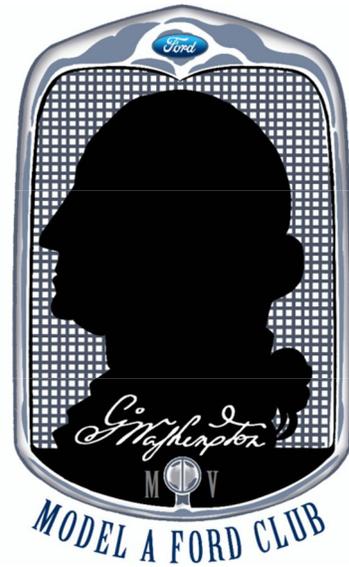


The Ford Script



Vol. XLII

October 2021

No. 10



John Leydon by his 1931 Delux Roadster at this year's Pig Pickin'



Dedicated to the restoration and preservation of Model A Fords for over 55 years

The Ford Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

Chapter meetings will be held by computer on the third Wednesday of every month using Zoom technology until it is safe to return to physical meetings. The meeting starts at 7:30.

Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org

Web Master: Greg Shepherd

Board of Directors

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Historian/Archivist	Tom Quigley	703-912-4293	tjquigley6@gmail.com
Sunshine Chairman	Jim Gray	703-250-1991	jrg240z@cox.net
Technical Advisor	Tom Terko	301-949-7329	terko@verizon.net

Copy for THE FORD SCRIPT should be e-mailed to the Editor at: billhsims@gmail.com

Next deadline: Monday, November 1st

THE PRESIDENT'S CORNER



Dear Membership,

Fall is here, the GWC Picnic at Sully took place today, and the Hershey AACA Fall Meet is next week. This is the perfect time of year to get out and about in your Model A Ford before it is time to put the car up for the winter.

GWC Activity Chair Gene and Lana Rainville had everything all set for the Sully Picnic. The location was arranged by Sully Chair John Dougherty. The food was from our long-time BBQ vendor. The weather was sunny and warm, Goldilocks Weather, not too hot, and not too cold. Just right.

The best part was that 52 GWC members attended the picnic. The picnic tables were decorated with table clothes, there was seating for everyone, and there was enough food so there was a chance to get seconds, plus dessert! We had a good mix of cars, from Model A Fords, to a 1936 V8, to a 1957 Studebaker Golden Hawk (WOW!!!). We had our own mini-Sully. What could be better? Thanks everyone.

The GWC Nominations Committee will be publishing the slate of Board members for the 2022 GWC Board again in this month's Script, so we can vote on them at the November General Meeting. We have a great group of member volunteers who have agreed to serve the Club by joining the Board and helping to plan Club activities, and help run the Club. We have one spot on the Board that is still open for next year, and that is the Secretary position. The Secretary position is a great way to join the Board and learn how everything works. The main task is to take notes at meetings, and report this to the members each month in the Script. What could be easier, and more important for keeping the membership up to date on Club business? Give this some serious consideration, and you can be a big help to the Club.

As you all know, the Club has the go ahead for the Sully 47 Car Show in 2022. The prep work to make that happen has already started. John and the Sully Committee will have their first meeting later in the year, and this will continue right thru the winter. We want everything lined up, so we are ready to go in the spring. The more we do now, the less work later on. Don't forget, ask John how you can help. Let's make Sully 47 another Great Show in the GWC tradition.

We will put pictures of the Sully Picnic in the Script, so everyone can share in the action. Enjoy your Fall. Get ready for Sully 2022!
See you down the road,

Doug.

FROM THE EDITOR

After 68 days and 9,588 miles, I'm back! We had a fun time camping and visiting friends and relatives around the country. Highlights included Carlsbad Caverns, Canyon de Chelly, San Diego, Canyonlands, Grandson Remy in Denver (19 months old), a ball game in Minneapolis, and a steamboat ride on Lake George in upstate New York. We endured 2 hailstorms but no forest fires or tornadoes. However, we did endure one hurricane and a rockslide that blocked I-70 outside Denver and forced a 50-mile detour. We had minor health issues that got us thinking that we might need to cut back a bit on these mega-trips. We did have one Model A encounter, in Arizona, which I have detailed in a story on page 20.

Meanwhile at home, we lost Barbara White and Chuck Manns. They will both be missed

Bruce Metcalf held down the fort and did his usual magnificent job, but I'm guessing that after three months, he's more than happy to turn his Script responsibilities back over to me. After we got home, I read a Model A News in my pile of waiting mail and discovered that the Script had been given an award for Continuing Excellence for 2020. What bothers me is that only my name appears—as the editor—even though Bruce does 2 or 3 of the newsletters every year. You can't have an award-winning newsletter every year if 25% of the issues are not up to MARC's standards. Obviously, Bruce maintains the same quality newsletter I do to get those awards, so he deserves to have his name appear with mine. Maybe we could change his position from Assistant Editor to Co-editor. I don't know. But he deserves more recognition than he's getting, which is none.

I'd hoped to get our Model A running for the Pig Pull and Milford did a yeoman job of getting it to run 2 days before. Saturday I got it out, washed it for the first time in 2 years and gassed it up for the next day's run to Sully Plantation. Sunday morning Alice and I went out to the car full of high hopes. Somehow, the car knew it was in for a workout on the Beltway and Rt. 50, so it refused to start. After 15 minutes without success, we locked it up and drove our Scion to the event. Milford came over Monday morning and after 20 minutes fooling with it, got it going. He's baffled because sometimes I have spark everywhere and a minute later I won't have spark anywhere. I'd initially thought it was the battery, so I took it to a nearby NAPA to use it to get a new 6-volt. But they tested mine and said it was "good." That's when I got Milford involved.

This may be a job for the Squad, if for no reason than to put more heads together to figure out what's wrong. I think Milford's tired of practically living at my house trying to keep this car running. God, I miss Blazs.

Bill Sims

Photo credits for this issue:

White Post—Gene Rainville

Pig Pickin'—John Leydon (all but one) and Milford Sprecher

REPORT FROM THE BOARD ZOOM TELECONFERENCE

**Board Meeting
September 2021**



The September Board Meeting was held remotely on Zoom. In attendance were Doug Tomb, Luke Chaplin, Bill Sims, Paul Bjarnason, Gene Rainville, John Dougherty, Greg Shepherd and James Kolody.

Without a quorum, no votes were taken on any issues. However, there were discussions of issues important to the Club.

Low membership meeting attendance -- the Board noted how low attendance at the general membership meetings has been and discussed what the Club should do to encourage increased attendance. The Board requested our webmaster, Shep, to make a survey of the membership for input. Several questions were suggested, which Shep used to formulate the survey.

Activities - Activities Chair, Gene Rainville discussed future activities, including the upcoming picnic, Oct 3 at Sully, which has 52 persons signed up, and that the Armed Forces Retirement Home car show event was cancelled. Also mentioned were the Willowcroft tour on Nov 12, being coordinated by Gene, and that the "Christmas dinner" and "Sweetheart dinner" events are both "on."

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

"Some folks think of fall, and they think of cool weather and leaves changing color. When car people think of fall, they think of Hershey"—profound words from President Millard Springer, who went on to say about the event that it is Christmas, birthdays, and everything good rolled into one. It's a chance to find needed parts and products, see friends, kick tires in the car corral, and fill your nose with the smell of rust! In short, it's a guy thing, as good as it gets. After having been deprived of it in 2020, his words ring truer than ever.



We had just had a successful Pig Pickin' but alas, once again the magic number of 50 Model A's attending didn't materialize, at least partly due to the weather. The Board planned to appoint a committee to focus on next year's event to make it even better, perhaps at another location.

It was to be, the Club was slated to be on the World Wide Web and already was planning to experiment with a home page for a year and then assess the response to it.

George Smolenyak composed a two-page article for the Script entitled Unusual Fords in the Model T and Model A eras. He discussed such rarities as the pricey 1907 Model K, which could attain 60 miles per hour, if anyone had the guts to try it what with the era's primitive roads and fragile tires, and included the Model T Couplet, the Center Door Sedan, and the T

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THE GWC 25 YEARS AGO (Cont.)

and A Town Cars.

Appearing in the Script was Part II of Joe Thoma's epic saga titled, "My Experience With Model A Fords and Early years With the G. W. Chapter", which enlightened newer members about our Club. From a small group of Model A owners that was limited to

a maximum of 17, the membership skyrocketed to 85 in just 2 short years. Joe had had the insight to convince the group that the limitation should be abolished, and his contagious enthusiasm spread widely with his ability to recruit new members.

Soon the GWC needed a larger place to hold meetings, so Jerry's Ford in Annandale was cajoled by Joe and Andy Jaeger into allowing the Club to meet in the service department receiving area in the evenings, in exchange for parking Model A's out front to attract buyers.

He told of the decision to hold our own car show, convincing Jerry's to have it there, and the travails of gearing up and having it. The advertising budget was meagre but members spread flyers at other car events and wherever they could be posted. Viola! 75 cars appeared, divided in 5 classes--most of which were for Model A's, but one was for anything and everything else. Not that there weren't growing pains—a man showed up in an almost new Ford station wagon with an unusual feature, a sun roof, and insisted on showing it. It was a learning experience.

Dave Henderson
Luke Chaplin

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2022 BOARD OF DIRECTORS SLATE OF NOMINEES

Here are your fellow GWC members who have offered to serve on the Board of Directors for 2022. We will vote on this slate at our annual meeting on November 17, 2021 at the McLean American Legion Hall.

Office

President
Vice President & Programs Chairman
Activities Chairman
Editor
Assistant Editor

Secretary

Membership Chairman
Treasurer
Assistant Treasurer
Annual Meet Chairman
Tool Chairman
Youth Development
National Liaison

Nominee

Luke Chaplin
Milford Sprecher
Eugene Rainville
Bill Sims
Bruce Metcalf
VACANT
Greg Shepherd
Paul Bjarnason
Edna Cross
John Dougherty
Benny Leonard
James Kolody
Doug Tomb

Note that we do not yet have a nomination for Secretary. **PLEASE** consider offering your services as Secretary – you would be serving an important role in the Club and get to be an active participant in running this vibrant organization.

Our Bylaws now allow for remote voting for those of you who may not be able to attend or who are not comfortable with indoor gatherings yet. President Doug will address how you may do that in a separate article in this edition of the *Script*.

For the Nomination Committee.
Jim Gray

SUNSHINE REPORT (As of October 3)

Kathie and I were glad to visit with Edna and Jim Cross at the October 2nd Ayrshire Farms Poker Run in Upperville. We all had a great time in near perfect weather.

Clem is still dealing with some health issues, but is making progress working his way back to a full recovery.

If you want to contact Stan Johnson, please remember that he would like either a card or an email; please do not call yet.

Jim Gray
Sunshine

MEMBERSHIP REPORT

We have 2 new members to welcome. Please update your rosters with their information.

William Borten
8300 Burdette Rd
Unit 664
Bethesda, MD 20817
(C)301-980-2244
b.borten@gmail.com
1928 Roadster

Carolyn D Woisard
425 Highridge Rd.
Front Royal, VA 22630
(C)703-338-9618
cdwoisard@gmail.com
1930 Modal A



WEBSITE REPORT



If you're out and about spreading the word about the GWC Club, remember the membership application live on our website for easy downloading.

<http://www.gwcmodela.com/membership.asp>

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THE WHITE POST RESTORATION TOUR

White Post Restorations Tour – The tour began at 9:00 a.m. at the Giant on Germain Dr., in Centreville, VA. In total there were 12 individuals who took part in the tour. These were Bruce & Loretta & Deirdre Metcalf, Jim & Connie Baker, John Leydon, Gene & Lana Rainville, Jim Cartmill along with his friend Bill Price and Tony Hawker. Deirdre (Bruce and Loretta’s daughter) met the group at the Lone Oak Diner and had lunch. Deirdre is currently teaching school in New York City. Since the City is now still teaching remotely Deirdre is able to teach school from her parents’ house. Bill Price is a former employee of the Model A Garage and was a guest of Jim Cartmill. Four Members drove Model As, and two members drove Modern Cars.

There were no breakdowns on the trip although Tony had some water leaking from his water pump. We only had to add water at pre-planned stops. It was a great day for touring even though it got a little warmer as the day went on.



Shenandoah River Bridge - Our first stop was at the Shenandoah River Bridge. There we took in the scenery of the river and we posed for a group picture. This was about a fifteen-minute stop.



White Post Restoration - Our Second stop and the main highlight of the tour was White Post Restoration in White Post VA. The Group participated in a 30-minute tour and saw a number of amazing cars in restoration and some completed ready for customer pick up. In addition, the two pictures below at the bottom are cars owned by White Post Restoration Owners.

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THE WHITE POST RESTORATION TOUR (Cont.)



We also saw several different workshops that are used to restore antique cars. The tour was interesting and informative. At the completion of the tour, we went outside for another group picture and departure.



THE WHITE POST RESTORATION TOUR (Cont.)



Lone Oak Tavern – Here we had lunch and socialized for about one hour. Since several individuals lived in the area only a small number of folks headed back to Northern Virginia.

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THE WHITE POST RESTORATION TOUR (Cont.)



Final Stop - In Aldie we stopped at John Leyden's garage. John was gracious and provided soft drinks and a tour of his garage complex. He had a number of interesting stories about his antique cars and his family cars. He also has a beautiful 1930 Woody Wagon named "Baxter" that he restored.

Gene Rainville

An advertisement for LED headlight bulbs. The top part features a close-up of a silver LED headlight housing with a black lens. Text on the housing includes "new", "200 page catalog online or by request", "1909-48 FORD parts & accessories since 1962", and "LED headlight". Below this is a close-up of a silver LED bulb with the word "NEW" above it. The text "6 or 12 VT" is next to the bulb. Below the bulb, it says "easy replace regular bulb for Model 'T' or 'A' Ford" and "\$59⁹⁰/pr". At the bottom, there is a logo for "Gaslight Auto Parts" with a lamp icon, the phone number "800.242.6491", the website "www.GaslightAuto.com", and the location "Urbana, OH". A small image of the LED bulb is shown in the bottom right corner.

MODEL A'S ON MY VACATION

I have vacationed in the Lakes region of New Hampshire for many years. It's the area that was part of the MAFCA National Tour this year and is a great area for sightseeing and driving nice back roads. I don't recall seeing too many old cars during prior vacations, but this vacation was a bit different.

We stayed near Center Sandwich on the north side of Squam Lake and the first car I saw was a 1930 Model A Ford sedan in a barn just as you drive into Center Sandwich. I have been by this barn often and never seen the car there, but my son told me that he had seen it before. The car had not been driven recently, but the owner often has it in local parades.

On another trip into Center Harbor, we drove past a doodlebug parked next to the road. It had an Essex radiator shell, which caused me to want to take a closer look. Upon further examination, I discovered that it was a Model A Ford AA doodlebug with the Essex radiator shell. Interesting, but not what I was expecting to find.

The museum of the Sandwich Historical Society is a nice place to visit, too, with a nice collection of local memorabilia. I had not been to the transportation museum before. It is in a different building and I was pleased to find a Model A firetruck in there, made from a Deluxe AA service truck, as far as I could determine. There wasn't a lot of room in the building where it was housed in, so my photo is not very good. The docent who was at the museum told me that he had two Model A's of his own, so we had a good Model A discussion.



I had been involved in connecting an old car guy in Meredith, NH, with a 1947 Ford pickup that was for sale not too far north of Washington, DC. I had not actually met the guy who bought the truck, so I made some time to pay him a visit while I was in the area. In addition to the '47 truck, he has an unrestored '39 Ford coupe and a 1931 Model A roadster.

While we were there, he took us to the barn that houses the collection of a recently deceased member of the old car community. The estate is getting settled and the family is trying to decide what to keep and what to dispose of and my new friend is serving as caretaker of the collection while it is getting sorted out. The barn has a good view of the surrounding mountains and Lake Winnepesaukee and has plenty of space for old cars and equipment.

I sometimes find it difficult to look at cars and photograph them without missing some of the looking and some of the photographing and this trip was no different. The cars were packed pretty close to one another and I didn't do a great job of documenting each one, but it was a very nice collection. The jewels of the collection were a couple of Lincolns, a 1931 phaeton and a 1940 Continental. The collection included a 1930 Model A roadster, a Model T roadster pickup, a 1935 Ford woody a 1911 Stoddard Dayton, a 1950 Ford convertible, another

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MODEL A'S ON MY VACATION (Cont.)

undetermined make and a 1920's Buick, so a very nice collection that appealed directly to my vehicular interests. The barn housing the collection is actually what we all need, too. The basement of the barn included a 1957 Thunderbird and a Harley Davidson motorcycle with a side car. The attic of the barn was filled with old car parts, as well, and a cupola that offers a nice view of the surrounding region. Our friend, who knew that I had recently bought a '51 Ford, offered a pair of heads and an intake manifold. I



accepted the intake manifold as my car has dual carbs, which I plan to convert back to the original single carb setup. After I left, I realized that I should have accepted the heads, as well, so I made arrangements to go back later and pick those up.

Some family members want to keep some of the cars, but others will probably be sold in the coming months. The fate of the house and adjacent barn is still up in the air, but with three heirs, settling the estate could be complicated.

On another day we made a circuit of Lake Winnepesaukee with stops along the way, primarily in Wolfsboro. We stopped at the local history museum, which had a nice collection of antique fire equipment, none of it motorized. We also made a stop at the New England Boat Museum and the Natural History Museum, all fairly quick visits.

As we left Wolfboro we went through Melvin Village where we came upon quite the collection of Fordsons and Fordson powered equipment. This was at a restored gas station. There

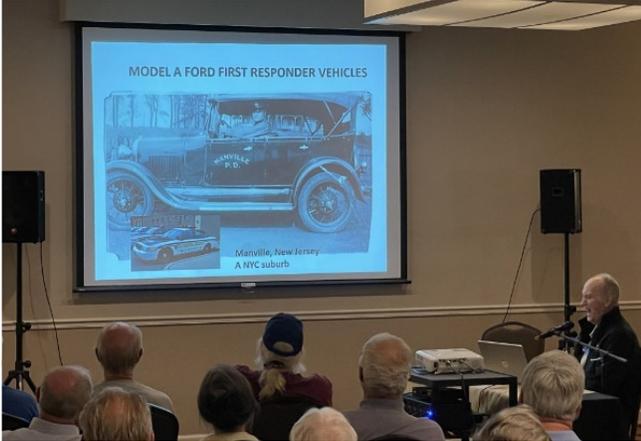


were buildings on either side and behind this one that contained quite a collection of old vehicles. One place looked like a place that sold antique cars, but from what our friend in Meredith told us, the buildings were owned by more than one collector, so they were lucky enough to arrange to buy multiple properties to house their various collections and maintenance shops. While we were looking around, we saw a nice Model A Woodie drive down the road, so it was quite the day, and vacation, for antique cars.

Milford Sprecher

MODEL A DAY AT THE GILMORE CAR MUSEUM

This year's Model A Day at the Gilmore was focused on acknowledging the heroic efforts of our many First Responders and the First Responder vehicles that were used in the past. September 17 and 18, 2021, proved to be two perfect days for the MAFFI Model A Day events. The weather was perfect. Model A Day really got going on Friday evening when our own Stan Johnson gave a presentation on Model A first responder vehicles. There was a large crowd in attendance and, as usual Stan gave a top-notch presentation.



During the Membership Meeting (see picture above right) on Saturday, MAFFI President Jerry Morrissey recognized Stan for his outstanding work over many years of service to MAFFI and a lifelong commitment to preserving Model A's. **Stanley R. Johnson was inducted into the MAFFI Hall of Fame for 2021.** What an honor and well deserved! The next time you see Stan, make sure you congratulate him for all the effort over many years of service to MAFFI and the GWC Model A Club.

HALL OF FAME RECIPIENT

STANLEY R. JOHNSON

A LONGTIME MEMBER OF MAFFI & THE GWC MODEL A CLUB

As presented and honored to a fine gentlemen and loving husband to Rosalind Johnson We the members of the GWC Board and Club Members are so proud. Stan Congratulations!

28th INDUCTEE

Stanley R. Johnson

Inducted 2021



Stan Johnson has successfully combined both a military career and his love of the Model A Ford into a quite impressive set of accomplishments. As a Colonel in the U.S. Army, Stan served an instructor within Army Engineering training programs, had involvements in the National Aeronautics and Space Administration (NASA), and fulfilled assignments at the Pentagon. His later involvements within the Model A Ford hobby included two terms as President of The Model A Ford Foundation, Inc. (MAFFI) and as a key organizer in the planning and building of the Model A Ford Museum.

Stan was born and raised in Spirit Lake, Idaho. At 14 years of age Stan purchased his first Model A – a 1930 Coupe with no hood and a 1929 radiator shell. His father was an accomplished mechanic and he and Stan combined forces on the Coupe and he was able to drive it back and forth to high school. His second Model A was a 1929 Roadster. He attended Eastern Washington University. Upon graduation, with his Reserve Officer Training Corps (ROTC) training, Stan was commissioned as an officer in the Army Corp of Engineers and served in the Army for 30 years.

Stan's military involvements included the Director of Training and Doctrine at the Army Corp of Engineering School, directing and assisting the cleanup following Hurricane Agnes in 1972, and at the University of Iowa in the ROTC Department. He served a tour of duty in Germany, two tours of duty in Viet Nam, an assignment at NASA (where he was involved in the space shuttle programs) and two assignments at the Pentagon in Washington, D.C. (working with Congress to appropriate funds for the space shuttle program). It was while in Washington, D.C. he renewed his involvements with Model A's and joined the George Washington Region of the Model A Restorers Club (MARC).

He later joined MAFFI and served as the editor of the Foundation newsletter. He became a MAFFI Trustee in 2000 and during this first term as President (2003-2005) he led the initiative to begin fund raising and the search to locate property to build a Model A Ford Museum. When he was elected President for a second term (2011-2015) the decision to build at the Gilmore Museum site had been made and he faced the multiple challenges of fund-raising activities, selecting a building design, the construction of the Museum itself, and acquiring the vehicles to display at the Museum. Following his terms

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Stanley R. Johnson (Cont.)

as MAFFI President and Trustee, Stan has continued to be active with various Museum planning activities, Foundation financial planning committees and the establishment of the Museum endowment fund to provide the annual operating capital to assure yearly Museum operating costs are covered.

Stan's dedication, hard work, and perseverance during the very challenging times associated with bringing the Model A Ford Museum from simply a dream into successful completion demonstrates his strength, fortitude, and commitment to the Model A Ford hobby. In addition to his MAFFI involvements, he was the co-founder of the Gordon Smith Compressor Region within MARC. In 2013, Stan received the coveted MARC Ken Brady Award for his many contributions to the Model A community.

Stan lives with his wife, Rosalind, in Springfield, Virginia. He is the owner of 2 1/2 Model A's – a 1931 Victoria, a Roadster currently under restoration, and a chassis that will hopefully be a Speedster someday.

MODEL A DAY AT THE GILMORE

Model A Day was held Saturday, September 18, at the Gilmore Museum with a seminar on Friday night the 19th in Kalamazoo. The Friday night seminar was presented by our own Stan Johnson on Model A First Responders, which was the Model A Day theme for this year. It was supposed to be the theme for last year's event, which was cancelled. The main events for Model A Day are held on Saturday, with a flea market, seminars and a MAFFI meeting and awards ceremony.



The George Washington Club was well represented with, in addition to Stan Johnson and me, Luke Chaplin, Greg Shepard, who is on the MAFFI board, and Gene Rainville attending. Former members Suzan and Jim O'Neill also attended. Suzan is a member of the MAFFI Board as well.

The flea market gets bigger every year. This year the market was on both sides of the entrance near the Model A Museum and wrapping around the back of the museum. Many members brought their cars. Attendance was 700. MAFFI members are free.

The first seminar started at 9 AM and was a presentation by Ken and Ron Ehrenhofer on the progress on the Model A bus project. The chassis and floor of the bus was featured outside the museum and t shirts were being sold to help fund the project. Great progress has been made with the chassis restored, a new floor and seat frames fabricated. New sheet metal sides have been fabricated, as well, so the project is well on its way to completion. Ken also

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MODEL A DAY AT THE GILMORE (Cont.)

provided some history of the bus and the person he acquired it from, which was quite interesting in and of itself.



There was a ladies' fashion seminar on vintage fabrics, which I did not attend. I attended the front end seminar presented by Larry Shepherd. Larry lives in the St. Louis area and runs a restoration shop. He is also a member of the MAFFI board. His sessions are always interesting and well attended and go over the appointed time. He brought a complete front end with him to use during his presentation.

MAFFI has a Hall of Fame, which includes historical honorees, such as Henry and Edsel Ford and more contemporary members, such as Les Andrews. There are typically four inductees each year. This year the inductees were Gordon McGregor, who headed Ford Canada, Robert Carini, father of Wayne Carini of Chasing Classic Cars and a MARC founder, James Spawn, a former editor of *The Restorer*, and our own Stan Johnson! A great way to honor those who have had an impact on the Model A and the hobby.

Wayne Carini, in addition to accepting the award for his father, gave a short talk on his life with antique cars and how Chasing Classic Cars came to be.

The final presentation of the day was a talk about the Model A woodie, and one car in particular, the car that belonged to the presenter and that will end up at the Model A Ford Foundation collection.

It was a beautiful day in a very nice part of Michigan. Given the schedule of events, it's difficult to do much other than attend the seminars and presentation and take a quick tour of the museum. If attendees want to visit the other museums on the Gilmore campus, they need to add another day onto their schedule.

Milford Sprecher

FAIRFAX CITY/CLIFTON LIONS CLUB CAR SHOW –

This show was held on September 6, 2021 in downtown Fairfax. It was a great event with around 200 cars of all types on display. Club members that attended were Benny Leonard, Wayne Chadderton, Clem Clement, and Gene Rainville. Clem was the only winner. He won a nice tote bag for best car interior. Congratulations to Clem. His 1940 Mercury is painted Air Force Blue. See the interior picture of his car below.

Clem had a few car problems that morning. He explains: “Our group assembled for the Fairfax City car show on Labor Day at University Mall. Cliff Green, Ken Burns, Joe Freud and myself met for the event. At our meeting point my '40 Merc died. Cliff tightened the battery negative post and off we went. During my turn into park, the engine died again. The car would not start. We rolled it into position. When it was time for me to leave, Ken used the starter solenoid mechanics start-button to start the car and the Mercury motored home. As it stopped in the garage, it quit again. On the way home the battery meter showed a high charge. The battery had been charged fully on Saturday the 4th. I did some circuit checks. Battery is 4 years old and suspect. Off Tuesday morning to grab a new battery from Fairfax Auto. Because I won a trophy, I get the battery for only \$109. Not bad.”

Benny and Sharron got to park their Coupe near a small tree and were able to sit in the shade all day. A reporter came around and wanted to take a picture of Gene's car a 1930 Model A Coupe. The reporter “Bonnie Hobbs” took several pictures and included one of them in the Fairfax Connection newspaper as shown below. All and all it was a wonderful day.

Gene Rainville



FIGHTING THE ELEMENTS AND FINDING A MODEL A TOURING COMPANY

This summer, as many of you know, Alice and I embarked on a 68-day cross-country camping trip. One of our more exciting days took place 3 weeks along in Arizona. We'd just spent 2 nights at a Best Western in Chinle. It's a small town on a Navajo reservation and right outside Canyon de Chelly (pronounced, oddly, Canyon de Shay) National Monument. It's a beautiful place and is a smaller version of Zion National Park, with steep red canyon walls. Nobody we know has ever heard of it.

We spent the day driving in the hot Arizona sun to Tuba City and then down to Flagstaff. 30 miles west of Flagstaff was Kaibab Lake campground. It was relatively small, with no office. To get a campsite, you had to put \$12 in a small envelope and put it in a box after you'd driven around and found a site you liked. We found a site but only had a couple of ones and a 20, so we decided we'd eat lunch, drive into nearby Williams, grocery shop and get the right amount of cash to put in the envelope.

It started raining before we could set up, so we just ate in the van. Soon it was thundering and lightening. We started the slow drive to leave the campground and head into town when, suddenly, the rain turned into a massive hail storm. We couldn't see 20 feet in front of us. So I angled the van away from the falling marble-sized hail and pulled over under a tree for protection to wait it out.

Things just kept getting worse. The noise of the hail on our van was absolutely deafening and, combined with claps of thunder, we could hardly hear ourselves think. In all our 50 years of camping we'd never experienced anything like this.

At that point, I looked out my side door window just as a lightning bolt struck the base of a tree not 50 feet from where we were parked. Flames flared up about 3 or 4 feet from the base of the tree but the hail put it out almost immediately. I turned to Alice and said, "That's it. We're outta here!" She hadn't seen the strike but she was tired of the battering. The hail had let up by the time we got out to the main road, which turned out to be Route 66.

We cowered under a nearby I-40 overpass until things quieted down. Then we bee-lined it to Williams, just 3 miles away. We entered town and a completely different world. The sun was out and the streets were dry! Crazy!

The whole town was geared to Rt. 66—the bars, eateries, souvenir shops. We got our groceries and requisite cash, although, with dark clouds looming everywhere, we decided to get on I-40 and drive out of this mess.

That's when Alice spotted 2 Model A's angle-parked on the street. I quickly found a parking spot, despite the approaching storm, and went back to investigate. The place is a vintage gas station/trading post with Model A's all over the place. It's called Cars of the Mother Road.

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FINDING A MODEL A TOURING COMPANY (Cont.)



The owner has about 25 cars that he swaps in and out to keep his cars ready and running for any customers that come by. What he does is take them on a tour in a Model A on old Route 66. I only got to talk to him briefly because our campground storm was bearing down on us. But I got some great photos of his place and there are several You Tube videos you can see online.

Bill Sims
>>>>>>



FINDING A MODEL A TOURING COMPANY (Cont.)



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AYRSHIRE FARM 'POKER RUN'

Saturday, October 2nd dawned chilly but crystal clear ... one of those glorious fall days that promised to be a memorable top-down experience after the miserable summer of 2021. What rabbit foot Sandy Lerner rubbed to come up with such a day for her Ayrshire Farm Pre-WWII vintage car "Poker Run" must have been a lucky one indeed.

Our gorgeous fall weather held throughout the day and we enjoyed a spectacular run through some beautiful Virginia horse country.



Coffee and pastries were served beginning at 9:00 am at the entrance of the Ayrshire mansion -- a meet and greet session where the Rolls Royce / Bentley crowd could mingle with the *hoi polloi* showing up in Henry's Ladies. I'll leave it to the observer to identify the other classics that took part ... a bunch of Rolls Royces [but only one prewar 1929 Silver Ghost ... with a Puss 'n Boots Kitty radiator emblem (see photo) replacing the *Spirit of Ecstasy*. Horrors! – but then Sandy's entitled. *It was her show!*]. A classic Bentley (Malcolm & Marla Collum), a couple of gorgeous 1930s Packards from Allen Richards, including his 1931 Coupe 845 LeBaron, a beauty of a 1926 Chrysler (Mike Zerega), two classic Cadillacs (one of which was Sandy's red '39 Fleetwood V16 Convertible Coupe), three entries from the Early Ford V-8 Club (including Jim & Edna Cross in their '36 Roadster, Steve Zimmerli and his co-driver, John Denegre, in a 1936 Ford Phaeton plus Keith & Susan Randall driving their 1938 Fordor Deluxe) and of course, the best cars of all: five Model 'A's. Ta da!!



Two of these arrived from the Hub City Club – Chuck and Betty Hedges, driving a pristine pale green '30 Deluxe Sport Coupe and their friends Jurgen and Veronica Cleffner in a black 1930 Coupe. The others were: yours truly in *Christine* ('31 Cabriolet), Jim and Kathie Gray's *Ruby* ('31 Deluxe Coupe), Jim and Connie Baker (1931 Town Sedan). Didn't take a final count of entries, but my guess was between 20 and 25 machines finished the course.

So, what's a "Poker Run"? Well, it's just what you think it is. You get a map. And then you drive a circuitous route to five points on the map where some beautiful women await you in Mad Hatter hats and boas asking you to choose from a handful of envelopes. Inside your envelope of choice is an 8' x 11' plastic playing card. Once you complete the "Poker Run" you return to Ayrshire Farm in Upperville for a trolley tour around the estate and organic farm, and an Ice Cream Social on the back veranda where you show your hand. Winner gets a prize. That's it told you it was exactly what you thought!

The "five points" on the map are all great places to visit on a gorgeous Indian Summer day: the Virginia State Blandy Experimental Farm in Boyce, the Burwell-Morgan working mill in Millwood, the newly restored Locke's Mill along the Shenandoah River (picnic lunch there), Nalls Farm Market near Berryville and the Hunter's Head Tavern in Upperville. Of course, this

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AYRSHIRE FARM 'POKER RUN' (Cont.)

is Virginia, so side trips to wineries come mixed in with the poker chips ... Bluemont Vineyards, Barrel Oak Winery & Taphouse, *et al.* Excluding side excursions, the core loop was a charming and easy 50 miles. So, what's not to like? Why did you stay home? So, who won the *Poker Run*? Turns out a full house beats a common straight, so *moi!* What was the prize? A nice bottle of wine and a gift certificate to the Hunter's Head Tavern for dinner. So there!

Thanks to Sandy Lerner, our host to Joy Shifflet, Sandy's Admin and Office Manager, for pulling this together.... and to Chris Damewood (our Ayrshire Tour Guide), Sheree, Maria, Ashley, Denise, Jeannie, and all the Ayrshire staff for making it fun. (Great costumes guys!) They've been talking of making this an annual event in September, so give some thought to 2022.

John Leydon



Connie and Jim Baker



Jim and Kathie Gray

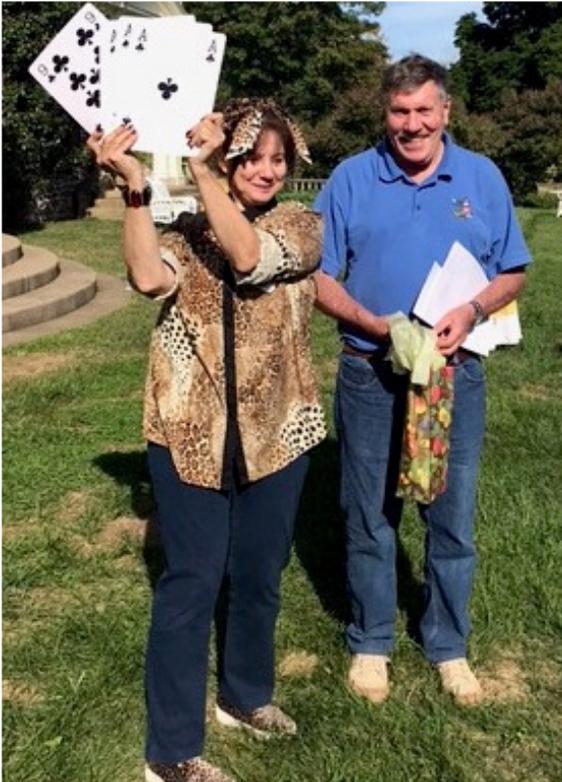


Jim and Edna Cross

AYRSHIRE FARM 'POKER RUN' (Cont.)



AYRSHIRE FARM 'POKER RUN' (Cont.)



The winning hand



ANNUAL PICNIC A ROUSING SUCCESS

October 3rd proved to be a great day for a GWC Model A picnic. The weather was just perfect (low 80" s). The sun was shining brightly with very little cloud cover. The Sully Historic Park provided the Club Members with a great picnic area. There were lots of shade trees with a mild breeze. After two years of COVID you could not have asked for a better day to meet old friends and have a good time.



And that we did! Beverly Tomb kicked the event off with a beautiful prayer with emphasis on friendship, peace and thanksgiving. The food line was all set up and the group lined up on each side of the serving tables and helped themselves to some good tasting Missions BBQ that Benny Leonard recommended. John Dougherty served the drinks and ran the 50/50 drawing. Everyone had a great time, which you will see while browsing through the pictures below.

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ANNUAL PICNIC (Cont.)



ANNUAL PICNIC (Cont.)



ANNUAL PICNIC (Cont.)



FROM YOUR ACTIVITY CHAIRMAN

Caffeine Double Clutch (CDC) Breakfast – This month there were not many in attendance for the CDC breakfast. The group included Helen and Ken Burns, Jane and Wayne Chadderton, Jim Baker, Doug Tomb, and Gene Rainville. Jim and Gene both drove their Model “As” and Wayne drove his Mercury. Conversation was cordial among the group while Doug explained the work he did on a small steamboat, and how he prepared it for an upcoming Steam event in New Hampshire. In fact, he left shortly after the CDC for that event. While at the Steam event, Doug reported that the boat worked almost perfectly and he spent a lot of time on the lake steaming around. He was very proud of his accomplishments.



Christmas Party Update – There are only two more months before the Christmas Party – December 4, 2021. Please contact Jason Cunningham to make your reservation. Send a check for the amount of \$20 per person. Make your check payable to “GWC Model A Club” Jason’s address is 9812 Dellcastle Road, Montgomery Village, MD 20886. Also make your dinner selection. Check the Christmas form on page 35.

for dinner selections.
Gene Rainville 703 489-7321
rainvillegl@gmail.com

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Manufacturer: Engine Horse Power: Max. Air Pressure: Compressor Type: Gordon Smith Company 20 HP. - 90 PSI. - Single Stage - 6 Volt w/positive Ground Fuel Capacity: 11 Gallons Output: 60 CFM. - Air Tank Size: 65 Gals.

"SMITH Model A Compressor Kit" a little history.

There was always a need for power sources that were portable. Most of the portable efficient power tools operated off of air. With the availability of Ford Model A engines, the Gordon Smith Company from Bowling Green, OH produced a commercial compressor kit. The kit required a modification to the Model A engine with three separate cylinder heads. This allowed two of the cylinders to compress air, while the front and rear cylinder was used to run the engine. The kit also included governors run off of the front engine timing gear for engine over speed control. Special water hoses were required to supply the coolant to the separated rear head. This allowed an internal water flow inside of the engine not only to cool the cylinders that ran the engine but also to cool the compressor cylinders. The kit also included the axel, trailer tongue, tool-box, air tank, and sensors for air pressure control. The kit took exception to providing the cowl, gas tank, chassis, engine, radiator, and wheels.

Join us a Benny's Sunday November 7, 2021. Bring you Antique Auto Parts that need sandblasting. We need a person count to order the correct amount of coffee and doughnuts and let us know what you plan to sandblast so we can order the correct amount of sand.

Contact Gene Rainville "rainvillegl@gmail.com"

GWC COUNTRY FALL TOUR

November 12, 2021

Tour Guide – Gene Rainville

Tour Highlights

Snickersville Turnpike and Willowcroft Farm Vineyards

This will be our final tour for the 2021 Season. The tour will begin at the McLean American Legion Parking Lot between 9:45 a.m. and 10:00 a.m. Departure time will be 10:00 a.m.

The tour will make its way west on Route 7 to Loudoun County Parkway. At the Parkway we will go South past the Washington Football Practice site; through part of the Data Center (The Cloud) area in Ashburn VA; down to Route 50. We will travel west on Route 50 to Aldie, VA., where we will get on the Snickersville Turnpike. As you know, the Snickersville Turnpike is one of many Scenic Byways in Northern Virginia. This time of year (Autumn) should be very nice with the leaves turning color. At Philomont, VA. , we will take Route 731 toward Purcellville, VA. In Purcellville, we take Business Route 7 toward highway 704 south to Willowcroft Farm Vineyards 38906 Mt Gilead Road, Leesburg, VA. 20175.

Indoor reservations are made for approximately 16 people to eat if the weather is too cold to eat outdoors. So as a group we will have a choice. I suggest you bring folding chairs for outdoor seating if that is your wish. I recommend you bring a picnic lunch, as they do not serve meals at the Vineyard. However, Wine Tasting is available for a small fee and you may purchase bottles of wine to take home and/or cheese and crackers for a light lunch. A tour of the facility will also be provided.

After Lunch the group will head toward Washington, DC, on Route 50. The Tour will end in the Chantilly area where individuals may disperse as they choose.

About the Willowcroft Farm Vineyard: It is owned and operated by Lewis Parker, a long-standing GWC Club Member. Lewis is celebrating 36 years of winemaking excellence. Willowcroft boasts breathless panoramic views of Loudoun Valley and the Blue Ridge mountains. This time of year, the views should be spectacular. Willowcroft winery and vineyard have produced numerous award-winning wines, time after time for the past several years.

Contact Gene Rainville rainvillegl@gmail.com to sign up for this great tour.

COMING EVENTS

October

October 13 (Wednesday) Caffeine Double Clutch Breakfast will be held at the Fair Oaks Silver Diner beginning at 9 a.m. The address is 12251 Fair Lakes Parkway. It's at the corner of Fair Lakes Parkway & West Ox Road in Fairfax. GWC Point of Contact is Gene Rainville 703 489-7321 or rainvillegl@gmail.com. See you there –consider driving you're A's or your V8's.

October 16 Rockville Car Show CANCELLED due to the ongoing COVID-19 pandemic. Refunds will be processed in the next 45 days to those who paid the registration fee online, or by cash or check. Checks that have not been cashed will be sent back to the registrant. At this time, we are offering refunds only, and will not be carrying over paid fees to the 2022 show.

October 20 (Wednesday) Monthly Membership Meeting – American Legion, McLean. 7:30 p.m.

October 27 (Wednesday) GWC Board Meeting – Zoom meeting. 7:00 p.m.

November

November 7 (Sunday) The Antique Car Parade at the Armed Forces Retirement Home (AFRH) scheduled for September 26, 2021 was cancelled - AFRH is replacing the parade with a Car Show on November 7. AFRH will notify us as to the format for this event and the start and stop time.

November 7 Smith Compressor Day - This event is also scheduled on November 7, 2021. In order to obtain the correct amount of coffee and donuts, we need to know how many people are coming to this event. We also need to know what you plan to sandblast so that the correct amount of sand is ordered. This event will be held at Benny Leonard's home at 5441 Ladue Lane, Fairfax Va. Individuals planning to attend please email Gene Rainville - "rainvillegl@gmail.com" by October 24, 2021. Please only bring car parts to sandblast.

November 10, 2021 – Caffeine Double Clutch – Fair Oaks Silver Diner, 12251 Fair Lakes Parkway

November 12 (Friday) GWC Fall Tour – We are now planning our last tour of the 2021 season. Save the date. This a Friday tour that includes driving in the country, lunch at a winery, and a winery tour. Bring a picnic lunch. we will have indoor or outdoor seating for lunch depending on the weather. If you are working consider taking the day off. This will be a great event. Come a join the fun. See brochure in this edition of the Script. Let our tour guide know if you plan to participate – Gene Rainville rainvillegl@gmail.com

November 17 (Wednesday) – Monthly Membership Meeting – American Legion, McLean. 7:30 p.m.

December 1 (Wednesday) GWC Board Meeting – In person at Mylos Grill. Eat at 6:00 p.m. and meet at 7:00 p.m. 6238 Old Dominion Dr. McLean, Va.



2021 GWC MODEL A CLUB CHRISTMAS PARTY

WHEN: Saturday December 4, 2021

Doors open at 4:30 p.m., and the cash wine & beer bar will be open. Dinner will be served at 5:30 p.m.

WHERE: American Legion Post #177

3939 Oak Street, Fairfax, Virginia 22030

COST: \$20 per person

MENU: Choose one from the following:

1. London Broil (with red Bliss potatoes & green beans almandine)
2. Stuffed Pork Chops (with white rice pilaf & green beans almandine)
3. Turkey Breast with Stuffing (with red Bliss Potatoes & green beans almandine)
4. Dessert choices are: chocolate cake, cheesecake or pumpkin pie.
5. All entrees will be accompanied by water, coffee or hot tea.

Beer and wine are served (Cash Bar) at the cocktail hour and at dinner. BYOB is allowed, but the Bartender has to pour the drinks for you, out of your bottle. There is also liquor allowed, but again, the Bartender has to pour it for you.

Please bring an unwrapped new toy to put under our tree for the *USMC Toys For Tots* drive.

Reservations will be accepted at the November Monthly Club meeting or you can send a check along with a note indicating your entrée & dessert choices to:

Jason Cunningham

9812 Dellcastle Road

Montgomery Village, MD 20886

jjcunningham@gmail.com

Please make checks payable to: GWC Model A Club

RSVP by: WEDNESDAY, NOVEMBER 24.

NO RESERVATIONS CAN BE ACCEPTED AFTER THIS DATE!

NO WALK-INS CAN BE ADMITTED

WANT ADS

For Sale

There is currently nothing being offered for sale and no one wants anything.

JUST A REMINDER

Consider purchasing a hat: The Board has about 14 yellow ball caps left to sell. They are only \$15 each. Send Gene an email if you would like one. "Rainvillegl@gmail.com"



An advertisement for J.C. Taylor Insurance. The background is a close-up of the front of a classic car, showing the grille and headlights. The text is overlaid on this image. At the top, "J.C. TAYLOR" is written in a large, white, serif font, with "INSURANCE" in a smaller, spaced-out font below it. Below that, a paragraph reads: "Since the 1960s, J.C. Taylor has been America's premier specialty insurance provider for classic cars, antique autos, modified, and custom vehicles." In the center, three phrases are stacked: "NO HASSLES.", "COMPETITIVE PRICING.", and "AGREED VALUE.", each enclosed in a decorative white frame. At the bottom center is a yellow oval logo with "J.C. Taylor" in script and "INSURANCE" in a smaller font below it. At the bottom left, "JCTAYLOR.COM" is written in white. At the bottom right, "1-888-ANTIQU" is written in white. Below the website and phone number are three small social media icons: Facebook, Twitter, and Instagram.