Model A Museum at the Gilmore. The Foundation is a non-profit organization and run by trustees from across the nation, who are elected to the board by the MAFFI membership. Your trustees this year have been John Marshall, Jerry Morrissey, Randy Czubko, Rob Seiter, Rob Mills, Donna Lewis, Anne Neely-Beck, Janice Barker, Marsha Quesnel, Stan Braden, Joe Hornacek, Gene Tallone, Lou Ironside, Jim Thomas, Loukie Smith, and our Executive Director, Art Callan. Obviously, the closer a trustee lives to the museum, the more hands-on work he/she is able to do at the museum, but all trustees do what they can to promote the Foundation and the museum. I would like to take this opportunity to thank each one of them for the work they so willingly do. I hope that if one of these trustees is a member of your club or you meet one of them at Model A Day or a national meet somewhere that you will tell them 'thank you' as well.

If you think you may be interested in serving as a trustee, let any one of us know and we will happily talk with you about MAFFI.

Sincerely,

Loukie Smith
MAFFI president

CAFFEINE DOUBLE CLUTCH (CDC) BREAKFAST SEPT. 14TH

The next CDC is scheduled for Wednesday, Sept. 14th, at 9:30 am, at the Fair Oaks Silver Diner, 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road.) **The CDC is always be held on the second Wednesday of the month.** So now you can mark your calendars and know the CDC will be consistent, month to month.

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

NATIONAL PARK SERVICE CENTENNIAL AT GLEN ECHO PARK



President Jim with Superintendent Alex Romero and staff in front of Ruby at Glen Echo Park.

The George Washington National Parkway is more than a major traffic artery in our area, it's a National Park. Superintendent Alex Romero (to my right) invited us to help him and his and staff (from left to right they are: Deputy Superintendent Blanca Stransky; Stef Canton; Quen Glasper; Josh Nadas; Janet Greene; Matt Penrod; Alex Parody; and Cheryl Bresee) celebrate the Centennial of the National Park Service at Glen Echo Park in Glen Echo Maryland on Saturday, August 27. Note that several members of Superintendent Romero's staff are wearing NPS uniforms from earlier eras. Alex Parody's uniform represents those of the earliest rangers.

Although the NPS was 100 years old this year, the George Washington Memorial Parkway was first proposed in 1927 by President Calvin Coolidge, with construction beginning in 1931. Those dates made our cars the logical choice to help commemorate the construction and opening to traffic of the GW Parkway.

Ranger Rachel LeQuire, the Centennial Coordinator for the George Washington Memorial Parkway, had come to our August meeting to invite our participation in person. She felt our cars could to play an important part in these festivities, serving as operating reminders of the vehicles for which the parkway was built.

Vice President James Kolody came in caravan with me to the event. When we arrived, Jason Cunningham and Brad Minners were already there; Howard Minners had ridden with Brad. Jim Baker arrived shortly after James and I rolled in, giving us 5 cars for the event. A short while into the day, we were all pleased to entertain a visit from clubber Mike Brownell.

I had offered a contest for the best period-authentic appearance, which Howard won, so he carried home a bottle of fine Willowcroft wine. James also got a bottle for most innovative restoration – his wooden box in the trunk got a lot of attention.

The day after the celebration, Ranger Rachel sent us a nice note: "Jim, ...We enjoyed having you folks very, very much. Thank you for your cooperation, your great attitude, your enthusiasm, your laid-back and self-sufficient nature, and your amazing cars.

It's nice to still be wanted. We made a lot of new friends at this little gathering – sharing our cars with many folks who had never seen anything like them before. Thanks James, Jason, Brad, Howard and Jim. We made memories.

TOBIAS, AUTOMOTIVE ANALYST



I was recently visited by a person with a great analytical mind. He was someone who could look at my Model A Ford project and instantly reach conclusions as to how it worked. He could look at a part on the floor and quickly describe where that part should be installed on the car. He was a big help; he just turned 7 years old.

Tobias Bergeron-Killough (Toby to his family) is the grandson of my wife's sister. He came to town with his parents and three sisters for a visit to the Nation's Capital. He was working on a movie script about cowboys and Indians in his spare time, but he took a break for a visit to my cluttered garage.

In the garage I have my restored Model A Ford Victoria on one side, and my "A-V8" project car on the other side. The project car is a Model A frame on which is mounted a 1947 Ford V8 engine connected to a 1939 Ford transmission. The inner workings of a car are on full display (though I hope it is not a permanent display).

Toby took a quick look at the Victoria but his interest was on the A-V8 chassis. I started to explain that the big piece up front was the engine, and the thing with the gear shift was a transmission, etc. Toby took that in quickly, but he was more interested in the front axle. I am putting 1939 Ford brakes on the Model A axle, so the parts were only partially assembled. For example, one brake drum is on, and one brake drum is on the floor. He quickly sized up the situation and told me that the brake drum on the floor belonged on the end of the axle where there was no drum.

I then showed him the clutch and brake pedals, which were still separate and awaiting the fabrication of a mounting system. I picked up the brake-pedal arm and explained how that pedal arm would someday be the apparatus for stopping the car. He quickly grasped the concept and explained in his own words how the movement of one part makes another part move, and ultimately makes the car "go fast" or "slow down".

But then he launched into an explanation of cars. He told me that when you look at a car in the driveway you see a smooth exterior with wheels and paint and glass. But "underneath", if you open one of the doors you see a totally different setting—seats, steering wheel, and carpet, all in sort of a living room setting. Then he told me that he now knew that there is another "underneath" under it all. In that second "underneath" there is yet another scene: of motors and brake drums and control arms. He, of course, used 7-year-old language, with lots of arm waving, and sincere looks up at me as he made his points, but it was clear he had learned something in his short visit to my garage.

As for his little sister, "Tiggy", who insisted she had to be in the picture with her big brother, she deserves a separate story to be told at a later time.

Stan Johnson

GWC GILMORE TOUR: Hosted by Stan Johnson to the Gilmore and surrounds

What a super great tour Jim Gray and I were a part of; 5 full days without adult supervision!! Let me tell yas about this adventure:

After a group briefing at the Langley School, we roared of in 4 moderns for Breezewood, PA, and the PA Turnpike. Thence individually (as opposed to formation) thru Ohio and on the hotel in Kalamazoo, MI. Dinner that night was at an excellent local steak place.

Friday night after dinner we were returning to our hotel when we spied a modified '52 Caddy rolling. We followed it to their hotel and chatted with them two rednecks from Muncie, Indiana. The owner had dropped the front axle 3" and the rear 6". Lots of pin striping and a nice pair of fat man skirts were added. He had rebuilt the motor but messed up the starter somehow. When he hit the starter, there is shrill steel on steel screeching. He was not worried. They had run 150 miles to the Gilmore show at 80 mph and had just returned from a similar high-speed trip to Wisconsin the previous weekend.



Next morning we departed the hotel about 8:30 am in trail formation to the famous Gilmore Museum. Upon arrival we went directly to the Model A building to enjoy the vehicles there and to pose for a group photo of the gaggle of past GWC Presidents assembled; then to admire the vehicles and chat up the visitors. I donated some more value-full specimens of Model A parts. When I saw Charlie Bass's old #495, I just had to look underneath. The staff assumed I was taking a few parts in exchange for the rareness I had just donated.

There was also a hot rod show and flea market that Saturday at the Gilmore. After Jim and I did our duties at the Model A Museum, we trotted over to the cars and fleas. About 150 cars and lots of fleas. We resisted buying but it was hard.
Report:

Metal 2-wheel scooter with foot pedal drive. \$350. Passed.

Model A updraft manifold setup: just missed.

Model A body with the left side cowl vent. Neato to see.

Bear trap. It would have made a neato raw rod hood mascot. \$325. Passed.

Dissy's @ \$45. Passed.

Bottom line: prices were too high.

As we finished, the rains came. (The locals smelled it coming and departed well before the deluge). A tornado did significant damage 10-15 miles away west of us. We beat the crowd to

GWC GILMORE TOUR (Cont.)

the antique diner for lunch. Golly quick service and fine sandwiches and root beer floats. Then we hit most of the Gilmore's other buildings, racing between them as a rainstorm hit us. So many stunning cars so very well displayed. We could have spent a week there.

Gilmore air pressure: We met a couple of workers checking tire pressures in the Gilmore. Turns out that if the tires hold air, the display cars sit on their tires. If not, then jack stands to the frame are provided. Non-essential fact of the day: The fellow we chatted with sets tire pressure 32-24 psi. The instructions are to set 35psi everywhere. The lady tire pressure person we talked with used 32 psi. They do the tire checks after a big weekend. The Gilmore has over 100 vehicles on display.

Our Saturday dinner was a biggie for sure. The group had reservation at <http://www.claras.com/BCcity.shtml> Clara's restaurant a rebuilt railroad station in Battle Creek (I was disappointed at the size of the Battle Creek: wimpy). Thanks to Ellen Jaeger and Bev Tomb, we got a special tour of the building. Most interesting to us was that in building the brick work of the station, a 1/2 inch of wood was added to every 8 layers of brick to absorb the vibration of passing trains. At one time Battle Creek had 70 cereal makes in the town. Now they have Post and some of Kellogg's buildings. The railroad tracks are long gone but the station and the little park is a must-visit site.

After dinner we wandered around the outside enjoying the lovely evening. The two Kellogg brothers built tall buildings near each other, competing as to whose was the tallest. I forget who won. I do remember that they split up their business over adding sugar to the cereals.



https://en.wikipedia.org/wiki/Battle_Creek,_Michigan Battle Creek was named for a skirmish between a federal government land survey party led by Colonel John Mullett and two Native Americans, likely [Potawatomi people](#), who were historically prominent in this area since before European encounter.

The city was noted for its focus on health reform during the late 1800s and early 1900s. [Battle Creek Sanitarium](#) was founded by [John Harvey Kellogg](#), who with his brother [W. K. Kellogg](#) invented [corn flakes](#) and founded the cereal company that now bears their name. Inspired by the Kelloggs' innovation, [C. W. Post](#) invented [Grape-Nuts](#) and founded his own cereal company in the town. Battle Creek has been nicknamed "Cereal City."

Next morning some of us went back to the Gilmore for another day of more casual viewing of the cars and memorabilia. That night, as Jim and I had no adult supervision, we went to the local Indian Nation's Casino. We had heard the buffet was \$7.50 each. Turned out it was \$26.50 each with an hour's wait, so we hit another restaurant in the attached hotel for a much quieter and cheaper feed.

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GWC GILMORE TOUR (Cont.)



The hotel had a center for the Nation's power. A stunning large center column with signage showing the Nation's main themes in both their native tongue and English. Their entire room had multiple lighting scanners and ambiances working on our minds. Honestly, I had never been in such a room ever. And you know I'm telling the truth because I'm standing next to the "Truth" pillar. I then staked Jim with a five buck gambling loan with 90% interest rate. He returned \$0.20 while I made \$2.60 by my 1-cent machine skills. So much for his wisdom.



Monday was planned as a "go home day on your own." Youse knowed never to leave Jim and me with such guidance. Our ladies also said, "Don't hurry home." Hmmmmmmmmm. The guidance was clear and we had enough "coin of the realm" to get both of us outa' jail one time... Jim and I had gooder plans: go south to the Auburn and the fab Duesenberg/Cord/Auburn Museum. This art deco building was the corporate home of the aforementioned car manufacturing and sales. The fancy show room and a few of the buildings survived. The show room wasn't for peons like us to grab a Duesy; it was for dealers to stock up for their showrooms. So much to see in the facility. We loved everything. The only known Duesy boat tail roadster was on scene.



Jim discovered a uuuugly car with a 47 Merc frame and engine. There was a strange arrangement of little knobs and levers in the cockpit. The emergency brake handle was mounted on a 2x4 inch post in the center of the dash. I'm happy this thing did not catch on for production.

Then we slipped across town to the eV-8 museum and were welcomed by Josh Conrad, the Executive Director. He briefed us about the wonderful museum and the fact that they owned the property (13 acres worth) and building, and were starting a new 2,000-sq. ft. addition. Josh was thrilled to see the eV-8 shirt I was wearing promoting the 2107 Eastern National meet in Virginia in 2017. I stripped off my shirt on the spot and gave it to him. He is most willing to promote our local meet if he gets promotional items. My fav there was a '42 Merc coupe and a 47ish COE. <http://www.fordv8foundation.org/>

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GWC GILMORE TOUR (Cont.)



The museum's expansion was originally planned because the museum was to be part of a grander scheme involving the Dean Kruse auction consortium. Kruse built a WWII museum on the vast property. I understand R&M bought the former

Kruse auction facility. Golly there is lots of open space there at Auburn Auction Park (and the new Auctions America, an entirely new auction company). We are not sure what the plans are for the rest of the extended location. You can check https://en.wikipedia.org/wiki/Dean_Kruse and several other articles to get the latest current info on the situation.

Then we went back to the National Auto and Truck Museum located in the back building of the Auburn museum, <http://natmus.org/>. The two-level truck museum is not for the weak of nose. Trucks smell like trucks. An amazing collection unfolded in front of our eyes, including toy cars and trucks of all sizes and colors. I have never seen a truck I did not like. I love the two Indiana flat beds and the LA county library truck, plus the famed GM open-sided display bus. There were plenty of cars to enjoy as well. The displays were kind of a mix-mash with something for everyone.



In the interesting but junk category was a Cord 810 rumble seat roadster on a pallet. She was one of 5 built as custom show-room cars. Not a running vehicle. After the show season, she was brought back and stripped of parts they could use. The body and extra parts from others were buried behind the factory. Recently, during foundation work they found the car and pieces. Lots of rust and collapse of the shape, but Hey, it's a Cord!

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GWC GILMORE TOUR (Cont.)

We got all three museums done by 4 p.m., but the day was not yet done. We left all those massive collections and headed for the nearby 1945-opened Town Tavern for some fresh Pollack and chips before rolling for home at 5 p.m. through the expensive end of the town of Auburn. In retrospect we think our server switched out coffees and I got hi test and suffered thru the night with a high heart rate. <https://www.facebook.com/Auburns-Town-Tavern-164880233541913/> and [https://www.tripadvisor.com/ShowUserReviews-g29323-d458656-r315446067-Auburn s Town Tavern-Auburn Indiana.html](https://www.tripadvisor.com/ShowUserReviews-g29323-d458656-r315446067-Auburn_s_Town_Tavern-Auburn_Indiana.html)

About 9 p.m. we decided to stop for the night. We found a hotel and asked about late night chow. Our Hotel night clerk, CeCee, said you gots to go to the Winking Lizard for their burgers. Well their POB (place of business) is some kind of hard to find. We dealt with road construction, darkness and lack of signage. Turns out it was behind a night crew working on the road. We arrived on scene at 10:01p.m. Neato place, BUT: as 2 servers were bringing out food to two families, we were told that the kitchen was closed. No manner of sweet talking or cajoling could get us even stale bread, so it was a beer to wash down the free, very salty, popcorn they proffered to us. We did buy promo hats as their logo is super neat, but the shirt designs stank. They said to go further down the road to a rougher place... no thanks. All throughout this adventure we were chatting with the locals and promoting formal education and always reaching for the sky. No creatures were injured during this outing. The hotel offered free OJ and dry cereal which helped.

Tuesday morning we charged forth, getting home safely to our breathlessly waiting wives.

Clem Clement,
pictures by Jim

HENRY FORD, VISIONARY

(Reprinted from the Washington Post, Sept. 20, 1999, from an interview 91 years ago)

Henry Ford revolutionized the automobile industry with his assembly line method of production, making cars much less expensive and more available to the masses. But the auto industry wasn't Ford's only passion. He had lots of ideas about the future—some proving to be remarkably prescient, but others not. An excerpt from The Post of Sept. 20, 1925:

The time is coming when Americans will grow their own fuel and American cities will be heated by electricity, Henry Ford is quoted as saying during his stay at his Wayside Inn in Sudbury, in an interview published by the Christian Science Monitor.

“The fuel of the future,” he said, “is going to come from fruit like that sumac out by the road or from apples, weeds, sawdust—almost anything. There's fuel in every bit of vegetable matter that can be fermented. There's enough alcohol in one year's yield of an acre of potatoes to drive the machinery necessary to cultivate the field for a hundred years.

“Electricity will heat American cities in the future. I think that's what we're going to use more and more in place of coal. Why not convert coal into electric power by burning it underground and sending it to the city from the mine without ever bringing it to the surface? That's what they'll do in the future.

“When the time comes, ways will be found to dam up necessary water for condensing the steam.

“We have a ‘lake’ on the roof of one of my Michigan factories now just for that purpose. I'm beginning to send power by wire instead of by freight load.”

A MODEL A'ER IN THE MAKING?

My grandson was part of the group trip to the Model A Ford Museum. He turned 15 the day before we left, so he is getting into the zone where young people start to think about the wonderful day ahead when they will have their own car. Ted was able to go on this trip because he broke his collar bone playing lacrosse. As a result, he was not able to begin fall football practice for the Bel Air, MD, Junior Varsity, for which he played last year. So for me it was bad news/good news because it allowed us to be together for four straight days. These days, being on a high school athletic team is almost a full-time job.

It is not easy making the transition from sports and video games to cars. That is what Ted had to do, while accompanied by a big group of "older" car enthusiasts. He was in a car with me, Dave Henderson and Tom Quigley. There was a lot to see, and a lot to talk about, but there was also the chance during the drive for him to get caught up on all the sleep he lost over the last year.



Tom Quigley, Dave Henderson, Ted Zaborowski, Stan Johnson (Beverly Tomb photo)

At the museum, Ted took many photos with his iphone. If I oohed and awed about a car, he took a photo of it. But he also took photos of cars that he picked out as interesting. I have not had a chance to see his bank of photos, but it would be interesting to identify what things interest a newcomer to the car hobby. While on the trip, Tom Quigley promised Ted that he would show him how to drive a Model T when the next opportunity presents itself. Because Ted hasn't yet taken any formal driver's lessons, that would mean that his first opportunity to drive would be on the Model T. It would establish the baseline of how to operate a car, just like millions of drivers learned 100 years ago. After that, Ted can move up to a "modern car", a Model A.

Stan Johnson

GWC MODEL A FORD MUSEUM TRIP

What is the best activity for any GWC member to participate in during the summer? Well, of course, it is getting our Model A Fords out and taking them for a drive. Either a parade, a car show, or a local tour are fun. That gets our cars out and about, and hopefully encourages others to get a Model A and join us.



What is the second best activity for GWC members to do during the summer? Why of course, a visit to the Model A Ford Museum at The Gilmore Museum complex in Michigan. And it is even more impressive, because Life Member Stan Johnson was instrumental in the building of the Model A Museum building and the creation of the exhibits there. Seeing it first hand, you just have to say WOW!!!



Well, 13 intrepid GWCers made the trek in four modern cars, from Virginia to Battle Creek, Michigan, on Friday, August 19th. We drove modern so we would get there quickly, and have more time for the museum. We checked out the environs of Battle Creek on Saturday evening and had a nice dinner in a local restaurant in a former train station. For the details, see Clem's story on pages 14-17.

On Saturday morning, we all headed to the Gilmore. It was an easy 30-minute drive. They had a hot rod show going on on the grounds during the day on

Saturday, and a couple of our members checked out their flea market, and actually found some good original Model A parts to bring home (a warm up for Hershey).

The first stop was the Model A Ford Museum built by MAFFI, a separate building dedicated to the history of the Model A Ford, and housing an impressive array of Model A's. Every year and description of the Model A is there, from roadsters to trucks. Along with the cars are an interesting number of display boards, videos, and special exhibits, with the history of the Model A, and the Ford Company's effort to make it all happen. Even Clem's mystery Model A wheel is there! See the pictures to get a taste of it all.



Of course we had to look at the rest of the Gilmore complex while we were there, and it is very impressive too. There is a separate museum for Franklin, Cadillac, and Lincoln. There is a permanent exhibit for the Hudson, and then there is the Gilmore collection itself. We spent the rest of the day on Saturday, and Sunday too, just walking thru the collection of cars, all

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GWC MODEL A FORD MUSEUM TRIP (Cont.)

beautifully restored, and some very impressive original cars. There is a pedal car collection in one building; another building is devoted to motor cycles; and yet another building is devoted to miniatures (doll houses). In my judgement, at the end of the day, the most impressive exhibit was the Model A Ford MAFFI display. It is a comprehensive look at the Model A Ford, from before (Model T), during, and after when the cars were made. And to think that one of our own members, Stan Johnson, was instrumental in making it all happen, says more than anything about the GWC Club. It will be hard to top this one.

All in all, it was a weekend well spent, and I strongly recommend it to the rest of the GWC membership. Take a long weekend and go out and have a look for yourself. The Michigan area is rich in other museums too, so, as two members did, take an extra day or two and take in some of the other museums in the area.

I think we should have another GWC trek out there next Spring. Stay tuned.

Doug Tomb

PIG PICKIN' PICNIC - SUNDAY, SEPTEMBER 11

Billie Warhurst has graciously invited us to hold our annual Pig Pickin' at her house (5709 Quietbrook Road, Fairfax, Virginia) again this year. We will gather there on Sunday, September 11, 2016 from 10:00 AM to 3:00 PM. Bring lawn chairs and expect good weather, and a relaxing time.

Come join your fellow Model A Club members for an afternoon of Model A's, good food, and lots of fun with family and friends. Bring a dish to share (with any utensils needed) and your lawn chairs. The Club will furnish the main course and drinks. By popular demand, plans include a BINGO game, with prizes (Even better than last year!).

The cost of the picnic is \$5 per member household, \$10 for each guest who is not a member of your immediate household. Please bring a dessert to share if your last name begins with the letter A – M or a side dish if your last name begins with the letters N - Z.

If you haven't paid yet, I will collect your \$5 at the door. If you are paying by check, please make it out to "GWC MAFCA, Inc."

We need volunteers for the set up day for the picnic on Saturday, September 10th. Please let Doug know by email if you can help out with the setup. See you at the picnic.

Doug Tomb

SEEN AT THE MODEL A MUSEUM



Ted Zaborowski, Andy Jaeger, Jim Gray, Tom Quigley, Doug Tomb, Stan Johnson, John Leydon and Clem Clement



Jim Gray, John Leydon, Clem, Dave Henderson, and Doug Tomb pointing out the GWC bricks in front of the Model A Museum



SEEN AT THE MODEL A MUSEUM (Cont.)



COMING EVENTS

[Club events are in bold]

September

Sept. 11 GWC Warhurst Picnic. Sunday, September 11th. (See p. for information.)

Sept. 14 CDC at the Silver Diner

Sept. 21 **GWC September Monthly Meeting**

Sept. 16 –18 Gilmore Museum Model A Day <http://maffi.org/index.htm>

Sept. 17 Bull Run AACA Edgar Rohr 40th Anniversary Car Show – On the lawn at the Manassas Museum <http://www.bullrunaaca.org/downloads/Rohr2016.pdf> Good show and nice location.

Sept. 17 “Great Gatsby Party on the Lawn”, at the National Cathedral; 11:00 a.m. – 5:00 p.m. Wear period attire.

Sept. 29 Sept – 2 Oct Carlisle Show <http://carsatcarlisle.com/carlisle-events/carlisle-fallswap-meet-coral-auction/default.aspx>

October

Oct. 2 Armed Forces Retirement Home Antique Auto Muster. (More info at the September Club meeting.)

Oct. 5–8 HERSHEY! Be There! <http://hersheyaaca.org/>

Oct. 12 CDC at the Silver Diner

Oct. 19 – GWC October Monthly Meeting

Oct. 23 – GWC Oak Hill Tour, at Oak Hill, Aldie, VA. Oak Hill - the Presidential Estate of James Monroe, in Aldie, VA. The George Washington Model ‘A’ Club and the Greater Baltimore Club to host a joint fall picnic on the estate grounds. Details at the September and October Monthly Meetings and in next month’s Script. Contact Doug Tomb for details.

Oct. 22 – Annandale Parade <http://www.annandalechamber.com/theannandaleparade.rhtml>
Be sure to check the GWC web site for the latest breaking news:

<http://www.gwc.gwcmodela.org/>

WANT ADS

For Sale

1931 Slant Windshield Cabriolet (68-C) Model A Ford, needs complete restoration. All parts (top mechanisms, moldings, door windows and mechanisms, etc) are there. Chassis in rolling condition, sheet metal in fairly good shape. 98-100 % (?) of chrome has been done and never installed. Engine is seized from non-use, car not driven in a very long time since it is pretty much in pieces. New wood top kit and LeBaron Bonney top kit. Car belonged to the late LTC Tom Shadis, USA (Ret.) and is in Alexandria, VA. The family is asking for \$10,000. For more information and a link to lots of photos and a parts list, contact Dick Johns at [703-541-2032](tel:703-541-2032) or theskull@pga.com

Model A engine (minus head and pan), an early Canadian with the serial number CA 26650, most likely seized. The engine block is early July 1928 with stars at both ends of the serial number larger than those made for the US market...could be a nice find for someone doing an early Canadian Model A. Asking \$75. Contact Dick Johns at [703-541-2032](tel:703-541-2032) or theskull@pga.com

Storage for antique car/cars, truck, trailer, or boat. Available bay is 11' x 26' with a 12' ceiling and 10' door. This space formerly held 2 brass era cars and a Model A owned by a chapter member. \$240/mo. Partial bay rental considered on a case by case basis. Conveniently located in the Fairfax City area at an occupied residential property. References available within the club. Dave Henderson, jrdshen@verizon.net, [703 938 8954](tel:703-938-8954)

Wanted

Want to buy 1931 Model A Victoria In good to excellent condition. Please contact Glen Wright at 918-225-2339 or at glen1934@gmail.com

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).