

# The Ford Script



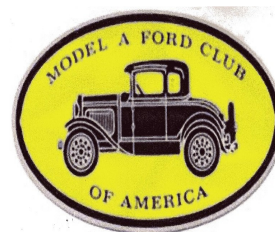
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June 2020

No. 5



Benny's restored 1930 Model A Coupe bootlegger car at Benny's restored gas station



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 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 and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

[www.gwcmodela.org](http://www.gwcmodela.org)

Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Assistant Editor at: [kesedeme@aol.com](mailto:kesedeme@aol.com)

**Next deadline: Monday, June 29<sup>th</sup>**  
(Submit all articles, columns and photos to Bruce Metcalf for July and August)

## THE PRESIDENT'S CORNER



Dear Members,

I hope everyone is following the latest health directives to stay healthy and safe. Wow, this is certainly an amazing situation we are in, both for our country and the Club.

Even though we have not been able to hold meetings, the Club is still functioning during this coronavirus pause. The Club is really the members who make it up, and that is YOU. Every time you head out to your garage, and check on your Model A Ford, the Club is in action. Keep it up.

Now that the first phase of the opening has been announced by State and local officials, we want to give plenty of time for things to get back to normal. The Board is targeting the July Outdoor Club Flea Market as our next formal Club gathering. This will be on Wednesday evening, July 15th, at our Balls Hill Road American Legion meeting place, or even on the Saturday after that. Stay tuned.

Plan to come down and walk around the parking lot, to see the Model A parts that members have brought, or just to catch up with other members. This will be a low-key affair, just to get the members together. There is plenty of room for everyone to practice their social distancing in the parking lot, and still have fun. Please bring your mask and follow safe health guidance. The Club will bring soft drinks, and snacks to welcome everyone back, and the Hall will be open for those who want to sit inside and relax (at a social distance).

We hope to resume our regular Monthly Meetings in August. Of course, this is tentative and based on events moving in a positive direction, but we need to plan so that we are ready when things do start to happen.

In the meantime, your Board would like to hear from YOU, our members. We have discussed a Club Picnic, a Club one-day tour to a local destination, resuming our CDC breakfasts, and holding a Sand Blast Day at Benny's place, among other things.

We request that members weigh in. What do YOU want the Club to do in the second half of this year? Send your thoughts to Greg, and he will forward them to the Board. Member input and action will get things going again.

Just to prove this point, this past Saturday morning, Sully Chair John Dougherty declared a Morning Bagel Meeting at a local shopping mall, joined by Club members James, Jamie, Stan, Paul and Keith. Two Model A Fords, one 1938 Ford, and two modern cars showed up. At a social distance, they talked cars, ate bagels, and planned for the next meeting in two weeks. Get ready to participate.

In the meantime, keep heading to that garage and keep that Model A Ford in good driving trim, so it is ready for the road, and an upcoming Saturday Morning Bagel Meeting.

Thanks,  
Doug

## **FROM THE EDITOR**

Last month I showed the progress on “Blaze.” This month, I’m happy to report that progress is being made on my substitute, which has been immobilized in my garage since last June. I returned from Sully, parked it, and then took off on a 70-day camping trip. When I got back, it wouldn’t start. A couple of weeks later, my buddy Milford Sprecher, came over to check it out. Poor Milford removed the starter and, in the process, dropped a bolt into the bell housing. He tried to remove it using a magnet and somehow the magnet also dropped down into the bell housing. Retrieval attempts were unsuccessful, and Milford says he plans to write up how we managed to get both the bolt and the magnet out. It wasn’t pretty.

First, cold weather delayed retrieval until spring. Then came Covid-19. So now I think the poor car is ready to start again. But between Covid-19 cancelling everything and my upcoming 10-week hiatus in the North Carolina mountains, it doesn’t look like it will be driven until the Pig Pickin’. We’ll see. Milford has worked his butt off to get me back on the road. It just hasn’t worked out yet.

Incidentally, while I’m gone, Bruce Metcalf will be doing the newsletter. I will return in time to do the September issue.

Bill Sims

## **REPORT FROM VIRUS-FREE LIVINGROOMS**

### **Board Meeting May 27, 2020**



**Call to Order.** The Board meeting was called to order at about 7:00 pm by President Doug Tomb, via teleconference, due to prevailing CCP Flu epidemic.

**Attendance** A quorum was present for the Board meeting to enable voting. The members who were present included Bill Sims, Milford Sprecher, Doug Tomb, John Dougherty, James Kolody, Benny Leonard, Paul Bjarnason, Luke Chaplin, Bruce Metcalf, Greg Shepherd, and Gerry Olexson.

**Not Present** Note: the position of VP Activities is vacant at this time.

**Board Meeting Agenda** President Tomb started the Board meeting and presented the agenda.

President Doug Tomb led discussion on various approaches to reacquaint Club members and activities after the three-month suspension of monthly meetings and events, should it be prudent to do so. These included consideration of a sand blasting day, a July flea market and social gathering, and a casual gathering “Gas and Sip” at an appropriate location. The first such gathering announced by John Dougherty is scheduled for Saturday, May 30, at Hayfield Shopping Center on Telegraph Road, Alexandria, VA, from 8:30 to 10:30 am. Greg would send out an email to that effect. Such future events are in planning.

>>>>>>

## **REPORT FROM VIRUS-FREE LIVINGROOMS (Cont.)**

The 2020 Budget approved at the February Board meeting remains in effect until such time adjustments are warranted.

Sully Status Report: John Dougherty reported that a total of nine member-car photographs were submitted for posting to the Sully Park website. This request was made by Sully management to cultivate their website in lieu of the Sully Car Show cancellation. Board urged members to submit photos to John Dougherty.

Membership Report: Greg Shepherd reported no changes in the membership count.

Meeting Programs: Luke Chaplin spoke of the need for more video material for virtual Club showing during the suspension of Club meetings. A motion was made and approved by the Board to plan for both a virtual June 17 meeting or a live meeting with a video movie if all governmental provisions are lifted against large gatherings. The Club meeting in July will consist of flea market and social gathering. Planning for the August meeting will begin taking place along with the remaining meetings for the year.

Tool Report: Benny Leonard reported on his plan to establish distribution of a weekly "Tech Tip of the Week" to the membership. Greg agreed to arrange for email distribution to the membership. Benny also referred to the use of the Ford Model A Service Bulletins as a good source for one's periodic maintenance of their Model A.

Youth Development: James Kolody had nothing new to report on Youth Activity since last month.

National Liaison: Milford Sprecher reported that the National Model A organizations are in a wait-and-see attitude regarding public events. The only exception appears to be MAFFI. They are proceeding with the planning and execution of the September 2020 event. Concurrently, AACA announced their cancellation of the October Hershey 2020 event due to uncertain conditions. They have rescheduled for October 2021.

Script Editor: Bill Sims reported a June 1 deadline for any information or reports to be published in the forthcoming issue. For the July and August Script issues, Assistant Editor Bruce Metcalf will be in charge of the publication as Bill will be on sabbatical. Copy should be directed to Bruce for July and August.

Other Business: The Warhurst Picnic is being held in abeyance at this time. However, event planning is continuing.

The June Board meeting is scheduled for Wednesday, June 24, at 7:00pm based on quorum availability.

Meeting concluded at 8:23 pm.

Respectfully submitted  
Gerard Olexson  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



This month the Board meeting was at Andy Pogan's, with no less than 17 in attendance. In addition to last-minute Sully stuff, other discussions centered on finding a good deal on a clip-on microphone, consideration to print a revised carburetor book, and a proposed wheel- straightening machine project. Information about plans had been received from the BC Club and Millard Springer volunteered to do the machine work necessary to construct it. In memory of Dick Lebkicker, a donation was made to the American Cancer Society, and a life membership was awarded to Dick's wife Myrtie in recognition of her strong support for Dick and all the rest of us too.

With Sully fast approaching, President Jim Cartmill said in his June President's Corner column that "Sully will have been recorded as another great success by the time you read this. If not, it certainly won't be because of lack of hard work on the part of the Sully Steering Committee". With all members on the committee enumerated, he went on to say that they and their assistants put in a lot of extra hours to make Sully a big success, so please take time to thank them in person.

Our good fortune of having TV Channel 9's broadcaster, Bob Dalton, in our Club helped immeasurably in getting out the word about our upcoming show. GWC members were invited to bring their cars and be in attendance at the airing of the Broadcast House Live TV presentation in late May. Showing up were Bill Sims, Benny Buggs and Bob Dalton himself in their Model A's. Andy Pogan loaned his A to Trueman Burn to drive down and Buzz Potter drove the '36 Ford Convertible sedan (that he bought new!) Worth Owens brought a '20 "T" woody and Ed Simpson loaned Bill Worsham his '57 T Bird to drive. Several more Fords appeared—a '50 convertible and a '66 Mustang. Luke Chaplin came after several repair stops on the way in his '66 Corvair Spider and thanked the guys who helped him out. President Jim humbly acknowledged a goof he had made during the presentation; he got the date for Sully wrong, saying "I knew Bill Worsham should have done this spot". Fortunately, the great Channel 9 staff covered the mistake by flashing the correct date on the screen.

In his "Looking Back" column, which spotlighted April 1975, Bill Worsham spoke of the monthly meeting that had been held at Jerry's Ford in Annandale. Plans were in swing for our second car show at Jerry's, with the pre-registration fee set at \$3.00. He spoke of the hugely successful recent caravan to Rohr's museum and of plans for a caravan to the Winchester show. The April '75 program had been about rebuilding shock absorbers by John Shepherd.

A sad note, John Dingle was hospitalized after falling and breaking his hip and had progressed into being at a nursing home. Members were encouraged to call or visit.

Dave Henderson

## **BILL CONDON, LIFE-LONG MODEL A HOBBYIST, HAS DIED**

Bill Condon passed away at home Thursday, May 14, of an apparent heart attack.

Bill had a long struggle with heart issues, suffering his first major heart attack at age 39. But it didn't really slow him down. He was an avid Model A hobbyist and majority owner of Condon-Reed Heating and Air Conditioning in Falls Church..

Bill had gone to Bratton's on Wednesday with Wayne Parker to pick up parts. Wayne told me that although the Bratton's storefront is closed, you can pick up parts at the loading dock in back. Not one to miss an opportunity to talk Model As, Bill and Wayne had a great discussion with Jeff at the loading dock door, and a great Model A discussion on the way home.

There are no plans for a memorial service in the immediate future due to the pandemic. The hope is to schedule something later in the year, hopefully when we can share our Model As and good memories.

My personal experience with Bill was working with him at Sully - he and Wayne were masters at laying out the judging field and in parking the hundreds of cars that came through the gates each year. But of course, Bill was experienced with car shows - he and Andy Jaeger organized our very first car show featuring 75 cars at Jerry's Ford in Alexandria on May 9, 1974. The second year, also at Jerry's Ford, Andy and Bill drew 150 cars.

We'll miss Bill Condon, but his legacy will live on with our Club, every GWC Father's Day car show in the future and in the Model A hobby.

Please keep Lynn and the extended Condon family in your thoughts and prayers.  
Cards would be most welcome, and can be sent to:

Lynn Condon  
13450 Taylorstown Road  
Leesburg VA 20176-6162

Jim Gray  
Sunshine

## MEMBERSHIP REPORT

Hopefully everyone got their 2020 roster, as after mailing out around 160 of them, none were returned. I think that's a record as usually a few are returned due to address changes or they were ruined/torn up by the Post Office machines. As always, drop me a line if there are suggestions for the next one in 2022. Shepman@gmail.com

## MAFFI NEWSLETTER MINUTE

Model A Day at The Gilmore is planned for September 18-19. Our theme this year is "Model A First Responders." We plan to have police vehicles, fire trucks and a Model A ambulance on exhibit as part of our event. We also plan to have our swap meet as well as technical and fashion seminars.

The MAFFI Trustees have been working with The Gilmore staff to assure that the museums and grounds at The Gilmore are as safe as possible to prevent the spread of Covid-19. The Gilmore will assure that procedures will be in place in accordance with Federal and CDC guidelines and Michigan safety and health regulations. There will be changes required to be in compliance with health regulations. Restrictions in gatherings of crowds will require a change in how we conduct seminars. Masks will be required of Gilmore employees and food service will be changed so that food orders are delivered to visitors after orders are taken. Our interactive displays will not be available for use this year. I'm sure other changes will be required pertaining to screening, physical distancing, PPE (personal protective equipment) and limitations in capacity. As stated by The Gilmore and fully supported by MAFFI, "Protecting the health and safety of employees and visitors is our highest calling". So, we will have to be flexible and adapt to the changes needed to support having a great event this year. Since Model A Day attendees do not register for the event in advance, we don't have an ability to communicate with attendees through e-mail addresses. To keep everyone informed, we will communicate updates, as they occur, through our website, ([www.maffi.org](http://www.maffi.org)), The Gilmore website ([gilmorecarmuseum.org](http://gilmorecarmuseum.org)) and our national club Facebook pages. Please use these communication tools to learn more about Model A Day this year at The Gilmore. Also, I encourage you to contact me or any MAFFI Trustee with your questions or concerns.

John Begg,  
President  
MAFFI

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## ELEMENT FIRE EXTINGUISHERS DISCOUNT OFFER

Here is a coupon code for the GWC and Early V-8 Clubs, which is active now and will be active until July 1<sup>st</sup>: **"oldfordfires"**

This is a direct link to apply the discount: <https://elementfire.com/discount/oldfordfires>

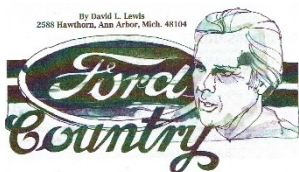
On the Element website there is a demo of the product, which convinced me it's very good. It's much smaller than a conventional fire extinguisher and does not make a mess when used to put out a fire. Perfect for kitchen fires, too: <https://elementfire.com/>

I created a coupon code for your group, it is active now and will be active until July 1<sup>st</sup>.

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### "Ford City"

(Reprinted from "Cars and Parts," March 1994)

A "Ford City" exists in Northern Alabama, according to a recent article on Muscle Shoals, Ala., in the *Nashville Tennessean*.

"It's a one-mile square area with a population of 'a few,' states the newspaper. "There's no post office, no blinking light. Not even a spot on the map. Just a four-way stop five miles outside of Muscle Shoals."

The article reports that Henry Ford, in 1921, offered to rent a government-owned dam and buy government-owned steam and nitrate plants at Muscle Shoals. He envisioned a "Detroit of the South" employing large numbers of workers in the fertilizer, power, and auto industries. But Congress, led by Sen. George W. Norris, of Nebraska, opposed the deal, and Ford withdrew his bid in 1924. The government developed the Tennessee Valley in the 1930s.

Ford's bid led to wild speculation in Muscle Shoals. Developers built avenues and sidewalks, naming the former for Detroit streets—Ford, Michigan, Jefferson, Tyler, Pilgrim and Puritan. But the dream of a city faded with Ford's withdrawal, and only ruins remain. Today, the streets and sidewalks vanish into simmering throngs of dandelions, cattails, Queen Anne's lace, and waist-high thickets of ragweed; and an occasional fireplug pokes up in a soybean field. "It's a city that never was," muses local historian, Col. William McDonald.

David L. Lewis  
(Submitted by Benny Leonard)

## FIRST OUTDOOR EVENT FOR THE GW CLUB IN THE TIME OF CORONA

Saturday morning, May 30<sup>th</sup>, I took the Victoria over to an impromptu meeting of GW members at the parking lot at the end of Hayfield Road (intersection with Telegraph Road). The car ran great with only a few notes on things to look at.

The trip was instigated by John Dougherty with a single email suggesting a meeting in the parking lot outside the bagel shop. John, James Kolody, Jamie Lucas, Keith Randall and Paul Bjarnason showed up. Jamie and Paul arrived in modern cars, Keith in his '38.

This was the first outdoor event for the GW Club in 2020; more to follow. Perhaps this is the first of many future Saturday morning bagel meetings. Most of the world's problems were solved during the 90-minute meeting.

Stan Johnson



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## INSTALLING A MITCHELL OVERDRIVE WHILE THE WORLD IS SHUT DOWN

Last year, I got a Mitchell overdrive to make cruising into Fairfax area club events easier. Various events conspired to delay installation, but the Covid-19 stay-at-home focused my attention, but doing the work solo would be a good challenge. I jacked up the back and put jack stands under the frame. Taking apart the u-joint clamshell didn't look too bad, but dealing with the bell end of the torque tube after it passed the brake crossover was going to be tough. Making a box that was just shorter than the crossover or a pillow (or facsimile) to keep the bell from bouncing off the concrete floor would be good. I have a supply of carpet scraps and used one to cushion the travel of the bell over the crossover. I chose to deal with the rear spring by removing the spring shackles, rather than unbolting the spring from the frame. I don't know which is better. In this case I found that the shackles were worn out, so it worked for me. Of course, I used the GWC rear spring spreader and it was very handy to manipulate the spring eye location to make removing the shackles easier. I disconnected the brake rods at the front and it is better to disconnect them at the rear.



The club tool for pulling the pinion was good, but Benny had advised me that a 1/4" bolt in a hole drilled through the driveshaft would solve the problem of the tool's clamp slipping on the shaft. As Benny told me, drilling the axle wasn't too bad, but I did use a new cobalt drill. After I used it, I cleaned out the clamp slit and replaced the bolts with grade 8 items, so maybe it'll work properly the next time. I took the shaft and pinion assembly to a friend's shop and he



used his press to get the two pieces apart. He said that the hydraulic pressure gauge indicated only one ton of force was needed, so a puller with a bearing separator would have done the job. After using the shaft nut to squeeze the pinion assembly onto the new shaft, I used some all-thread to make guide pins to use to press the pinion assembly into the banjo using the old torque tube. In an effort to pull the pinion in square, I was eyeballing the gaps, but then used my Vernier caliper to get closer-to-equal gaps. One tire was kept off the floor to let it rotate as the pinion engaged with the ring gear. Then the guide pins were used to align the

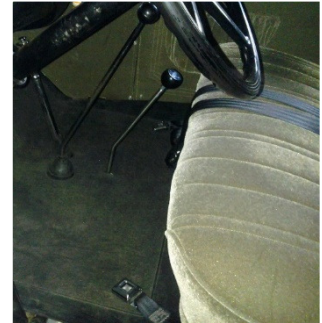
Mitchell torque tube to be bolted onto the banjo flange.

The next part was more good challenges. Rolling the torque tube/rear end assembly forward, while threading the brake rods into the path they needed to be in was a real juggling act. The final step of plugging the drive shaft into the u-joint finally required me to get my neighbor to help out. I was under the car to get the female spline end of the u-joint at the right angle to take the male splines of the driveshaft. My pal had to turn one wheel, with the other one braced, to rotate the driveshaft slightly until I declared them aligned, then push the assembly forward. It is a good idea to mark where the splines are with a Sharpie, to give a better idea where "close."

## INSTALLING A MITCHELL OVERDRIVE (Cont.)

is. Now came the pleasure of assembling the clamshell and greasing it. The clamshell halves have longitudinal mating surfaces that don't have a gasket, so I put some non-setting gasket goo there. Lining up the second rear spring shackle took a lot of fine tuning the spring spreader and the jack under the banjo, not to mention some slight tilting of the axle.

Finishing was fairly straightforward for the linkage, although I had to dress the serrations on one piece with a triangular file. Care taken in layout of the floorboard cutout pays off. Underneath, the overdrive housing vent tube needs to be routed and supported, similarly for the speedo cable extension. Greasing the three spots on the overdrive is a bit tricky. Two locations are behind plugs in the torque tube and require removing small setscrews and screwing in temporary extended zerks. At one location, I used my grease gun rubber tip to just jam in the tapped hole, without a zerk.



These how-tos supplemented the Mitchell instructions and the Les Andrews book:


<https://www.brattons.com/media/wysiwyg/1H-Mitchell-OD-Inst-Restorer-Mar-Apr-2012.pdf>

<https://www.santaanitaas.org/wp-content/uploads/2019/04/Mitchell-Overdrive-One-Day-Installation-2019.pdf>

Driving the car afterwards made the work worth it, I recommend the Mitchell unit if you plan any distance driving. The car is quieter, for one thing, and less fatiguing, due to the lower revs.

Bruce Metcalf

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## **APPOMATTOX TOUR – 2020 – A ONE CAR CONVOY**

It was a sunny, cool day in May as the pandemic ground onward. It was in this health-conscious atmosphere that I decided to conduct a one car convoy – TO SOMEWHERE - just to get out of the house without contaminating anyone. If I were stopped and questioned by the gendarmerie, I would explain that I was either on the way for groceries or a bite to eat (which was true). So, I did a map recon and selected the objective - Appomattox National Park.

From where I live now, Appomattox is about 75 miles to the south. I would travel secondary roads from hilly Nelson County, VA, to the central plains of Appomattox County, VA. One small benefit of doing this during the pandemic, is that traffic is somewhat lighter than “normal” and that would make driving pleasant on the secondary and tertiary roads that I selected. Gas would be plentiful and cell phone connectivity is reasonably available near the larger towns. So, I went, albeit, alone.

From Nellysford, I aimed my 1931 Model A Victoria north on State Route (SR)151. I felt confident knowing I had spare parts and a fully charged cell phone. At SR6, I headed for Scottsville, passing Schuyler and the Walton’s Mountain Museum. At Scottsville, I stopped in a grocery store parking lot to plot the next leg of the trip. While there, a gentleman approached me, pulled out his flip phone and showed me a photo of his 1931 Model A Coupe. We exchanged information and chatted for a while. As we parted, he asked me where I live, and I told him. He then asked me, “You did not grow up there, did you?” I replied, no. “I thought not; you don’t have the Virginia accent.” With that, we parted, and I continued down SR20 crossing the wide James River. The traffic was light, and the skies were clear as I turned down Mount Rush highway towards the Appomattox National Park. I passed some interestingly named towns – Toga and Vera – only 4 letters required!



I arrived at the park and saw the groomed fields, cannon and exhibits that might be available IF the park was open. The pandemic mandated closure. Access to the preserved village of Appomattox was not permitted. I took a couple of photos to prove my presence and moved on. I continued to the town of Appomattox and photographed the present courthouse, modeled after the original one, which is in the National Park, two miles from the town. As promised, I had lunch by means of a drive-through restaurant. With that, I made my way back. I went up Mount Rush highway and saw a sign for Lovingson (SR56), Nelson County seat. I took it and made my way back to Nellysford without incident.

In all, the trip was over 175 miles (I made a few unintended side trips) and the car ran well. I experienced none of the overheating issues that I had when driving last summer. It is much better driving in temperatures of 55 degrees than 95 degrees. Overall, it was a wonderful time out in the country, and I hope to repeat the trip when the park opens. Hopefully, a few cars will join me! We all know that a multiple car convoy offers an expanded ability to solve problems, in the unlikely event that they should ever arise!

Tom Quigley



# Pearl, Sandy Spring fire department's 1949 Mack truck, is home

by Terri Hogan, Go News—The Greater Olney News

Senior Staff Writer

(Editor's note: This is not exactly Model A related, but it's an interesting story about recovering an old vehicle. Consider it a tribute to our front-line defenders in the time of Covid-19.)

"Pearl," Sandy Spring Volunteer Fire Department's 1949 Mack E Model fire truck, has found her way home.

"If Pearl could talk, I am sure she would have some interesting stories to share about her life," fire department President Johnie Roth said.

On Sept. 2, several members of Sandy Spring Volunteer Fire Department (SSVFD) traveled to an auction house in Mount Wolf, Pa., on a mission to bring Pearl back where she belongs.

Roth said Pearl had a somewhat troubled past.

"According to some senior life members, she was loaned to a fire museum in Baltimore around 1975," he said. "Apparently, they rotate displays, so she was then offered back to us, and that is where it gets cloudy. Whoever they talked to said that the SSVFD didn't have room for it."

Roth said the vehicle was then sold to a private collector.

Roth said one of his friends, who is a member of Rockville Volunteer Fire Department, has a business transporting tractors, trucks and other vehicles and called to say "he had come across this truck just outside of York, Pa., that had Sandy Spring markings."

"It was going to be in an estate auction on Labor Day," Roth said.

A few SSVFD members went up to take a look, and the department gave them a green light to bid on the truck, which they won.

It was a cash-and-carry sale, so they loaded Pearl on a flatbed truck and delivered her to Station 40 on Georgia Avenue.

"She is in relatively good shape for a 70-year-old fire truck," Roth said.

He said the truck doesn't run, but the fire department will bring in mechanics to take a look and then get bids to see what it will cost to refurbish it.

Roth said Pearl is more than just a vehicle — it is a little bit of history brought back to the greater Olney community.

"She was the first Mack truck that Sandy Spring owned," he said. "And when the Laytonsville District Volunteer Fire Department burned down, Pearl is the truck we loaned them so they could be back in service that evening."

Because this year marks the 95th anniversary of SSVFD, Roth expects some life members to be in town for upcoming department festivities. He hopes to talk with them to learn more about Pearl's history.

He said the fire department is also going to conduct research at Sandy Spring Museum and obtain information from the Mack company to learn more.

"We are very excited and all like little kids. To see it is just awesome," Roth said. "But we plan to approach this project slowly and methodically."

He said they would explore fundraisers to pay for Pearl's restoration.

>>>>>>>

## Pearl' is home (Cont.)

Once restored, the truck would likely be used for public education, parades and community events.

He said the fire department has no plans to abandon its 1954 Mack, which is used to escort Santa through communities each year, as well as participate in other community events.

Roth said the SSVFD is hoping to debut Pearl at their annual open house on Oct. 6 at Station 40.

"It will take a lot of arms, legs and bodies to pull her out, but we are going to try," he said.

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## COMING EVENTS

### June

Everything in June is cancelled due to Covid-19

### July

**July 15 (Wednesday) Flea market in lieu of regular monthly meeting. More info in the July Script. (This may be held the following Saturday, July 18th, or not at all, depending on current coronavirus conditions.)**

## WANT ADS

### For Sale

Five 19" wheels, tires and hubcaps for sale. Tread is good on tires. Spare tire appears unused. Sold only as a lot. \$800. Bud Pratsch, 703-620-2518"



A 1928 Special Coupe project car is for sale. Car is located in Middle River, Md. Car was going through the restoration process when, unfortunately, the owner passed away. Owner's spouse would like to sell the car and see the restoration finished. She has a rolling chassis with an engine rebuilt by Butch Nickols. Many extra parts such as fenders, chassis parts, etc. See attached pictures. Asking over \$10,000 but open to offers. Contact: Lynn Lewis, Phone 443 722 2342; [ladyelk1@aol.com](mailto:ladyelk1@aol.com)







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