

The Ford Script



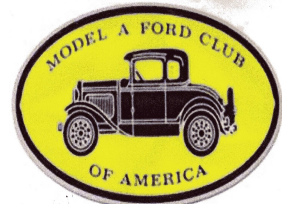
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No. 10



Fearless leader and primo organizer of the Kent Island Tour: Jason Cunningham (Shown here with Charles Lindbergh's trainer used to teach his wife Anne to fly)



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 George Washington Region
of the Model A Restorers Club
GWC Model A Club
Post Office Box 971
McLean, VA 22101

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

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

www.gwcmodela.org
Web Master: Greg Shepherd

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

Next deadline: Monday, November 5th

PRESIDENT'S MESSAGE



I am writing this from England, trying to meld my interest in motors (automobiles) and family. So far, family is consuming almost all my time. Regardless, I happened to be a part of an effort to help Milford recover a Rip Van Winkle 1924 Model T Coupe from its 5 decade+ storage in DC. I will let Milford provide more details on that rainy event. While not a Model A, it helps feed my interest and passion for restoring old American cars that fall into my grasp. I am also sorry to miss prime touring season events of this autumn. I hope you are more fortunate in that regard than I am.

Please consider helping the Club operate and grow by serving on the board. It is a great way to keep the hobby alive and to grow. We elect a new board at the November meeting, so plan ahead and be brave. Jump in - the water is fine! Do what you can to keep those cars running well and our fellowship strong!

Cheerio,
Tom Quigley

FROM THE EDITOR



My "Blaze" substitute is still giving me trouble. It's been 10 months since it's taken me anywhere. First, it decided that it didn't want to go to Sully. I had Milford Sprecher over to help but we couldn't solve the problem. After Sully, I was on the phone with Don Temple about Blaze and happened to mention that my current A refused to start. He suggested twisting the nut under the distributor because sometimes it get corroded. Oh, yeah, like that's gonna work. So I went out to the garage, twisted the nut, and then tried to start it. Fired right up!

But after spending a damp summer in the garage, it refused to start for the Pig Pickin'. I was annoyed and embarrassed to be driving a modern over there—until we got there and saw only 3 Model A's. Everyone had driven their moderns in anticipation of the rains that showed up later.

Finally, I was determined to make it to Kent Island. Don Temple was helping me from afar (North Carolina) and we determined the starter was kaput. This after fooling with the battery and sanding the ground point under the car. So I pulled the starter and got out what I thought was a starter I'd bought decades ago as a caravan backup. Only when I was swapping the starter drive gear, I lost the "key", that little half-moon doohickey that holds the starter in place.

So I drove 40 miles to Walt's to get a new key. When Walt's records failed to reveal any starter purchase ever, I began to think the substitute I had was a dead starter that Bill Cassels had just dumped in a box that he gave me when I bought his car. So I bought a new starter, just to be on the safe side.

The next morning all I had to do was insert the key, slide the Bendix starter drive gear over it, tighten the nuts, and the starter would be ready to insert back in the car. After testing the starter I'd found in a box and determining it was dead, I began work on the new starter. Two hours later I gave up. I grabbed the dead replacement core, which I owed Walt's as part of the deal for the new starter, grabbed the new starter and drove back to Mount Airy. It took Jeff 2 minutes to get the Bendix and key in. He used a vastly simpler approach than what I'd been trying.

With the starter drive gear now on, I rushed home and managed to get the starter in without much trouble. At last, I'd be able to start the car. Only it didn't. And we have no clue as to why. I do—the A knows it's only mine temporarily and is making me pay. But now, at least, I know how to take out and replace the starter and to be REAL careful with the key.

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting
September 26, 2018



Stan Johnson, Vice President, called the meeting to order at 7 PM September 26, 2018, at the Red, Hot and Blue meeting room in Fairfax, Virginia. Members present included Stan Johnson, Doug Tomb, Greg Shepherd, Jamie Lucas, Milford Sprecher, Benny Leonard, James Kolody, Jason Cunningham and Bruce Metcalf. Absent were Tom Quigley, Jerry Olexson, Bill Sims, and Bill Worsham. Jim Gray attended as Chairman of the Nominating Committee.

Previously printed minutes of the August Board Meeting were approved. Treasurer Doug Tomb provided a Budget Worksheet for discussion. The present status of the Operating Budget shows an actual income to date of \$22,208.37 and expenditures of \$20,864.39 leaving a balance of \$1,343.39. Significant remaining expenses include the Kent Island Tour and the Christmas Party, which may lead to an end-of-year budget imbalance. Board members discussed this topic and agreed that the Club may have to make increased use of nominal charges for participating in Club activities in the future.

Doug also reported on the Contribution Budget, which consists of funds used to support annual scholarships, annual commitment to the Model A Ford Museum via the Model A Ford Foundation, Inc. (MAFFI), and the Armed Forces Retirement Home. These expenditures are taken from the Reserve Fund. After some discussion, the board confirmed the continued use of the Reserve Fund for these Contribution Budget expenditures, with the long-term aim of readdressing the situation when the Reserve Fund falls near the equivalent of the net income from three Annual Sully Antique Car Shows, or about \$20,000. This year five students were each awarded a \$1,000 scholarship at the Sully Car Show awards program.

Programs for the remainder of this year were discussed by Stan Johnson. The October program will be a presentation about installing rivets in the frame and body work of Model A's and other cars, combined with a presentation on wood-graining using the commercially available roller system. This program will be presented by Tom Quigley and Stan Johnson.

The November program planned for the Annual Club Meeting and Election of the new Board for 2019 will be a special Paint and Sip party in which attendees will be provided with canvas, acrylic paint, brushes and model images, plus wine, and given the opportunity to create a rendering of their favorite Model A or some other object. The board approved a budget of \$300 for supplies. A small fee, e.g., \$5, is planned to partially offset the cost of the materials. Jamie Lucas and James Kolody are leading this event.

The December Program will be the annual Brown Bag Gift Exchange. Start planning now so you can bring a nice gift of about \$20 value. Santa says no junk or he'll put you on his list.

Jason Cunningham provided a review of upcoming tours and activities. The Kent Island Tour is predicted to have good weather. Jason has mailed a packet to members signed up for the tour. The packet includes driving directions and routes. Each member going on the tour will be responsible for paying for their overnight accommodations. The Club participation in the annual

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FROM THE SMOKE-FREE ROOM (Cont.)

Armed Forces Retirement Home on Sunday, September 30, is being coordinated by Clem Clement. The group will meet at the PanAm shopping center and travel via the Rock Creek Parkway to the AFRH. A motion was made by Greg Shepherd and seconded by Milford Sprecher to increase this year's annual contribution to the residents' Fund to \$500. The motion was unanimously approved.

Bruce announced that the deadline for the October Script newsletter is October 1st. Milford stated that he is preparing articles on his experiences at The Gilmore Car Museum and the recent retrieval of his "new" 1924 Model T from a garage in downtown DC.

Benny Leonard led a discussion about selecting a time and procedure for Sand Blast Day. The date selected by the board is October 27 with October 28 as a back-up day in case of rain. Benny will procure media blasting material and each participant will buy the media by the bag as it is used on their project. The Gordon Smith Model A Compressor will be used. A preparation committee of Stan, Benny, Tom and at least one other will be needed to set up on Friday, Oct 26. Benny also reported that Clem Clement had donated numerous tools to the Club tool chest.

Greg Shepherd announced that a new member had joined the Club. Also, Jim Gray reported that Bill Worsham has completed a portion of the medical procedures he has been undergoing, and is in good spirits.

James Kolody said the scholarship plans for next year remain the same. Stan advanced the idea of finding a way to start a Model A Speedster project for a group of interested youth. He offered a rolling chassis to get the project started. Needed is a space to store and work on the project for an extended period.

Jim Gray reported on the status of development of a slate of candidates for the 2019 board. Needed are members to fill the President, Vice President and other important roles. The nominating committee is in the process of filling the slate. If you are willing to be a Club leader, please call or email Jim Gray or Shep Shepherd so that your name can be on the ballot for election in November.

The Club also needs to fill the appointed position of Refreshment Coordinator for the monthly meetings. Please let a Board Member know if you are willing to fill this much-appreciated position.

The meeting adjourned at 8:35.

Doug Tomb
Acting Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

In the Script's President's Corner column, Andy Pogan's message began with "Is the old car hobby in danger?" Old-time Club members may remember the Fairfax County-proposed ordinance that would have prohibited car owners from working on their cars on their own property. Former GWC member Gordon White wrote to them, bemoaning what would he do, because there was no one in the area he could go to who was able to work on his Offenhauser, and thus helped to defeat the proposal.



Now there was another threat, the "Clunker Bill". Owners were paid a "bounty" for turning in old cars to be crushed. Andy mused, "How many of our Model A's would be gone if these laws had been around 35 years ago when a Model A was just an old car instead of an antique?" He continued, stating, "Other restrictions are not quite so obvious. Air pollution standards, for example, have caused the auto manufacturers to begin a change to paint systems for new cars. These paints can't be applied by the hobbyist safely without a lot of large and expensive equipment. If older types of paint are legislated out of existence, we will lose the ability to paint our cars. In addition, several states, including Maryland and DC, are considering adoption of California-type auto pollution standards without exemption for older cars. Under such laws, older cars would have to be modified to meet the same standards as new cars or be severely restricted in their use. This would not be a problem for show cars, but for those of us who derive pleasure driving old cars, it would be a disaster." He added that the Board had decided to look into organizations such as COVA and NOAH, in existence to keep old car owners informed of the legislative goings-on.

The program for the upcoming meeting was to be about steering. George Merkel and Robert Mechner would describe the usual causes of hard steering and discuss basic inspection techniques to diagnose the problem. Last month Millard Springer and Joe Young had explained the fine art of adjusting Model A brakes.

Joe Krafft wrote a bit entitled, "Just get me to the church on time." It seemed that his Model A, which was to be the wedding car for a favorite nephew, got doused the night before and water leaked through the hood hinge, rendering the car essentially dead. Joe rose to the moment. The fix was lots of dry towels, and sprays of WD40. But the more permanent fix consisted of using a 24" length of 1 1/2" PVC pipe, halved with a band saw and secured below the hinge.

Maybe Joe Krafft's name should have been Joe Crafty!

Dave Henderson

MAFFI NEWSLETTER MINUTE

Thanks to all the volunteers that made 2018 Model A Day such a success. I would particularly like to thank and recognize Tim Kelly and his family for bringing his collection of Town Cars and Town Car Deliveries to the museum. It takes a lot of personal effort to transport and display such a valuable and rare collection. What a great experience.

We had over 200 Model A's attend and our swap meet area had to be extended behind the Cadillac Museum to accommodate the number of vendors. With the weather perfect for the entire weekend, attendance set a new record. We hope you will make plans to visit the museum in the future and join us for the 2019 Model A Day which will be September 21, 2019.

OCTOBER PROGRAM: HOT RIVETING AND A DEMONSTRATION OF WOOD-GRAINING

The programs for the remainder of the year include the following: In October, Tom Quigley and Stan Johnson will give a presentation on hot riveting and a demonstration of wood-graining on a dash panel.

For November, which is the Annual Membership Meeting and election of new officers for the coming year, Jamie Lucas and James Kolody will prepare a program on painting - that is, the audience painting on canvas one of several models (A) presented to them.

In December the program will feature the traditional Brown Bag Gift Exchange.

Stan Johnson

MEMBERSHIP REPORT

One new family joined this month. Please update your 2018 Roster with their information. Welcome aboard!

James and Pamela Holt
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Purcellville, VA 20132
678-521-5935(c)
jimh333@comcast.net
1929 Phaeton



THE BOARD NEEDS FRESH FACES

Yes, I'm talking to you – you enjoy the club and its camaraderie, but haven't taken the opportunity to help things happen. Now's your chance!

We need to elect several new members to the Board of Directors at our November Annual Meeting. We're looking for volunteers for President, Vice President, Secretary, Activities Chairman and Annual Meet Chairman.

As you can see, we need a LOT of help to keep the GWC going strong into 2019.

If you are willing to be in the know, have a good time and participate in keeping a good thing going, please contact Greg Shepherd, Doug Tomb or me as soon as possible.

We need you to keep the club working for you!

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Shepman@gmail.com
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GRAY WITH AN A



On Saturday, September 8, 50 of us gathered for our annual fall picnic at the Warhurst estate in Fairfax. The weather was coolish and overcast ... with a bit of drizzle as we were wrapping up. But the mood was jocular, the food great, and the bingo prizes hotly contested. In short – it was another great event.

Clem, Benny and I had gone over on Thursday to check on Billie's Fordor; she seemed to be in pretty good shape, with a charged battery and a reasonable amount of gas. We had to arrange to have a motorcycle moved, but when taken for a test drive, all seemed ready.

Kathie, Sharon and Sandy all helped us guys get things set up. President Tom brought the Club speaker and wireless mike set-up so our bingo callers could be heard. Willard's was our BBQ source this year, and most seemed to enjoy it very much... except maybe for their vinegar-based sauces... a couple of bottles of less potent sauces were well received.

The pool was heated, and very warm. Two of my grandkids reported a whale splashing all the water from the pool; quick reaction by President Tom caught the "whale" in the act...



Bingo was a hit, with prizes ranging from Willowcroft wine to items from "America's Car Museum" in Tacoma, Washington.



We owe a BIG thanks to Greg Shepherd for calling Bingo, and to Edna Cross (with assistance



from Grace Nelson) as well. Thanks also to Laura Shepherd for keeping the players supplied with markers, and keeping the fun going.

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GRAY WITH AN A (Cont.)



As things were winding down, many joined the act to help clean up. That's grandson 7-year-old Everett Gray helping his grandmother Kathie, Uncle Scott and Laura Shepherd getting things packed up in the kitchen.



Meanwhile, almost-9-year-old grandkids Grace Nelson and Sawyer Gray celebrate moving a cooler to grandpa's truck.

Sawyer Gray celebrate moving a cooler to grandpa's truck.

As we were wrapping up, Billie Warhurst told Benny she'd never ridden in her Model A; so off they went around the whole community drive. The car performed well, and Billie loved it.

Another great picnic at the Warhurst estate. Thanks to all who helped make it such fun. I've gotta' admit, Kathie and I were mighty pleased with all the help we got from our grandchildren.

Jim Gray



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MODEL A MUSEUM SPONSORED PAINTING SEMINAR



I attended a painting seminar sponsored by and benefitting the Model A Museum and led by Ken Ehrenhofer. Ken, a very active member of MARC and the Model A Museum, used to sell spray paint guns, so, in addition to having extensive experience as a restorer and painter, he is very familiar with the types of spray paint equipment. The class had around twenty participants and was held in the Gilmore Garage near the Model A Museum.

The first part of the class was an introduction to spray guns and the history of spray painting. As one who knows very little about spray painting, the

session was very informative. Later in the day, we all got the chance to try our hand at painting. We were



spraying primer, so we practiced with the base epoxy coat, which is a

PPG DP 90 black primer. It has excellent adhesion and requires no sanding. When that dried, we mixed up some PPG Omni urethane enamel primer and used that. It is a gray primer and is sandable.

We got the opportunity to try our skills on a variety of Model A parts, including axle housings, brake drums, an early-'28 frame and a couple of step plates for the first Model A, a 1904 Ken and his brother are painting.



It was a long trip to Michigan for the painting class, but it isn't often one gets the opportunity to take a class like this that is designed for the hobbyist. The added benefit was that I had the opportunity to visit the Gilmore museums and stay around for part of Model A Day!

Milford Sprecher

PATIENCE REWARDED?

A little over two years ago, I was stopped at a stop light in downtown Silver Spring in my Model A roadster. A woman ran up to me and said, "I have a car like that in my basement. It is taken apart and I want to get rid of it!" I got her phone number and told her that I would call her later.

In a few days, I called her. She told me that the car had been in the basement garage of the house she bought in 1964. The owner was to come and get it, but never did. He had since died. I got the address and made an appointment to go see the car.

The car was located in SE DC, just south of E. Capitol St. near the intersection with Benning Road. The day my wife and I were going to see the car, there was a story on the front page of The Washington Post about how that same neighborhood was the most crime-ridden neighborhood in Washington, DC. A little apprehensive, but undaunted, we headed there. As we crossed E. Capitol, I saw some of the buildings that were in photos in the article I had read in the Sunday paper.

The house was brick and sat on a slight hill. It was a handsome house, but greatly in need of repair. We saw the ground-level garage with the drive going down to the street.

We knocked on the door and were welcomed by the woman I had met on the street in Silver Spring. She took us to the basement, where we had to move a mattress to get into the basement garage. The sight that greeted us was the greenhouse of a squarish black coupe, buried in bags and boxes. I knew that it wasn't a Model A, but what was it? Maybe a Dodge? I climbed over all the clutter and debris and discovered that it was a Model T!



It looked pretty complete. The windshield was shattered and there was a fender resting on the hood. The car had 1962 DC historic plates. I cranked the engine and it was not stuck! The interior was a jumble and the passenger side door, fender and side of the trunk were removed. I took some photos, including the engine number and headed home. I looked up the engine number and learned that it was a 1924 engine and likely a 1924 car.

I had not been interested in owning a Model T, although as a young teen I was enamored of them and wanted to buy one. My interest then moved to Model As. Tom Terko had encouraged me to get one, but I had not seriously considered it until faced with this find.

The first issue was that the woman who possessed the car did not own it. Finding the owner's descendants was a potentially daunting, but a not impossible task. The bigger challenge was getting the owner's descendants to all agree to sell it. I took a trip to DC DMV to see if I could look up the title, but as I was not the owner or in the owner's family, they wouldn't help me. The more I thought about it, the more I thought that I would like to save the car and become a T owner.

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PATIENCE REWARDED? (Cont.)

I tried to call the woman back, but her phone was not working. I later discovered that she had been getting lots of spam calls about owing money to the IRS, so she had her phone service changed so that she would not get incoming calls. When I finally reached her, she said that her son would negotiate for her.

I had visions of someone with an American Pickers idea of buried treasure and wasn't optimistic about coming to an agreement with her son. I really had no idea what to offer for the car, but I consulted with some people and came up with what I thought was a good start to negotiation. I knew that it would likely take about \$500 to get a title to the car and I factored that into my pricing. I also had no idea of the condition of the engine, so I decided to start low.

I called the son to make an offer. He was pleasant. I made my offer and explained my logic behind it. He said that was fine and accepted. Wow, that was easy! Well ... not so much, as it turned out.

A few days later the woman called and read me the riot act. That was an unacceptable amount! She would rather throw the money into the street than accept that amount! She would give the car to the Smithsonian, etc. I asked her what she would want for the car and she could not tell me? I felt badly about the way it had turned out, but that's what it was.

In the meantime, I had joined the Model T Club. I scanned the ads in the Model T Times and Hemmings and realized that the price that I had offered was on the low side, but that Model Ts are not very expensive to buy. I later wrote the woman a letter explaining why I had offered the price that I did and enclosed a copy of the page out of the Model T Times that showed restored and unrestored cars and prices that were in the low thousands. I stopped by to see her again, because her phone was not working, but she was not at home. I had tried to contact her son again, but he was not returning the calls.

Earlier this year, I wrote the woman another note, reaffirming my interest in the car and telling her that I would stop by to talk about it in the coming weeks. Meanwhile, I had been looking at used Model Ts. I liked the idea of a brass car, but those were significantly more expensive than the later models. I went to look at a few, but had not found one that I was willing to buy.

A few weeks ago, I was in Michigan at the Gilmore Museum, taking a painting seminar, when my phone rang. It was a call from an unknown number. I let the call go to voicemail and later listened to it. The call was from the son-in-law of the woman with the car, asking if I was still interested in buying it? I called him back that afternoon. He didn't answer and the voice mailbox was full, so I sent him a text message stating my interest. When we finally spoke, he told me that they were going to start renovating the house and they wanted the car out of the basement. We discussed price. His price was a little more than what I had originally offered, but I agreed on that price.

When I had originally found the car, I had shared the story with some members of the Model A club. Tom Quigley offered the use of his trailer. Stan Johnson had also volunteered, as had Tom Terko. I figured that we had the start of a crew. I checked with all and they were willing. The family wanted the car moved soon, so we settled on the 23rd of September. I also enlisted my old friend Greg Case, who is always up for an adventure and a project.

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PATIENCE REWARDED? (Cont.)

The day promised to be rainy, not a great sign, but everyone was still willing. Tom Quigley was leaving for England a few days later, so we needed to act.

In addition to his generosity with his trailer and truck, Tom Q. would be driving down from staying with his grandchildren in northern Maryland, picking his trailer up at Benny's and meeting us at the house where the car was. It was a light drizzle when we all got there.

The first difficulty was opening the garage door. It was unlatched, but probably had not been opened for decades. I had brought a crow bar, which we used to pry the door up and finally get it opened. The springs used to help get the garage door open were not on the door, so it was difficult to get up.

The sight that greeted us was the same sight I had seen a little over two years ago – a Model T buried under all manner of bags and boxes.



We started unpacking the garage. We were talking about how good it would be to have some trash bags, when, low and behold, I found a new box of contractor grade trash bags in the amongst the debris. We unloaded bags of old clothes, Christmas decorations, an old typewriter, a lawn spreader and all manner of other items. It probably took 15 or 20 minutes of 4 or 5 people removing debris. We got a snow shovel to help with the smaller items. We also found some Model T parts amidst the debris.



Tom Terko had brought his wheel dollies, so we jacked up the car and put it on the dollies. The car was in neutral, but we couldn't get it to roll. The tires were flat and I had neglected to bring a tire pump. We were able to move it out of the garage fairly easily using the dollies.

The tires were flat and I had neglected to bring a tire pump. We were able to move it out of the garage fairly easily using the dollies.



When we got it to the trailer, we discovered that we did not have a come-along, but we used the ratcheting hold-down straps to get it onto the trailer. The wheels did start to turn, and we were able to push it on the trailer.

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PATIENCE REWARDED? (Cont.)

I was surprised to find that the fabric top was still intact, but the passenger side of the car was open and I put a blue tarp over the car and tied it down to protect the car from the rain.



It was raining pretty hard on our trip to the garage in Silver Spring where we off loaded into my garage. I had been worried because the ceiling height in my garage is not very tall, but the car fit in with a couple of inches to spare.

It took us a little over two hours to excavate the car and get it on the trailer. We had worked hard, so I treated everyone to lunch at Not Your Average Joe's in downtown Silver Spring. For some reason, everyone in the world had decided to come to Silver Spring and park in the public parking garage where we had parked. As we tried to leave, it was total gridlock in the parking garage, but after about a half an hour, we were out and Stan and Tom were on their way back to Virginia.

I am excited about this car. It will take some wood and body work to get it back together and the mechanicals are unknown. The car is in pretty good shape, otherwise. My thoughts are to mechanically restore it and leave the body much as it is now, but replacing the glass, rusted floor and passenger side body problems and a new interior. I got the car at a good price, but even with a minimal restoration, I will likely have invested more than I can get out of the car if I were to sell it.

When we were removing the car from the garage, we attracted a few spectators. A guy who lived across the street came over and told us that he had lived there for 30 years and had no idea that car was in the garage! The car has a great story and it became a good joint effort by the team to get it out and to its new home. Many project cars never get very far, so it is up to me to get started on it as soon as I can and get it back on the road.

Many thanks to the Toms and Stan for their help. There is no way I could have moved the car without the help and encouragement of members of the Club!

Milford Sprecher



A PURE DELIGHT: RECAP OF THE 2018 KENT ISLAND TOUR

The first hesitant glimmer of sunshine after more than a week of heavy rains fought its way through the gloom on Friday morning offering a pleasant omen for the adventure ahead. Those that signed up for the 2018 Kent Island Tour were treated to one of the most refreshing and spectacularly sunny weekends we could have ever hoped for.

Driving through the early morning mist and fog drifting up off the Potomac River, Loriel Dutton and I fought off the blurry moisture accumulating on the windshield as best we could. Despite our concerns about the schedule, the mist didn't slow us down and we arrived promptly at 8:14 a.m. to find most of the Virginia crew already assembled and waiting in Alexandria.

The Virginia crew included Doug and Beverly Tomb, John and Deborah Dougherty, Benny and Sharon Leonard, Bill and Carol Benedict, James Kolody, Bruce and Loretta Metcalf and Rande Young.

Three blasts of my bosun's whistle called everyone to order and after a short explanation of the route with accompanying pastries, we departed.

The drive was thankfully smooth. No missed turns, no frantic, swerving crazy drivers and no mechanical issues. We arrived at the McDonald's in Annapolis, the meeting spot for the Maryland folks, right on schedule (10:26 AM).



The Maryland crew included Tom and Carol Terko, Hunter and Rosa Fanney, Bill and Alice Sims, Bill and Rickie Beardmore, Jim and Emilie Scheidel and my rumble seat passengers David Stringer and Samantha Lalley. Bob and Mercedes Hartig, San and Roz Johnson, Gil and Charlene Beckner and Sharon Kolody all drove modern cars and met us at the airfield.

Three more blasts on the bosun's whistle, and we were assembled and off! The route through Annapolis seemed easier this year and many laughs were had about Jim

Gray getting lost in Annapolis last year.

The Chesapeake Bay Bridge is always a little intimidating; however, for the second year in a row, we had absolutely no issues crossing the 6-mile bridge. All the As made it through the toll booths safely and across the bridge with no issues.

At this point I owe my first big "thank you" to my copilot Loriel Dutton who helped me navigate the entire trip. It would have been immensely more difficult without her help.



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KENT ISLAND TOUR (Cont.)



Upon arrival at the Airfield, everyone assembled for lunch. Mike Pangia gave a presentation about the plane and walked us through how he managed to buy the old bird. Although flights weren't possible this year, Mike did start the plane and everyone was delighted by the throaty roar of the original 1930 radial engine.

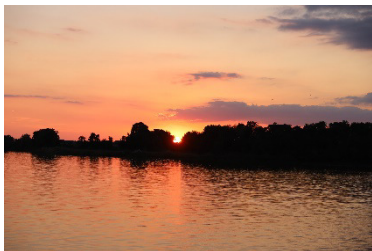


After a few hours we said farewell to our hosts and headed for the hotel to check-in and relax for an hour or so. For the second year the Old Wye Mill was cut from the itinerary, however everyone was grateful for the chance to rest after a long day on the road.

At 4:30 PM the line of Model As and Modern cars departed for Chestertown, MD, to enjoy a sunset dinner cruise on the Chester River aboard the Chester River Packet. As if scheduled for us, we were the only group aboard making it a defacto private cruise. The gentle lapping of the water on the hull mixed with the surprise-ingly quiet rumble of the John Deere marine engines offered the perfect relaxing end to the first day



of touring. The sky was an explosion of pink, orange and yellow hues. Our captain offered an entertaining narration that provided the history of area along with notable sights along the way. We passed elegant plantation houses perched on the hills overlooking the river. Rustic log cabins from colonial times preserved for posterity with



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KENT ISLAND TOUR (Cont.)

the encouragement of Franklin Roosevelt. We also passed a massive new mansion (with an 18-car garage) currently being built by a tech billionaire along the river. The whole experience was enchanting.

Just before dark, dinner was served. No one was sure what to expect from the food so perhaps our expectations were low, but what we got was fantastic! Delicious shrimp and chicken tortellini with salad and soft, delicious rolls followed by gently crunchy chocolate chip cookies. Many members went back for seconds and thirds. It was fantastic.

At 8:00 PM we returned to dock, piled sleepily into our cars and ventured off into the dark for the drive back to the hotel. A few members stayed up chatting over wine or bourbon in the hotel's ornate salon, but most tucked in for the night unaware of the drama happening out in the darkness.

Doug and Beverly Tomb and Milford had stopped for gas on the way home and then disappeared! While some of us wondered what had happened to them, no one had any clue. We were on the verge of taking the drastic step of calling them when up the dark, tree-lined hotel drive way appeared their two model As. Apparently Doug's car decided to provide the sole mechanical issue of the trip. His rear wheel apparently had rusted through leaving a dramatic, sagging paint 'dent' in the rim. Milford had noticed the problem while pumping gas and after a quick investigation, the wheel was swapped out for the spare and they were on their way again.



The next morning was bright and clear. The few morning clouds quickly burned off as our crew headed down for breakfast. It was great to sit on the glassed-in porch and sleepily share stories of past tours, and other Model A adventures.

After a leisurely breakfast, we piled in the cars and set out back across the bridge for Annapolis. I owe a big thank you to Milford Sprecher who organized and led the Annapolis portion of the tour.

Our first stop was the Maryland State House – the oldest state house in continuous legislative use in the country.



After exploring the various rooms each filled with history. Milford lead the group to the William Paca House a sprawling colonial mansion in the heart of Annapolis.



Paca, one of the signers of the Declaration of Independence, lived in style on the 2 acre site for around 16 years before selling it and moving to his country house. The tour of the house and grounds were fantastic.

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KENT ISLAND TOUR (Cont.)

After spending an hour and half exploring the mansion, everyone was getting hungry so we walked to the Rams Head Tavern for a delicious lunch. The whole trip we ate like kings!

The whole trip was a resounding success and a pleasant reminder that touring in a Model A is one of the most fun ways to make great memories with old and new friends and explore the countryside.



The Kent Island Tour group in front of Lucky Lindy's biplane.

NC727Y – BRUNNER WINKLE BIRD, MODEL BK

Mrs. Charles A. Lindbergh, Englewood, New Jersey, purchased this aircraft from the manufacturer on September 18, 1930. She resold the plane to the manufacturer who sold to W.S. Bowen and F.R. Evans, Cape Cod Airport, West Barnstable, Massachusetts. The aircraft was registered in their names November 23, 1931. From that time, until Joe purchased it on April 2, 1946, it had about a dozen different owners in the New Hampshire, Connecticut and Massachusetts area.

Shortly after Joe purchased the airplane it was damaged in a "Freak Wind Storm", to quote the Lawrence, Massachusetts Evening Tribune of May 10, 1946.

In 1950 Joe was recalled to active duty with the Air Force. He was assigned to Andrews Air Force Base as an A&E Instructor. The class was all set up with Instructor and Students, but no aircraft to work on. Joe advised his CO that he had such an aircraft in Massachusetts that could be used for the class and a C-47 was dispatched to Lawrence to bring NC727Y to Andrews Air Force Base.

After all work was completed 727Y was trucked to Hyde Field, Clinton, Maryland, assembled and flown. There it stayed while Joe was in Korea.

The engine quit on take off and the aircraft was once again damaged. A little work was done on it now and again but seems like it always got pushed aside for another project.

Work began in 2000 and progress is being made, it is now 2006 so when asked when it will be finished – we respond "on Sunday."



SEEN ON THE KENT ISLAND TOUR



Line-up in front of Kent Island Inn



Lunching and listening to Mike Paglia



Watching the sunset from the Packet boat



Post-sunset light show



Jason leading the troops off the Bay Bridge



View from the Inn



Bruce & Loretta Metcalf, Jason, Bill & Carol Benedict in Annapolis

ADVENTURES IN A YELLOW PHAETON

Following lunch with Lindbergh's plane and a 2-hour recovery nap back at the Kent Manor Inn, Alice and I headed down to the cars for the caravan to Chestertown and the sunset cruise. When we emerged out the front door of the inn, we were met by Beverly Tomb, who knew we'd come in a modern car and wondered if we'd like to accompany her and Doug in their bright yellow Phaeton. Alice had been wishing we still had the convertible sports car because this was a perfect top-down day, so this was the answer to her prayers.

While walking to the car, we corralled Rande Young, who'd also driven a modern, and we all piled into the back seat. Things were great, if a little windy, but we thoroughly enjoyed driving the back roads of Kent Island, noting that if traffic ever ground to a halt coming back from the beach on Rt. 50, knowing about this little-known parallel road would come in handy.

Then we got onto 301 and things got interesting. We were barreling along at 35 miles per hour watching cars zip by at twice our speed. Soon, even the caravan disappeared ahead of us. But we knew Milford and Shuyan were behind us, so we had company.

After a while, Doug began to get nervous, so he had Beverly phone Jason to see how far ahead of us they were. That's when we got the news that the caravan had gotten off 301 at the last exit and it would require a 10-mile U-turn from the next exit to get back. Milford, meanwhile, having grown up in the area, knew to get off where everyone else had. So we were alone.

Since 301 roughly paralleled the road they had taken, Jason told us to just continue on. People honked and waved (and probably wondered what the hell a car with a max speed of 35 was doing on this highway). Luckily, there wasn't too much traffic. Plus we had "nature" to entertain us as a hawk swooped low overhead in hot pursuit of a much smaller bird.

We finally got off 301 and cut across to the road we should have been on. Beverly relayed to us that Jason had informed her that we were only 2 miles behind the gang. At that point I noticed that the Phaeton's gas gauge was bouncing on 0. I was REALLY hoping that this was normal and that Doug had filled up back at Kent Island because there were nothing but dry corn fields as far as the eye could see. Plus, the sun was going down and whenever we drove through a shady area, the temperature would drop 10 degrees.

I don't think the back seat of a Phaeton was designed for 3 people to ride in it for very long. After an hour, it was really getting to us. Finally, we reached civilization and Doug drove right by the first gas station we saw. So I knew we were ok gas-wise. After crossing the bridge into Chestertown, we made an illegal left turn and scooted down a back street that deposited us right into the parking lot where the rest of our troop was slowly making its way to the Packet boat.

Alice, Rande and I all stumbled from the back seat, waiting for the feeling to come back in our legs. The ride in the Phaeton was fun, particularly on such a warm day--just don't ride in the back for more than 30 minutes if there are going to be 3 of you back there. Otherwise, it was thrilling and well worth the minor loss of circulation. Thanks, Beverly and Doug. You made our day.

Bill Sims

REMINDER: PUMPKIN CHUCKING AND WHITE'S FERRY TOUR

This Sunday, October 7, at 11:00 a.m. you're invited to join a local tour around the Potomac and Monocacy River basins. Our first stop will be Lewis Orchard to shoot pumpkins out of a giant compressed air cannon. The cost is \$5 for two shots. All proceeds benefit the Wounded Warrior Project. We will gather at 11:00 a.m. on the Maryland side of White's Ferry. The one-way ticket is \$5 cash. (You'll only need the one-way ticket).

After chucking as many pumpkins as we want, we'll drive out through scenic Poolesville and follow route 28 up to the summit of Sugar Loaf Mountain. (Well, almost the summit). This short, mildly steep drive is easily done in a Model A and provides a little taste of mountain driving on a very small scale. **Pack a picnic lunch to be enjoyed on the top of the mountain!**

We then descend the mountain (having hopefully gained wisdom!) for an even more transcendent experience: Ice cream! The Rocky Point Creamery in Point of Rocks, Maryland, marks the northern-most point of our tour. The ice cream is fantastic and comes from the dairy and produced on-site.

From there, a quick jaunt over the Point of Rocks Bridge brings us back into Virginia and southbound on route 15. From there, we'll disperse and head home.

Here's a brief schedule outline (times are approximate):

11 AM – White's Ferry Picnic

11:30 AM – Lewis Orchard and Pumpkin Chucking

1:45 PM – Sugar Loaf Mountain

2:30 PM – Rocky Point Creamery

There is no cost to attend (except for food along the way). I hope you'll join us.

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SANDBLAST DAY PLANNED



The GW Club is planning a sandblasting activity to provide members with an opportunity to clean parts. The event will take place on October 27 at Benny Leonard's and make use of the Club's Smith Compressor. Blasting media (the "sand") will be purchased ahead of time, and as people use the apparatus, they can purchase a bag of the media for their project. The session will start with a short class on operating the system and safety precautions. Start time is 9 AM. A Sand Blast Team will set up the blast area the day before. If it is raining on Oct 27, the backup date is Oct 28.

COMING EVENTS

October

Oct. 3-7 Fall Carlisle Meet. For info, go to www.carlisleevents.com.

Oct. 7 (Sunday) Pumpkin chucking and White's Ferry tour. See p. 21 for info.

Oct. 8 Greenspring Classic Car Show, Springfield, VA. Hunter's Crossing parking lot. 11:00 til 2:00. For information, contact **Kimberly Nelson**, Philanthropy, Office: 703-923-4687 Internal: 604-4687, 7410 Spring Village Drive, Springfield, VA 22150
www.EricksonLiving.com

Oct. 10 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.

Oct. 10-13 Hershey Fall Meet. For info, go to hersheyaaca.com.

Oct. 17 (Wednesday) GWC Monthly Membership Meeting

Oct. 27 (Saturday) Sand Blast Day at Benny Leonard's.

Oct. 27 Katie's Cars and Coffee featuring the nation's capital Model T and Model A Club of America members' classic cars. Have a slice of historic pie, buy flowers, some coffee and a pastry. Donation proceeds will go to support the community. 6:00 a.m. to 9:00 a.m., Katie's Coffee House, 760 Walker Rd., Great Falls, VA.

November

Nov. 3 (Saturday) Classic Car Show at River Farm (HQ of the Nat. Horticultural Society), 9:00 – 2:00, 15 categories of judging (best in show, best engine, etc.). Donuts, coffee and beer. \$20 registration fee. 7931 E. Boulevard Dr. Alexandria, VA. Fundraiser for AHS. For info: <development@ahsgardening.org>

WANT ADS

For Sale

1929 Tudor The car was restored in 2006. Owner purchased it in '07 and has put only 400 miles on it. Additional photos can be provided to any interested buyer. Asking \$13,200. Contact Bob Engle at 504-247-8634 or <bengle1917@gmail.com



Silicone head gaskets, two new in the wrapper. \$44 for both plus postage <https://www.brattons.com/modern-head-gasket-1932-34-4-cylinder.html> Bruce Metcalf, Berryville 952-288-3508 kessedeme@aol.com

Wanted

Model A Ford rolling chassis (no motor or trans is fine), also seeking BMC "A" series 1275 engine & ribcase trans, for my next project(s). Please contact John Bayer (in VA Beach), jrbayer3@yahoo.com or (cell) 206-715-1264.

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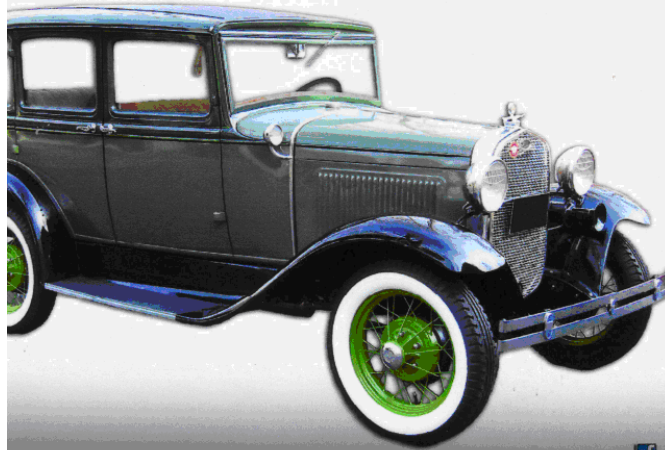
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