

The Ford Script



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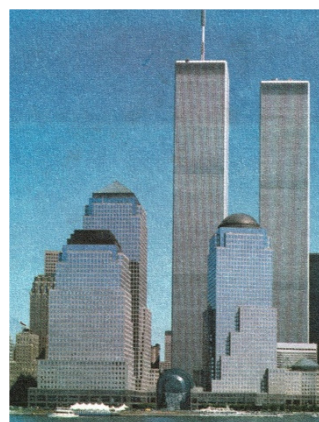


GWC First Lady Shuyen Sprecher joins the breakfast tour of These Ladies Drive Model A's at this year's MARC Meet.



Dedicated to the restoration and preservation of Model A Fords
60 Years 1963-2023

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
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.gwcmodeleda.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, October 2nd

PRESIDENT'S MESSAGE



The fall car season is upon us. I have a lot on my calendar and I hope I can accomplish it all. I plan to attend the Old Car Festival in Dearborn and then go to Model A Days at the Gilmore the following weekend. October brings Hershey, the Rockville Car Show and the Armed Forces Retirement Home show. The tour to St. Michaels is the last week in October, so there are a lot of events to keep us busy before the really cold weather hits. I would like to organize another C&O Canal Lock tour for the 24th of September if there is any way I can fit that in. Stay tuned for an announcement about that. (See p. 22.)

As I mentioned last month, we had a good showing of Club members at the MARC meet in Cincinnati in August. I got to meet two members I didn't know before. We had one member, Gary Donley, who entered his coupe in fine point judging. His car did well, but sadly missed a Henry Award by a few points.

I have just returned from three weeks in France and Italy. It was a busy trip, with 3,963 km (2,457 mi) covered during that time. I didn't see many antique cars on the road, mostly English sports cars and Citroen 2CVs. We saw a couple of Citroen Traction Avants, but just in passing. We did come upon a couple of guys loading a true antique onto a trailer. I should have stopped and given them a hand, but parking is a challenge in France.

We mostly stayed off the superhighways and drove down many perfect old car roads and through many beautiful towns. It reminded me of the presentation Jim Baker gave about his European trip with the Model A Touring Club. There are many miles of wonderful back roads in France that beg for old-car touring.

On our last day we made a stop in Paris to pick up some items at a store and drove out of the city during rush hour. We certainly have our challenges with traffic during rush hour in the DC area, but driving in Paris during rush hour is an experience all its own. Cars, trucks, scooters, motorcycles, bicycles and thousands of pedestrians all trying to get somewhere.

Our rental car was a new little Dacia SUV of some sort. It was comfortable and drove well with its six-speed manual transmission. Lots of roundabouts, speed bumps and driving obstacles with speed limits between 30 and 130 kph and lots of speed cameras. Our car's GPS was pretty up to date on speed camera locations and dinged at us often. Hopefully we avoided speed camera tickets. Complain as we will about the speed cameras in DC and MD, the speed camera fines in France are 90 Euros, so I guess we have it a bit better here.

Milford

FROM THE EDITOR

Well, I'm back. My summer wasn't as exotic as Milford's, but I did get to see a lot of the country and 2 of my grandsons. Bruce Metcalf, as usual, did a bang-up job with the Script the past 3 months. I hope it didn't wear him out.

Our trip turned out to be a little crazier than I thought, as the last 2 weeks of it got short-circuited.

FROM THE EDITOR (Cont.)

After camping across country and visiting our son's family in Denver in mid-July, we headed for home across the great prairie. It would take us a week to get to Minneapolis, our next stop. A day or 2 out of Denver, I began to lose energy, as did Alice, and I developed a mild fever. By the time we got to Minneapolis, Alice was over it, but I was sleeping way more than normal.

So Alice phoned our son's doctor wife and she suggested going to an Urgent Care (UC) for a blood workup just to see what was going on. We did, and everything came back negative. We were in the UC waiting room and as I got up to get my lab results, I got woozy, lost my footing and did a full-face plant on the waiting room floor. The UC people told me to get to the ER at nearby Methodist Hospital because they could do tests to determine what caused the fall. They suspected a stroke.

So we did. We spent the usual 5 hours in the ER before I got a room in the ER to wait out my test results. I was admitted the next morning and moved to a room on the 7th floor, which is when the fun began. I noticed that my bag of clothes wasn't in the room. My nurse instituted a search. The bag wasn't in my ER room, so we feared it had been tossed. (Meanwhile, my MRI, CAT scan and EKG all came back negative, as did my tests for Covid and Lyme disease.)

Our son, Beau, flew in from Denver that evening to offer Alice some support (since I was sleeping a lot and she was going nuts). He and Alice went down to hospital security. They pulled up footage from the security camera in my ER room, and it showed the volunteer dutifully loading my clothes bag underneath me on my gurney. Which meant my clothing was now roaming around the hospital.

They never found the bag. In it were my wallet (credit cards, driver's license, etc.), my cell phone and my car keys (to the van and the one we left at home). Alice, luckily, had her own set of keys. Meanwhile, the doctors figured out I was just dehydrated, which lowered my blood pressure and led to my dizziness and fall. So they began a drip but also recommended cancelling the rest of the trip and going home.

12 years ago I'd been offered a travel plan through the American Legion that would fly us home if we ever had a medical emergency mid-trip (from anywhere in the world). I got it mainly to cover us overseas, but as we got older, I considered it a good idea for our cross-country camping trips. So I called them and they were great. It's called Emergency Assistance Plus.

They coordinated with the hospital for my condition and expected release date. Then they booked our flight to DC and set up for the delivery of our van to our front door—all of it covered. But with no ID, I faced a more serious problem—how to get on the plane. So we called our daughter, Ariel, who lives 40 minutes from our house, and got her to run down, get my passport, and send it overnight delivery. She, unfortunately, chose the Postal Service, and had it sent to the motel Alice, and eventually Beau and I, were staying in.

This was Thursday. I was released Friday and the airline tickets were for Sunday. The passport arrived promptly 4 days later, on Monday afternoon. Apparently, the Post Office definition of "overnight" varies somewhat from everybody else's. So we headed to the airport Sunday hoping for the best.

When we got to the airport, we mentioned our lack-of-ID predicament to the guy checking in our luggage. "Oh, you won't have any trouble. This happens all the time." And you know what?

>>>>>>

FROM THE EDITOR (Cont.)

He was right. Of course, Alice arranging for me to have a wheelchair at the airport might have helped. The ID checker at Security reaffirmed what our ticket-taker had said—it happens all the time. All I needed was something official that had my name on it. I pulled out a bag with all my medicines in it and he waved me through.

So, end of story. We got home quickly (and free); our van was delivered a week later; no one used my credit card by the time we got home, so we cancelled and ordered a new one; and the hospital offered to reimburse me for the expenses I'm incurring replacing my IDs, keys (those fobs are expensive!) and phone. And—my health is back and baseball season starts for me soon. As for Alice, she's mentally recovered from all that stress (and from being stung by a scorpion at a campground in Texas weeks before our Minneapolis adventure). Oh, and the woman we were visiting in Minneapolis retrieved my passport at the motel and FedEx'd it to us.

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO



President Clem Clement enumerated the fun Club events coming up in the still-mild days ahead, saying he was looking forward to a great Model A fall that the Activities Chair had planned and he hoped to see a lot of Club members enjoying them.

At the Board meeting, Chuck Manns reported that he is was in the process of creating the budget for FY '99. He intended to present it to the Board for review at their October meeting. Chuck was the instigator of our formally having a budget; prior to Chuck we just sort of flew by the seat of our pants.

The Board discussed the Memorial Fund and its intended use under the direction of Howard Minners. It was hoped donations would increase so it could become a working fund adding to the life of the Club.

Back in April 1989, the establishment of our Memorial Fund was approved by the Board to offer members and their families and friends the opportunity to donate money or other items of value in memory of loved ones. The fund got a wonderful start with an initial, very generous donation from Louise Knowles and family in memory of Jack Knowles, who was a very early member in our Club. The first Model A club in our area was called MACA, The Model A Club of America. It was first organized back in the '50's ... yes, at about the same time as the Model A Ford Club of America, MAFCA. Since inception, the fund has honored quite a few former Club members.

Editor Bill, eager to acquire skills to enhance his ability to maintain his A, was happy to announce that the program for the September meeting would be about how to track down electrical problems, to be presented by Richard Dove, who formerly resided in Vienna, Va. Bill said, "I'll be quite an expert on keeping my car running by the time the driving season ends".

Well, guess what... I just returned from Auburn, Indiana, after attending the Auburn Cord Duesenberg Annual Reunion and who did I meet there? Richard Dove! Richard went "full automotive" years ago, attending McPherson College's car restoration curriculum and eventually joining the faculty there. I was honored to ride with him in the parade in his completely self-restored 1935 Auburn Convertible sedan, which won the club's award for the best owner restoration. He had to master every skill to bring back his car, which had been a cobbled mess with the whole rear cut open and an ugly box affixed to it!

FROM THE SMOKE-FREE ZOOM ROOM

GWC Board of Directors Meeting
August 24, 2023



Vice President Hank Zajic called the GWC board meeting of the Club's 60th anniversary year to order at 7:17 PM. Board members in attendance: Hank Zajic, Gene Rainville, John Dougherty, James Kolody, Jeff VanGorder, Bruce Metcalf, and Dave Greenwood.

The Board thanked Gene and John for coordinating the 60th anniversary celebration on August 19, 2023, at The Mount Vernon Inn. It was well attended, and many members drove Model As and other antique cars. A special recognition was made of Club founding and longtime members of the GWC.

A motion was made by Hank to purchase a new projector for the Club to use. It will be ready for the September presentations. It was seconded by Gene and approved by the Board. The funds are available within the budget.

Treasurer's report: Doug provided a summary. We are currently \$2,830 in a positive position and expected to remain so through 2023. Doug and John will go over the Sully numbers to plan for future budgets.

Jeff will send out a notice to the members reminding them about voting for MAFCA national board members. Jeff also updated us on a returning member Ken Fisher.

Activities: Gene gave us an update on the 60th anniversary, a great time of lively discussion and Ford Model A trivia. Hank gave a fun and lively speech on the Club recognizing spouses and other members for their support. Gene is working on finalizing the prizes for the December Christmas party; we will have some great prizes. Gene and Hank will be publishing the rules for the brown bag event to be held as the December program, always a fun time.

Sully #48, #49, & 50: John is holding a planning committee meeting including Park Authority staff on October 17 at 10:00 AM in a room at Sully to plan the 2024 car show. He is also hoping to have the 2024 LOA signed by then. John will coordinate with Doug on final numbers and registrations from #48 to have for the meeting. John and Hank will begin discussions of ideas for the 50th Sully show. The Bill Worsham memorial bench and plaque have been received at the Park and John is coordinating on a date to install and dedicate it.

Other: Hank will provide a write up for Jeff and the Script on the internships with DOD to be discussed at the September program.

Script: Bill Sims will be doing the editing on the September script, send articles to him, the Board thanked Bruce for filling in during the summer.

The meeting was adjourned at 8:00 PM.

David Greenwood
Secretary

George Washington Chapter 2023 Approved Budget - AS OF 09/01/2023
OPERATING
BUDGET #2

<u>Budgeted Income</u>	<u>Responsibiity</u>	2022 ACTUAL	2023 Budget	2023 ACTUAL
Membership	VanGorder	\$ 4,169.00	\$ 3,750.00	\$ 1,660.00
Misc Income (Donations)	Tomb	\$ 3,000.00	\$ 500.00	\$ 65.00
Programs & Technical Seminars	Zajic		\$ 100.00	\$ 43.00
Club Tours & Activities	Rainville	\$ 1,600.00	\$ 2,800.00	\$ 1,810.00
Script Advertising	Sprecher	\$ 650.00	\$ 500.00	\$ 450.00
Hands on Seminars, Repair	Leonard	\$ -	\$ 100.00	\$ -
Sully Income	Dougherty	\$12,650.00	\$14,978.00	\$13,826.50
Total Income		\$ 22,069.00	\$ 22,728.00	\$ 17,854.50
<u>Budgeted Expenses</u>				
Membership	VanGorder	\$ 1,763.00	\$ 1,089.00	\$ 242.66
Club Programs	Zajic	\$ 2,447.00	\$ 2,800.00	\$ 1,505.68
Club Tours & Activities	Rainville	\$ 5,737.00	\$ 7,300.00	\$ 4,666.77
Script Printing & Mailing	Sims	\$ 291.00	\$ 300.00	\$ -
Tool Shed / Tools	Leonard	\$ 180.00	\$ 560.00	\$ 308.63
Sully Car Show Expenses	Dougherty	\$ 3,903.00	\$5,065.00	\$4,445.04
Web Hosting Expense	Shepherd	\$ 108.00	\$ 108.00	\$ 163.22
Insurance	Tomb	\$ -	\$ 75.00	\$ -
Presidents Fund	Sprecher	\$ 810.00	\$ 1,210.00	\$ 943.63
Secretary Supplies	Greenwood	\$ -	\$ 100.00	\$ 157.40
Treasurer Supplies	Tomb	\$ 542.00	\$ 615.00	\$ 552.46
Total Expenses		\$15,781.00	\$19,222.00	\$12,985.49
UNDER/(OVER) Revenue		\$ 6,288.00	\$ 3,506.00	\$ 4,869.01

2023 CONTRIBUTATION BUDGET

MAFFI	Board	\$ 500.00	\$ 500.00	\$ -
SCHOLARSHIP	Board	\$ 3,500.00	\$ 2,500.00	\$ 1,500.00
AFRH	Board	\$ 500.00	\$ 500.00	\$ -
BILL WORSHAM (SULLY BENCH)	Board	\$ -	\$ (3,000.00)	\$ 2,800.00
		\$		
CLUB AV EQUIPMENT UPDATE	Board	-	\$ (450.00)	\$ -
TOTAL		\$ 4,500.00	\$ 3,500.00	\$ 4,300.00

2023 WELLS FARGO BANK CD - RESERVE FUND

WELLS FARGO ONE YEAR CD	Board	\$ -	\$10,000.00	\$ -
Peyton Randolph Memorial Fund	Board	\$ -	\$ 4,518.00	\$ -
Zadnik Scholorahip Fund	Board	\$ -	\$ 1,500.00	\$ -

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\$ 16,018.00

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Total Expenses \$22,722.00 \$17,285.49

Sum Income and Expenses \$6.00 \$569.01

Current Bank Balance as of 09-01-2023 **\$ 8,671.68**

Beginning of year Balance (01-01-2023 Actual) **\$38,103.17**

MEMBERSHIP MEETING UPCOMING PROGRAMS

For September. *Bring a Teen to our meeting!! Job offers and Internships!!* Hank Zajic will be presenting the topic, "I did not know they did that there--Naval Surface Warfare Center, Carderock". This discussion will give you some insight to this local Naval Station you have probably driven by hundreds of times but may not know what goes on inside the fence. Get some perspective on a Navy Lab that focuses on ship design. ***Most important though, if you have a teenager in your family or a local neighbor teenager, bring them along! As part of the discussion, Hank will describe summer jobs and internships available to high schoolers and college students alike at this engineering center of excellence.*** This will include, Science and Engineering Apprenticeship Program (SEAP) for highschoolers, Naval Research Enterprise Internship Program (NREIP) for college students, Pathways Program for both high school and college students, with the possibility of resulting in a federal job, and Science, Mathematics And Research for Transformation (SMART). *Timing is critical though, since most applications are due in October.* Come out in September, learn some cool Navy stuff and who knows... maybe open the door to a great job opportunity next summer!

For October. The topic will be: "What I did on Summer Vacation". Remember those essay's our teachers made us write for homework during the first week back to school when we were in the 3rd or 4th grade? Have no fear! This is NOT that dreaded homework assignment. This is a photo journal of all the cool Model A stuff various members got to do across the summer. From Sully to the National Meets to special tours, I'm looking for them all so we can assemble it into one happy memory of what "Getting back out in our Model A's " was like during the Summer of '23. It will give members who got to attend some of these events a moment to relive happy memories and share stories with those who could not attend in person. Starting with Sully 48, Valerie Faircloth has started this photo journal off with a wonderful collection of photos. ***I need some volunteers to add to it by providing National Meet photos, other events across the summer. Please let me know if you can provide pictures.***

For November. ***I need your help!*** I would like to work in one more technical program this year if possible, but I need a specific topic and a volunteer to present. Based on conversations, it sounds like Electrical System discussion would be helpful. If you have the knowledge and props, I will build the slides. Please let me know!!

Hank Zajik

NEED FOR EMERGENCY CONTACT INFORMATION

Recently, on our Triumph club drive, a member's car was T-boned by another car and the driver was killed and his wife is in serious condition. We know our old cars are not very sturdy, but feel the risk is worth it, but none of us had the victims' children's contact info for the police to use to notify them. We all resolved to add emergency contact numbers to our cell phones that don't require "unlocking." One other member had the kids' numbers, which was passed on to the police.

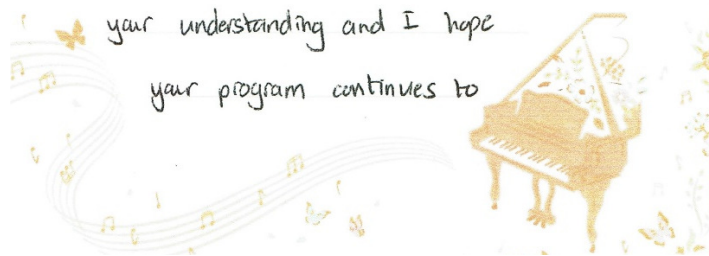
I think we ought to recommend to the GWC that the members should make sure that emergency contact info should be made readily available for this sort of sad event.

Bruce Metcalf
September 2023

Dear Mr Kolody & GWC,

Thank you so much for your commitment to the financial assistance of college-bound high school seniors through your annual scholarship program! I am deeply honored to be selected as one of your recipients for this year's award.

I am terribly sorry I was unable to attend the ceremony, but I know my grandparents (Jim and Kathy Gray) were thrilled to accept the check on my behalf. Thank you for



your understanding and I hope your program continues to

offer this chance to provide valuable monetary help to dedicated students in the future.

Best Regards,

Hazel Gray

A handwritten signature in black ink, appearing to read 'Hazel Gray'.

"You will be enriched in every way so that you can be generous on every occasion."

— 2 Corinthians 9:11



THE MAFFI NEWSLETTER MINUTE

MAFFI Model A Days, September 15-16, 2023: The planning is complete for this year's Model A Days. The theme for this year is "**Open Cars.**" There will be a special gate access to Model A parking. A two-day swap meet is planned. You will be able to "*Ride-the-A*" around the Gilmore campus in a Model A car, AA stake bed truck and/or maybe even a Model A school bus. There will be a Model A driving school for those who have registered for this activity. A catered dinner with a tour of the Kellogg Bird Sanctuary, as well as a tour of the Kellogg Manor House, is planned (these require registration).

Seminars will include a fashion seminar; a technical seminar—The ABCs of the Model A Engine; a touring seminar--Road-Trip 101; and a special guest speaking on the Great Race. There will again be a MAFFI sales table. (It is requested shirts be pre-ordered to be sure your shirt in your size is available.) The Henry Ford Heritage Association will be in attendance. A Jazz Band will perform. Some special rate rooms may still be available, although they are filling up. All of this is happening at Hickory Corners, Michigan. For more information and registration procedures, visit the MAFFI web page. ***Come visit; what a way for Model A folks to end the summer season for 2023!***

Happy motoring,

Mike DuBreuil
MAFFI Board of Trustees
Secretary
secretary@maffi.org

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AUGUST 19, 2023--60TH ANNIVERSARY BANQUET

What a great Anniversary Banquet – 51 in attendance. Beverly Tomb started the festivities in a dining hall at Mount Vernon with a wonderful and meaningful blessing that not only touched the heart of God but also those that were present for this wonderful event. Thank you Beverly for your prayer. This was followed by our keynote speaker, Hank Zajic, who demonstrated in his talk that all of us had a meaningful part in keeping our Model A Club intact for so many years. Not only did he include Club members in his presentation, he included spouses and other family and friends. A very appropriate speech. Job well done, Hank. Throughout the day, table members had an opportunity to respond to trivia questions in order to win extra door prize tickets. Over three hundred dollars in door prizes were given out to 11 people. Lots of laughs and conversation. The Basket of Cheers raffle was won by Jamie Lucas. All in all, it was a great event, I believe everyone enjoyed themselves. Will our next Anniversary Celebration be at 70 or 75? See pictures below:



Gene Rainville
703 489-7321
rainvillegl@gmail.com

THE AUGUST GENERAL MEMBERSHIP MEETING

August 16, 2023, Members meeting—yes, you missed the fantastic and well researched presentation on the History of Ford in the metro area.

Hank Zajic convened the business meeting at 7:40 with the Pledge of Allegiance. Doug presented an abbreviated treasurer's report telling the Club we are in positive financial position (\$2,130) now and projected to continue through year end after all bills have been paid.

The September program will be titled, "I did not know they did that here," a presentation on the unique engineering activities at Carderock Naval Research Center. He will also discuss Department of Defense (DOD) 2024 intern and scholarship opportunities for high school and college students. Plan to bring a student with you. Applications are due in October. Hank will be publishing a flyer in the Script and by email.

Hank is asking members for photos of summer Model A events to include in the October program.

November's program will be technical, focused on Model A electrical systems.

December will be the brown bag gift exchange.

The meeting was opened to discussion:

- There is clarification needed on hotel reservations for the October St Michaels tour, Milford will provide clarification in a group email.
- Doug described the DC area tour with the Model T club, a very nice day and a tour of Hillwood.

Hershey 2023 has changed the length of the schedule from previous years. Wednesday October 4th will be the best day for the Flea market.

After the discussion Dave Gunnerson of the early V8 club presented on Ford in DC. It included photos of construction, completion and uses of the Ford assembly plant in DC, and also other Ford offices.

The meeting was adjourned at 9:00 PM.

David Greenwood
Secretary

2023 MARC ANNUAL MEET

The MARC annual meet was held outside of Cincinnati, Ohio, on July 30-August 4. I trailered my roadster out there. It wasn't a bad drive, but there were a number of mountains to cross to get there. My truck was acting up a bit, a situation I addressed when I got to Ohio.

The meet was held in Hamilton, a pretty busy suburb of Cincinnati with a large selection of hotels—a must for a meet of this size. The host hotel was the Holiday Inn, which was large enough for the event, including the fine point judging and the final banquet. We stayed at another hotel nearby.

The weather was pretty sunny and hot and I drove my roadster whenever I could. It's a great sight to see all the Model As driving around the area of the meet and to hear all the aooohs.

The featured car at the meet was the 400A, of which there were five or six in attendance. I can't say that it is one of my favorites, but it is an interesting body style. One thought that occurred to me was how Ford went from a pretty practical and basic car, the Model T, to a much more sophisticated model in which styling and color were emphasized.



There were many gorgeous cars at the meet, not all of which were fine point cars. Two of my favorites were a 1930 Town Sedan and a 1931 Deluxe Phaeton. Neither was in fine point judging, but they were nicely done and well-maintained restorations.



There are a number of highlights of the MARC meets. Among my favorites are the technical sessions, where judging standards are explained or some more practical aspects of Model A ownership are presented.

Day 1 was filled with technical sessions. One featured a presentation by our own Jim Cross about general old car maintenance tips. His talk covered a wide variety of topics and even touched on a few non-Ford cars, when Jim referred to himself as “the Buick Guy.” Other seminars on the first day included a session on distributors by Larry Shepherd. I have attended a number of his seminars and they are always very good.

Terry Burtz gave one of the technical sessions on the first day about his new Burtz block. John Lampl attended too. As a part of his presentation, Terry included some engine builders to talk about their experiences with the block. Charlie Yapp of Secrets of Speed was one of the engine owners and builders who attended and gave some remarks. I was glad to have the opportunity to meet Terry and talk with him and learn more about his project, an impressive and successful one. Included among the raffle items were one of his new heads, a camshaft and a flywheel.

One of the technical sessions on the first day was a detailed presentation on Model A headlights with calibrated tests run on a large variety of bulbs. The seminar provided a wealth of information. My conclusion is that original style bulbs with good reflectors can light as well as LEDs or halogen bulbs. Who knew?

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2023 MARC ANNUAL MEET (Cont.)

Most of the light from bulbs is what is reflected off of the reflectors, so the part of the bulb that points straight out of the lens, provides little, if any lighting. The presenter's solution for that situation is to place the wire cover from a champaign bottle over the part of the bulb that points straight out of the headlight, similar to what we see on modern projector headlight bulbs.

Raffles are another important part of the MARC meets. There are always a number of items available for raffle, including a completely rebuilt Model A engine that was won by our own Luke Chaplin! I won a \$25 gift certificate to Mike's Affordable Model A Parts that was one of the car raffles. I am not usually that lucky.



The first night we were in Cincinnati, Shuyan and I drove down to the Ohio River to see the riverfront and the Roebling bridge that goes from Cincinnati to Covington, KY. The bridge was designed and built by John Roebling, who is best known for the larger, but similar in design, Brooklyn Bridge. The downtown river front area is a nice spot on a summer evening and the views of the bridge are spectacular.

The meet features a pretty good flea market. I wandered through it a few times, but didn't find anything I absolutely had to have. There is the ever-popular repair tent, run this meet by Larry Shepherd. Both Bill Bass and I had to avail ourselves of the repair tent, although I ended up working on my car myself. Larry was pulled in a variety of directions, so it was hard to get his attention save for getting a quick look at something. My car had developed a bit of a death wobble, which I think was caused by a loose pitman arm. I tightened that up and it seemed to help.

The second day had two technical seminars. Rick Nance of North Carolina led a technical session on the judging standards for the exhaust, which included an example of an original Model A exhaust pipe and muffler. Ron Ehrenhofer and Bob Martino presented a judging standards seminar on JSC Area 18, Model A lights.



My car was rattling more than usual and when I took a look under the car, I realized that the nut on my tail pipe clamp had come off and the exhaust was hanging down and bumping on the rear axle. I installed a new Aires muffler on my car before the MARC meet. The bolt and nut didn't have a cotter key in it, so I didn't put one on when I reassembled it. After removing the old muffler, I guess the nut was loose enough on the bolt that it dropped off. I got a new nut from an Ace hardware store nearby. Not a castle nut, but I did add a cotter pin this time around!

My wife enjoyed attending the Women Drive Model A's seminar and the fashion seminar. We have entered the fashion show (not the judging) in the past, but decided to forgo that this year. In addition to the fashion show, there is an ice cream social and a viewing of the fine point cars. An evening filled with treats!

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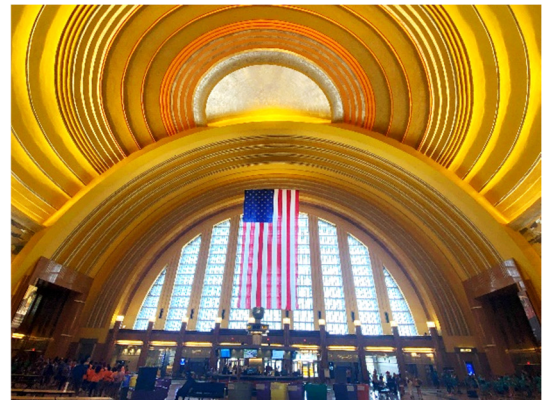
2023 MARC ANNUAL MEET (Cont.)

The fourth day of the meet featured the grand tour. Ford has a transmission plant in the area and we drove through the plant grounds. Some employees were there to greet us and many of us whoo'd in response.

As is often the case, the directions are not what they could be and people took wrong turns and missed several turns. I think we all made it to the picnic site, Coney Island Park. There was a significant downhill on the way and I was very glad that I had the new cast iron drums on my car.

One planned activity for the picnic was the startup of a car that had not been run for many years. Larry Shepherd and the repair tent crew found an old coupe that they brought to the hotel to see if it was a good candidate for a startup. Upon examination, the teeth on the timing gear were stripped and there were other issues that meant that the car was not in condition to get running.

At the end of the picnic one of the meet organizers recommended going to downtown Cincinnati to look at the train station. We decided to do that and discovered an incredible art deco gem of a station that was bustling with activity. We decided to cross over into Kentucky and come back across the Roebling bridge, which was a lot of fun.



The final day featured a breakfast tour of These Ladies Drive Model A's. Shuyan was very interested in participating in the tour. She had only driven around 4 miles in my Model A up to that point and this was a 40-mile tour. I was a bit nervous having her drive that far on what was her first real outing, but she did a great job. She is a good student and listened to all of my suggestions. All of our cars have manual transmissions, so she has a lot of experience with them. It's the double clutching and lack of synchronized gears that she needed practice with. The trip was a lot of fun. We ended up at a small cafe that opened up for us for a late breakfast.



The big event on the final night was the banquet and awards. Bill Bass got a touring class award for his roadster pickup and Gary Donley was recognized for his fine point coupe (photo left).

Our trip home was marred by my pickup overheating. While the temp gauge was buried, it showed no other signs of overheating, but the engine went into self-protect mode and reduced the power, which made going through the mountains an ordeal.

It was another great MARC meet. Our Club was well represented and our members added to and benefitted from the show. I do need to ask Luke how he got his rebuilt engine home.

Milford

HERSHEY BY THE LIGHT OF THE XENON MOON

It is Thursday night at the Hershey Auto Show in October at eight o'clock in the evening in the Car Corral (car sales area.) The day-lookers are all gone and night is settling in. The first of several dews has laid down on the for-sale cars as the temperature plummets. These behemoths from earlier times stand proud and ready for their next service to the citizens who will buy them. The for-sale area is bathed in an eerie blue/crystal fuzzy light from high power Xenon overhead street lights (I think it is Xenon, but if not, it sounds better than bathed in "Sulfur" or "Argon" lights).

Those in attendance now are serious car buyers, or just people passing through from the hot showers nearby. The temperature is 35 degrees and dropping. Even the sweet smell of cooking Hershey's chocolate seems a bit more sharper. Frank Staff III and the band are tuning up. The Red Ball is lit (meaning there's to be music tonite).

Quietly and respectfully, the crowd assembles in the Chocolate Field among the vendor's darkened booths, in high expectation. Chilly faces reflect high hopes and the need for special pleasure. The booth space next has a bonfire going, burning old Chevy parts. Many bring chairs and no one mentions the cold, because it is TIME.

At 8:05 PM the band hits it and the magic begins. Since 1972 the band has played for the Hershey flea market folks. It instantly creates a special bond between us that seems to lift us "specialer" than those who can't experience this. Oh, could the rest of the world just be here and find the time and inner peace that this scene creates. And it is a fleeting scene. A bit later, the cold has its way, the days' walking has old knees singing and reality sinks in that you are sitting on cold ground in a junk yard a long way from your camper and a chilly bed; and you move on. Oh, I wish my Sandy could share the moment (not the cold) with me.

The band started in 1972 as folks who like to play got together at Hershey and serenade anyone/everyone who could hear. They were in a different location then and played on Friday night. A parts dealer had a huge tent across from them and he closed up Friday and went home. The tent could hold 2-300 folks to listen. Now the crowd is smaller but the music is as wonderful. One early year the tent across the aisle held a man who had a bad toothache. His wife called the field security several times to have the music stopped. Then she called the local sheriff, Chief Lynn. When he came and saw 300 plus people having a wonderful time and heard the great music, he knew he could do nothing. Even the band said, "here comes the cops to shut us down '. The sheriff took Frank's dad into a trailer and said—this is too special to stop. If you promise to shut down fairly early (eleven o'clock), I won't bother you again.

Through the years they became fast friends and even did a concert at the Sheriff's office. The music is so good that one year it was piped throughout the Hershey Park meet on the security teams radios! This band makes a powerful sound. And the band plays on. The band played a brief session last year in the pouring rain so they could say that they have never missed a year. Tonight is even more special as three folks from Sweden are supposed to join in playing around 9:00 PM. Truly an international event. Frank's two boys are ready too. Both have guitars and are lined up with the band aplunkin'. The seven-year-old knows which of his Dad's cars he will have when he grows up and the three-year-old can tell a 64 Ford grille from a 65 Ford grille in the

HERSHEY BY THE LIGHT OF THE XENON MOON (Cont.)

middle of a flea market. Both check constantly with their Dad to see if all is right. And it is. The band is really hitting it now and the songs and the singing flow smoothly, and the crowd settles in to a famous Hershey tradition of "Jazz in the Junk Yard." Sadly, those back in their warm hotel rooms miss the "Serenade to Steel (& bondo)." I cry for just the magic of it all and because Sandy is not with me in the cold and the wet ground and the greasy car parts. And the wheeled people sleep. Cars have souls and should be She's. The music wafts across the still autos and seems to warm them too and stand them up a bit taller and remind us of better times long ago. Glimpses among the magnificent machines follows:

A 3X Buick phaeton, open with the dew creeping in the gauges and lifted hoods. Walking around the Corral with one of the best in the business, evaluating cars. Learning what "take home," "drive to Florida," and "hot" cars are. Wood graining comes in a convertible sedan Ford and painting comes in a phaeton. Dew plus xenon plus bondo plus dent equals ugly surface at night.

Sad twenties Packard dressed in blue suede paint.

Dogs everywhere although banned this year.

A neat '35 Ford Tudor fresh from the Glidden Tour

'35 Ford coupe freshened from it's no sale last year. Sold

Reinkerburger wrecker with 35K miles, looking proud.

A neat RHD roadster from Pink Hill, NC(Where?)

Beemer looking very out of place.

Cars seeming to be trying to shine for a possible new owner. Folks wandering in awe at the spectacle. A man giving a very convincing speech to his lady about why they need this '47 Plymouth coupe. The sounds of the band playing on. The fuzzy haze of xenon lights altering car colors and outlines. The feeling of high expectations for the morrow. The peacefulness of it all.

Then the band finishes, and we go our separate ways a great deal better for the experience. Next year plan do drop by and in an open frame of mind to enjoy the magic and let it control you, for the spell is really wonderful.

Clem Clement, Oct 99

In this piece, I wrote about Hershey in '99. As I reread, I am reminded of the power and importance of it all. Frank's band is no more, the car sales are along the service road and not in one clump and the overhead lights are not at all romantic. The property has changed as well: No golf course with its low-cost shower and eggs, mud is hard to find and the crowds are dwindling. Monday is starting day now.

I am so happy to have had the Hershey experience checked off many times on my bucket list. I fondly remember I took Sandy and our 2 sons to Hershey on a post-show Sunday (due to sports commitments). When we got back to the van, we had mud to our knees. Sandy scraped mud off of Eric's feet only to learn he had no shoes on. (When queried, he faithfully reported, " Oh, they went off early waaaay back there...")

Clem

HERSHEY VISIT: V2

Or how to do Hershey for more fun

Arrive early

Park where they tell you. Don't be cute and think you can park a couple of miles away and walk.

Wear your fav walking/hiking shoes. Spare warm sox are helpful.

Wear light layered clothing. Weather changes every 4.368 minutes. What you wear must be comfy. This ain't no beauty contest.

Wear a backpack or carry a big bag like the Hemmings "newspaper boy" bag. The back pack allows your hands to be free to handle junk

Personal checks may not work. Cash does: Protect it!

Have work gloves on your sack. A magnet on a string if you are checking for Bondo.

Never pass a port-a-potty. Bring quarters to tip the workers.

Carry food/energy bars and water. Buying food on the grounds gets expensive! Maintain your fluid level high. You can really get dry and hungry on these fields. Sunscreen and chap stick. Rest frequently. Gatorade is good as well.

Carry the list of clubbers booth spaces. (Arriving at their space doesn't mean they are there. Usually somebody is minding the store but most of us are on the roam.)

Buy the Hershey program. It has a diagram of the various fields. It is easy to get lost.

DO NOT THINK OUR NAMES ARE IN THE HERSHEY DIRECTORY. MANY OF US ARE IN BOOTHS REGISTERED TO SOMEONE ELSE.

If you buy something big and ugly, many of us will keep it for you and bring it home.

In the crowd, umbrella is a challenge. Bring a plastic raincoat with a hoodie and a ball cap.

Don't miss a hike around the circular car corral

Bring a note pad and 6294568 pens/pencils. Have a list of your needs. When you see something, you need: buy it! You will never get back to it. But at least, if your pass it, write down what booth it is at. Booths are marked by tag set in place on the asphalt

Copy our member's lists for help/assistance.

If a bunch of hot chicks come by at 8 am hollering for a beer, ignore them. They are sirens of Hershey.com.

Don't get over-tired. You probably won't cover every isle/booth.

Remember if you are only there for one day, you still gotta drive home.

If possible, come with a pal. It is so much fun walking the isles and sharing the HERSHEY EXPERIENCE.

When buying parts, make sure you know what it looks like. Some vendors guess at what year the part is.

>>>>>>>

HERSHEY VISIT: V2 (Cont.)

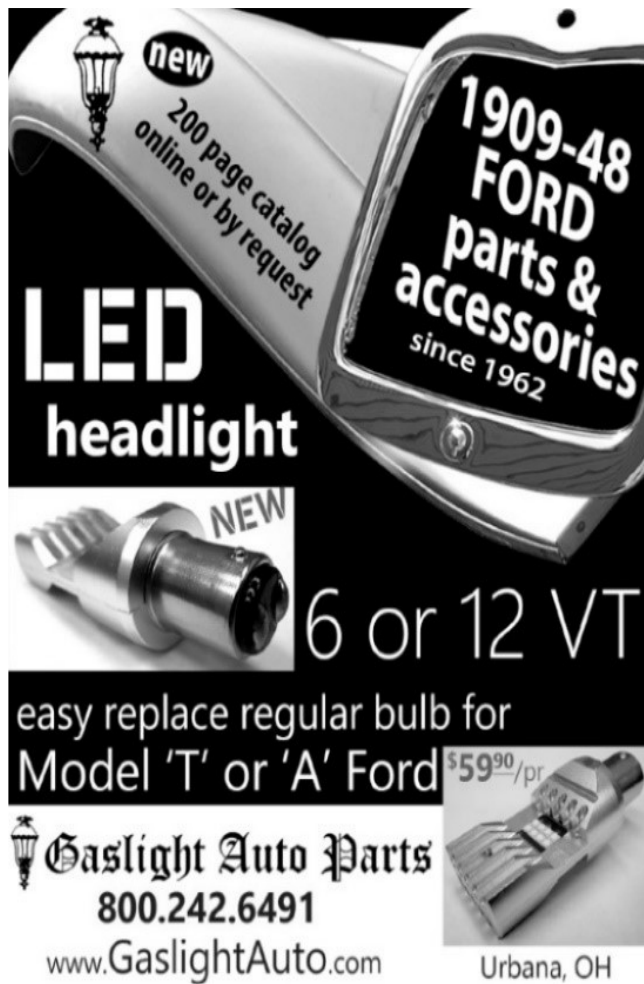
Big floppy hat works in rain and keeps your ears and neck from burning in the sun.

Map out a plan of attack. Haphazard approach will have you in the same row's multiple times while missing others.

Take lots of photos, even easier than notes. Take photo of Stall sticker on ground. Also, photos of windshields in corral with prices and phone numbers, so you can cry or laugh later.

Hershey is a mind boggling and overpowering experience. Enjoy every minute of it.

Clem,
who will not be attending.



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f t i

C&O CANAL TOUR 3

Club members seemed to have enjoyed the prior two C&O Canal tours I organized, so I have put together a third for Sunday, Sept. 24. It probably makes most sense to meet at the parking lot for the Clara Barton house and Glen Echo Park and drive out MacArthur Blvd and then join River Road. Our final destination is Catoctin Aqueduct. The drive is about 38 miles one way from Glen Echo, so 76 miles round trip.

The tour will include stops at White's Ferry (ferry service has been discontinued for a few years due to a dispute with the landowners on the other side of the river), Monocacy Aqueduct, Noland's Ferry, the Point of Rocks train station (on the way back) and Catoctin Aqueduct. The aqueduct is a half a mile walk from where we can park at Lock 29, so we can stretch our legs. For any not up to the walk, Lock 29 is a good place to sit and view the river. There is a boat ramp there, so it's a pretty active area. You may want to bring a lawn chair if you decide not to take the walk.

We will have lunch at the Aroma House in Point of Rocks, which is a pizza and sub shop. It is not fine dining, but it is clean and adequate for our purposes. There are few other choices in the area.

After lunch we can stop for ice cream at Rocky Point Creamery. I was on a tour where we stopped there-- maybe one of Jason Cunningham's Sugarloaf Mountain tours, so maybe some of you have been there.

We should finish up back at Glen Echo at 3:00 at the latest, barring mishap. Those from Virginia may opt to take the Rte. 15 Point of Rocks bridge to go home either after lunch or after ice cream.

Please let Gene and me know if you are planning to attend. Please feel free to e-mail or call me if you have any questions.

Milford

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TOUR TO ST. MICHAELS - OCTOBER 26-28

The long-promised tour to St. Michaels will take place Oct. 26 - 28. For those of you who are not aware, St. Michaels is a charming waterfront town on the Miles River in Talbot County, MD. It has become quite the tourist destination in the last 50 years, with many shops and restaurants and the Chesapeake Bay Maritime Museum. There are many great roads for antique cars and many sights to see.

Our tentative plan is to meet up in Annapolis at the McDonalds on West Street, where we met for the tour to Kent Island a few years ago, and then head across the Bay Bridge. It is 51 miles from Annapolis to St. Michaels on the quickest route, but once we are across the bridge, we will take the older and back roads that will keep us off of Rte. 50 as much as possible.

While I do not have the details formulated yet, the plan is to drive through Miles River Neck on back roads, possibly making a stop in a little settlement called Tunis Mills, and then head back on to Rte. 33, which is the only road to get to St. Michaels from Easton. Our hotel is the St. Michaels Inn on the edge of St. Michaels. It was a Best Western, but no longer is, as far as I know, so you get an idea of the type of place it is. I have secured a block of ten rooms through Sept. 26 with a rate of \$110 for Thursday night and \$200 for Friday night. The hotels in that area require two nights and the weekend nights are significantly more expensive. This hotel is a great location to base our operations and there is trailer parking for anyone who chooses to trailer to St. Michaels.

Once we arrive on Thursday, participants can visit St. Michaels. I will establish a more definitive itinerary closer to the tour date, but we could visit shops in town and tour the maritime museum. There is also a very small antique car museum. We will have a group dinner at a restaurant outside of town, most likely.

For Friday, we will have more time in St. Michaels and explore one or two more areas nearby.

For Saturday the plan is to take the Oxford Bellevue Ferry across the Tred Avon River to Oxford, another very nice town. We could have lunch there and then head back to Easton, probably going back through Miles River Neck to Rte. 50 on the way home. If we have time, I will see about scheduling a stop on Wye Island, which is mostly a state park. It has a stand of virgin timber there that is very interesting, but it will all depend upon how much time we have. We will then cross the Bay Bridge and head home.

As far as the route to Annapolis from Northern Virginia, there are a variety of ways to go. Central Ave parallels Rte. 50 and is a much more pleasant and lower-speed road, so I suggest that for those who are coming via Alexandria. We can brainstorm routes as we get closer to the date.

I lived in St. Michaels from 1977-1984 and still own a house there, so I know the area very well plus a lot of the history. If there is interest, I can lead a walking tour or maybe we can find someone there who could lead a tour for our group.

To make reservations, contact the St. Michaels Inn at 410-745-3333 and ask for the Model A Club group reservation. The group reservations person at the hotel has changed, but that hasn't impacted our plans as far as I can tell.

John Leydon has suggested extending the tour an additional day to leave on Sunday. The reason I did not do that originally is due to the cost of the additional night's lodging at the hotel. Given the distance that John and others have to drive, that probably makes sense to extend. I will talk with them and see if we can get a better rate as might be adding an additional night to the stay. The Baltimore club has expressed interest in joining us. So far, we have five who have said they will attend, including me, so adding some folks from the Baltimore club would provide us with a larger group.

COMING EVENTS

September

Sept 13 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway

Sept 16 (Saturday) – 46th Edgar Rohr Memorial Car Show – 9810 Cockrell Road, Manassas, VA.

Sept 20 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

Sept. 24 (Sunday) – C&O Canal Tour 3 (See p. 21 for information.)

Sept. 27-Oct. 1 (Wednesday thru Saturday) – Fall Carlisle

Sept 28 (Thursday) – Board Meeting - In Person at Fairfax City RH&B – Dinner at 6 p.m. at meeting at 7 p.m.

October

Oct. 2-6 (Monday thru Friday) - Hershey AACCA Eastern Fall Meet

Oct 11 (Wednesday) - GWC & CDC Breakfast at the Fair Oaks Silver Dinner – 12251 Fair Lakes Parkway.

Oct. 15 (Sunday) – Armed Forces Retirement Home Classic Car Show. See pp. 24-25 for info and application.

Oct 18 (Wednesday) - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m.

Oct TBD – Board Meeting – TBD

Oct 26-28 (Thursday thru Saturday) – St Michaels Tour – Meeting place at a Denny's in Annandale MD. Time TBD (See p. 22 for more info.)

Activities to Plan for in 2023 Save the Dates

Fall Picnic – TBD – More to come.

Dec. 2 (Saturday) – Annual Christmas Party at the American Legion Hall – Fairfax, VA.

GWC - EDGAR ROHR MEMORIAL CAR MEET

The 47th Edgar Rohr Memorial Car Meet is on Saturday, 16 September 2023, in Manassas.

Please note the new location:

Manasseh Lodge 182
9810 Cockrell Road
Manassas, VA 20110

For details and registration go to: <https://bullrun.aaca.com/rohr-show/>

This is a charity event benefiting the Fisher House.

Paul, James, Mike and I are going, SEE YOU THERE! Maybe we could meet somewhere enroute and arrive in great GWC Form with lots of AHOOGHAs and a Studebaker HONK!

John Dougherty



AFRH
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CAR SHOW
Sunday, October 15th

Schedule of event

9 am Registration

10 am Car Show Begins

11:00 am Enjoy refreshments & hot dogs

11:45 Nation's Capitol Model "T" Club Demonstration

12:30 Present certificates

1:00 Car Show ends

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MORE INFORMATION: COLBY.SHAHAN@AFRH.GOV (202) 541-0612

WANT ADS

For Sale

Pair of 1937 North Carolina plates for sale. No rust thru. \$25. Contact Phil Kania at <yardmaster2102@juno.com



1930 sport coupe, Bill Weinig recently moved into Ashby Ponds. Very nice-looking car. He did mention White Post had worked on the car. PH 1-301-717-8994.

My 1986 Ford Ranger long bed is for sale! Always garage-kept with 64k. Four-cylinder fuel injection, automatic, PS, PB - no air or pw windows. Rebuilt front end, radials, hoses, belts, shocks, batt, gaskets. \$5,000
Cliff Green. 703-346-1458. Dcliftongreen@gmail.com



Wanted

Compact used car (e.g. Golf or CIVIC sized) with manual transmission. Son & family just returned from a 4-year USAF tour in Japan, and they need some inexpensive (\$4,000 or so) wheels. Contact Jim Gray at 410-353-0381(c) TEXT is best or 703-250-1991 (h)
If you call, please leave a message – the phone will ring a lot before the machine answers.
Jrg240z@cox.net Or jim.gray.31a@gmail.com

Seeking some serviceable 1931 Model A splash aprons for a friend in Harrisonburg. Send phone number if you have any candidate parts. Please let Tom know if you can help: tiquigley6@gmail.com

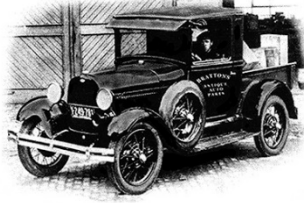
My brother died last year. I'm cleaning out his storage units. He was a master mechanic and owned tons of tools, including an engine hoist and stand. Contact me for photos. Rande Young at 703-475-8317 (c) (Text is Best) or ry5058@gmail.com

Two spaces at available at Hershey for 2023

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Dick Johns, 703-541-2032
They are actually in Don Temple's name.

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