

The Ford Script



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No. 3



The late Sam Rentsch by his beloved blue Phaeton



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

The Ford Script



Official publication of:
George Washington Chapter, Inc.
of the Model A Ford Club of America
and the Mount Vernon Region
of the Model A Restorers Club
3903 Old Lee Highway
Fairfax, VA 22030

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

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

www.gwcmodela.org
Web Master: Greg Shepherd

Board of Directors

| | | | |
|--------------------------------------|------------------|---|--|
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| Treasurer | Jerry Olexson | 703-538-4054 | ggjioo@cox.net |
| Assistant Treasurer | Milford Sprecher | 301-563-3021 | milford.sprecher@gmail.com |
| Annual Meet Chairman | Bill Worsham | 703-250-5474 | billworsham@aol.com |
| Tool Chairman | Benny Leonard | 703-278-2994 | ben5@cox.net |
| Youth Development | Tom Quigley | 703-912-4293 | tjqigley6@gmail.com |
| National Liaison | Howard Minners | 301-530-1441 | minndax@aol.com |

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| | | | |
|----------------------|----------------|--------------|--|
| Concessions Chairman | Mark Kuklewicz | 301-758-4789 | mark_kuklew@comcast.net |
| Club Librarian | Jay Melton | 703-237-6953 | jmelton58@verizon.net |
| Historian/Archivist | Tom Quigley | 703-912-4293 | tjqigley6@gmail.com |
| Sunshine Chairman | Greg Shepherd | 703-476-6496 | shepman@gmail.com |
| Technical Advisor | Tom Terko | 301-949-7329 | tterko@verizon.net |

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

Next deadline: Monday, April 4th

Gray with an A



Gone West

In ancient Viking days, “when a mighty chief or king died, his body was often placed upon a special bier and then put aboard a longship. The steering oar was lashed straight, the sails were set, and the war-craft was set loose to sail into the sunset with its sleeping warrior to honor him.”¹

Sam Rentsch was a Navy man, as was his father before him. He was a family man and humanitarian who also loved Model A Fords, having worked on them and played with them since he was 13 in 1941.

I was honored to have spent many hours talking about things nautical, Model A, and humanitarian with Sam. These were fascinating hours, filled with tales of youthful exuberance, military experiences and the thrill of seeing a long-imagined invention – conceptualized because of his concern for his fellow sailors -- sail on its own. I got to know Sam from his cold call to me asking if I would be his ghost-writer for stories about “Mickey’s Model As,” as I discuss in the memorial piece in this month’s *Script*. It sounded like an intriguing offer; I accepted.

I think what I will remember the most about my in person or over-the-phone discussions with Sam was his exuberance; he was brimming with tales of all the adventures he had that involved Model A Fords and the sea. From pulling the head off a coupe’s engine at the ripe old age of 13; to racing in the open fields around Troy, New York, in his college years; to designing and launching his very own miniature submarine. In many ways, Sam’s Model As, and especially his “found” phaeton, which he owned for 70 years, were his escape vehicles – land-locked vessels for traversing the ocean of life. Could he have done a total restoration? Sure, but he chose not to – this was his ship, and he its captain – it was just exactly the way he wanted it. He told me several times that his phaeton was his test for the ladies – if they liked his car, he’d grace them with his time; if not, well, they’d be gone.

Sam vividly recalled reading the headlines about both military and civilian ships being sunk in the early days of WWII. He told me it planted a seed of thought that stayed with him throughout his life. After serving two tours on Navy submarines as a “Boat” doctor, Sam was driven to develop an escape mechanism for submarine sailors – analogous to the lifeboats on board Navy and civilian ships. Sam was always quick to point out to me that the only boats in the Navy were escape craft and submarines – all the surface vehicles were ships. So his idea had been to design and build “a boat’s boat,” he’d say. With his miniature submarine, the “Benthic Explorer,” he achieved his goal to build and demonstrate such a craft. Sam also discussed his concern that there were no universally available rescue messaging systems available to the ship and civilian sailor. We debated back and forth over the efficacy of developing a beacon system of some sort to fill this void; it was a final quest he had to put to rest when macular degeneration robbed him of his sight.

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GRAY WITH AN A (Cont.)

As I was thinking about all this the past few days, I remembered from my contracting days when my company would not be chosen for a contract, or the terms were being changed in a way not favorable to us . “It’s not personal...” they’d say, “it’s just business.”

With Sam, I believe, it was just the opposite.

Jim

1. Nelson, Douglass B. *Traditional Nautical Terms and Sayings*, pg. 20.
goatlocker.org/resources/nav/navyterms.doc

FROM THE EDITOR

When Train Day dawned two weeks ago, it was cloudy and the weatherman was calling for rain late that afternoon. (I’ve been living in the DC area for almost 40 years, and I still get suckered by local forecasters.) Since I only needed 60 miles more to reach the magic number of 250 to cut loose from my 40-mph limitation and make good use of my newly installed overdrive, I was determined to make the trip.

It started raining 5 minutes out of my driveway. The engine was hesitating but otherwise running fine. I had my roster and cell phone. I was going to make it or sure as hell be rescued if I didn’t. The rain quit about the time I crossed the Beltway in Virginia coming out on Braddock Road and it remained dry all the way to Clem’s. It felt great being behind the wheel of ol’ Blaze again despite the rough ride.

It was a long drive so I began thinking about how Google’s driverless cars are going to affect our hobby. I’d read an article on them that said people probably wouldn’t own such cars. Instead, people would have service on demand; just press a button on their cell phone to summon one to take you where you wanted to go. People would never learn how to drive and eventually, cars you had to physically drive would either be crushed or left to rust in the garage. Except people wouldn’t have garages anymore. Parking spaces would be pointless, so sidewalks would be widened and maybe people would walk more; or bike lanes would be put in.

All this was giving me a headache. It could be that more car museums will be built so folks can go see how people used to get around in the old days. Because, sure as shootin’, the government isn’t going to let people out on the road controlling their own vehicles and getting into accidents when you had those nice, safe driverless cars to ride around in. Hopefully, it’s a long ways off; but I’m tired of thinking about it. It only depresses me.

When I pulled into Clem’s driveway, I was surprised to see that I was the only one who’d brought his Model A. I was told Jim had brought his but had hightailed it home for his modern when it started raining. (Ok, he had to haul a lot of stuff and rain would’ve severely hampered the unloading process.)

It was a good turnout. I hadn’t been in years. I was glad to see Clem’s setup still as entertaining as ever. I wandered into the t.v. room to catch some of the Daytona 500 and got into a lively discussion with a Clement granddaughter, who was a really serious fan. She knew all the drivers and had even been to a race, about which I heard a lot. My trip home was uneventful—not usually the case when I’m coming back from Virginia. And I broke.250!

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting February 25, 2016

Call to Order. The February Board meeting was called to order at 6:58 PM by President Jim Gray at the Red, Hot and Blue Restaurant Meeting Room in Fairfax, Virginia. (Note: The meeting was delayed one day by a severe storm in Fairfax County on the scheduled date of Feb 24th).

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

Minutes of the February 3rd meeting were approved by Board Members prior to being published in *The Script*.

Treasurer's Report Assistant Treasurer, Milford Sprecher, provided the Treasurer's report. Milford discussed current income and expenses activity. He discussed the status of Script advertising and the need to identify the source of the scholarship funds for the coming 2016 awards.

OLD BUSINESS:

Sully Committee. Bill Worsham reviewed the current status of the planned 2016 Sully Antique Car Show. Bill has had recent meetings with the Fire Marshal and the Sully staff. Advertising in the Washington Post and other periodicals is being set up. Jim Gray expressed that there may be an opportunity to find judges among the Model T and Early V8 clubs. He also mentioned his intent to provide funds for refreshments during the show for club people working at the Sully Show.

Programs. Vice President James Kolody led a discussion about programs for the remainder of the year. A tentative list of future programs is as follows:

- March – Early days of the V8 – James Kolody
- April – Small Parts Day preparation – Rotating tables with hosts Tom Terko, Luke Chaplin, Benny Leonard
- May – Restoration of Stainless Steel Headlights – Tom Quigley, assisted by others
- June – Sully Show preparation – committee assignments, judging seminar
- July – Summer outdoor Flea Market in parking lot
- August - Tools display and functioning – K R Wilson and others, Club tools
- September – Basic Model A Electrical Functioning; use of Multimeter – Benny Leonard
- October – Carburetor rebuilding - Craig Sawyer
- November – The A-V8 construction – Stan Johnson
- December – Brown Bag Gift Exchange

Also being considered is a Family & Fashion/Ice Cream Social night at some point in the future. Stan Johnson has asked Jim Spawn, editor of the MAFCA Restorer magazine if he is willing to give the talk he has planned for the MAFCA meet this summer in Loveland, CO.

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FROM THE SMOKE-FREE ROOM (Cont.)

Activities. In the absence of Activities Chairman Doug Tomb, Jim Gray highlighted the Cherry Blossom Parade coming up and the fact that more seats are needed for passengers seeking to ride in the parade. Jim pointed out that the Cherry Blossom Parade is very enjoyable because of the pleasant weather at this time of year, the large crowds, and the great reception our cars get when being described by media and responded to by the large crowds.

Jim reiterated the opportunity our Club has to participate in the 100th Anniversary of the US Parks Service, which plans to sponsor antique car runs down the Parkway, perhaps with focus on one of the adjacent park locations each month (e.g., Marine Corps Memorial). The potential exists to have joint participation with the local Model T and Early V8 clubs in these activities. Similarly, the potential Club trip to a private historical mansion near Aldie could be expanded to include multi-club participation.

Membership. Chairman Greg Shepherd reported that he is finalizing the printed roster, which will only include the members who have paid dues for 2016. He has received a recommendation that Life Members be annotated as such in the new roster.

Sunshine. Member Dr. Sam Rentsch passed away on February 24 and plans are underway to assist in his memorials. Our club will provide a driver to drive the Model A Ford Sam owned since his teenage years at the 11 AM service on March 5 at the Adams-Green Funeral Home in Herndon. There is also the possibility of honoring Sam at the 4th of July parade in Annapolis. Sam served as ship's doctor on 2 different submarines during his time in the Navy. He was a graduate of Rensselaer Polytech and the Medical College of Virginia. As a teenager he asked about an old Model A that was gathering tickets for being illegally parked. The police told him if he paid the tickets they would give him the title to the car, so for \$45 he became the proud, and longtime owner, of that illegally parked car.

Webmaster Shep asked that members look at the GWC website (<http://gwcmodeleda.com/>) and review any information about them and provide any corrections to him at shepman@gmail.com.

Editor Bill Sims announced that the deadline for the March issue is Monday, February 29th. Bill asked for confirmation about which advertisements to continue including in *The Script*. Milford agreed to search the records to provide an answer.

National Club Liaison In the absence of Chairman Howard Minners, Jim Gray reminded members of the forthcoming MAFCA Meet in Loveland, Colorado and the MARC national meet to be held near Toledo, Ohio. He also pointed out that the MARC Membership Meet will be held on 7-9 April in Flint, Michigan.

Club Tool Chairman Benny Leonard reported that the club's wheel straightener is again operational and was used by Bruce Metcalf to prepare a set of wheels for powder coating. Benny reminded the board that there will be a cleanup and refurbishment of the club's storage shed on April 23rd. The event will kick off at 9:30 AM with coffee and donuts. He also stated that an effort to maintain and tune up the Club compressor is scheduled for March 19, with the date for a planned sandblasting day to be selected after the compressor is fully operational. (Note: People who work on the compressor will get priority status for sandblasting.)

Scholarship Chairman Tom Quigley asked for confirmation that the funds have been set aside for five scholarships. It was moved, seconded and passed that \$5000 would be set aside in the 2016 budget for five \$1000 scholarships.

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FROM THE SMOKE-FREE ROOM (Cont.)

Armed Forces Retirement Home. A motion was made, seconded and passed to increase the amount in the budget for the AFRH Memorial Fund to \$250.

Model A Ford Foundation (Museum). A motion was made, seconded and passed to include the Club's annual donation to the Model A Ford Museum the amount of \$1000, to be obtained half from the General Fund and half from the Memorial Fund.

Train Day. A motion was made, seconded and passed to increase the support for Train Day from \$200 to \$250, based on the increased numbers of GWC members at the event.

Small Parts Day. A motion was made, seconded and passed to reduce the amount available from \$250 to \$200 per request by Janet Merkel.

Club Trip to Model A Museum. Stan Johnson reported on the cost of a trip to the Model A Museum based on the rental of a large 12 passenger van. Cost per person would be in the \$250 range, not including food costs. A tentative date in the first half of August was agreed to by the Board members. Stan will develop this option further, and also an option to coordinate a caravan of modern cars, rather than using a van, allowing more flexibility for size and composition of each family group.

NEW BUSINESS

Meeting Locations. Stan Johnson suggested the Board consider holding some meetings at Board member homes/garages as done in the past. The Board responded that it is very convenient to have the meetings at the same known location but that there is some flexibility to meetings being held at member homes.

Microphone and other apparatus. A modern microphone for use in meetings, presentations and games is needed according to librarian Jay Melton. Cost and capability are being explored, and under consideration is a GoPro type camera for providing images during presentations which make use of small, detailed parts.

Trifold Handout. Tom Quigley had previously submitted an explanatory trifold flyer for use in explaining our Club to people who make inquiries at events and public encounters. A draft was reviewed and some suggestions for change were offered. A final version will be considered at the next meeting.

Gavel & Podium Name. Member Dave Henderson recommended that some club activity or feature be named as a tribute to Joe Thoma, our Club's originator, who passed away recently. After considering several options, the Board decided that a fitting and lasting tribute would be to name the President's gavel and podium after Joe and emplace a plaque on each one to perpetuate the recognition.

National Club Insurance. A donation of \$75, requested by MAFCA, will be sent to help defray the cost of liability insurance that it carries to cover national and local events.

Adjournment

The meeting was adjourned at 9:05

Next Meeting The board will meet on Wednesday, March 23 at the Red, Hot and Blue restaurant in Fairfax – 6 PM for diners and 7 PM for meeting-only members. Interested members are welcome.

Stan Johnson, Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1991)



Readers of the Ford Script got some special treats this month, in the form of a reprint of an article entitled "Buckets Of Rust," which Rick Menz had written that was published in the Model A News about a business trip to Australia and a very humorous article by Bill Cassels entitled "There's The Model A As Henry Built It, And Then There's Ours".... More on these to follow.

President Jerry Breedlove, commenting on the newly formed Technical Committees, reported that the Brake Committee, headed by Millard Springer, of which Jerry was a member, had met and discussed what they felt they should try to accomplish. It was decided to meet twice monthly. In addition to the brakes, there were committees for the electrical system headed by Luke Chaplin, engine by Al Meeks, fuel system by John Howell, interior and top, George Merkel, sheet metal and body work Dave Henderson, and steering by Bobby Harrington. Members were encouraged to join and participate in the committees.

At the Board meeting it was reported that planning for the Sully Show was well under way, but Chairman Bill Worsham pleaded that "only 29 members have signed up so far", and that a final walk of the grounds would take place soon. Andy Pogan, Activities Chairman, was working on activities in which we could drive our cars. Millard Springer gave the Board a short quiz on transmission gears, and then everyone went home.

Writing about his Australian trip, Rick revealed that Model A interest is strong down there. The supply of cars to restore there often included bullet-hole-riddled basket cases, lovingly brought back to life, hence the article's title. Parts sourced from the US are expensive there because of a tariff that runs costs up 20 to 40 percent, and the shipping, another biggie. He lauded the friendship and red carpet treatment that he received. Some of the things he discovered were that Model A's there were right hand drive, and he enumerated the resulting differences between their cars and ours. Australia was hit hard during the depression years too, and as a result there were no new 1931 Model A's made there.

Bill Cassels had his Model A sized up by Millard, and his account of it went something like this; Millard, "Look at these odd spring shackles - not right and no grease fittings. And what about this rear spring - looks like it only has 7 leaves, that's not right for this car, should have 8, not strong enough for this coupe". Bill, I'm starting to feel faint. "Is that unsafe?", he asks quietly. "No" comes the response. "It'll just make your car ride low in the rear". Bill- "Oh," I said dejectedly. "But it won't have that effect in your case". Bill, "Great" I say, feeling that something is finally going right. "Yes, that's because your front spring is so old and sprung that it's almost flat too".

Dave Henderson

SULLY 2016

Plans are in full swing for our annual car show and flea market at Sully plantation on June 19th. The only thing missing is you. We need the help of every member to run his show. Sign-up sheets were sent with your dues renewal and are available at every meeting. If you haven't signed up, please do so now.

Those who sign up will receive one of the following:

Four gate passes for their family or friends
1 free car registration
Discount on a flea market space or car corral space



Thank You,

Bill Worsham
Annual Meet Chairman

THE STEERING COMMITTEE – 2016 SULLY MEET

| | | | |
|------------------------|-----------------|----------------|----------------------|
| ANNUAL MEET CHAIRMAN | Bill Worsham | (703) 250-5474 | billworsham@aol.com |
| SHOW CAR REGISTRATION | Bill Benedict | (703) 430-2441 | |
| carolabenedict@aol.com | | | |
| FLEA MARKET | | | |
| (Vendor liaison) | Bruce Metcalf | (540) 955-8312 | kesedeme@aol.com |
| (Field set up)) | Paul Gauthier | (703) 323-0009 | gokie1@verizon.net |
| CAR CORRAL | Andy Jaeger | (703) 490-4846 | elanjaeger@aol.com |
| CONCESSION/SNOW CONE | Greg Shepherd | (703) 476-6496 | shepman@gmail.com |
| OLD CAR PARKING | Tom Terko | (301) 949-7329 | tterko@verizon.net |
| JUDGING CHAIRMAN | | | |
| (Chief Judge) | Woody Williams | (703) 858-1192 | vamodela@verizon.net |
| (Judges liaison) | Jim O'Neale | (703) 894-0658 | oneale50@gmail.com |
| TROPHIES | Gil Beckner | (703)971-3795 | gbeckner@verizon.net |
| PUBLICITY | CHAIRMAN NEEDED | | |
| SPECIAL DISPLAYS | Benny Leonard | (703) 278-2994 | ben5@cox.net |
| INFORMATION BOOTH | Dan/Donna Lyon | (301) 330-5564 | maneline@comcast.net |
| FRONT GATE | Bill Jaeger | (703) 929-7599 | Billy8n@aol.com |
| HELP WHERE NEEDED | Laurel Gauthier | (703) 323-0009 | gokie1@verizon.net |

2016 MAFCA MEMBERSHIP PROGRAM

2016 MAFCA Membership Program Welcome to the New Year! As the year begins, MAFCA's new board has set a goal to increase membership in 2016 to 15,000. This year, MAFCA is providing each chapter unlimited 2-year memberships for the price of 1 year, \$40. This offer is for new members who have never been members of MAFCA. This is a fresh new program that was kicked off last year at the Model A Days and at MAFCA's booth at the Hershey Swap meet. The success of this program is up to MAFCA chapters, so it asks that we give it our full support and go out and get some new members. MAFCA is very excited to be working on this membership program and hopes we will help them achieve the goal of increasing its membership to 15,000. The following MAFCA Board Members are available to answer any questions and can be reached at <membership@mafca.com> (Jay McCord) and <chaptercoordinator@mafca.com> (Trudy Vestal).

SUNSHINE REPORT

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

Seems we are always being tested and Benny, our tech expert and tool chairman, is no exception. He is going in for some tests this month. Please keep him in your thoughts so he can pass with flying colors.

WEBSITE REPORT

Hopefully everyone uses our website to keep up on the latest happenings and event information. As mentioned at February's membership meeting, the website has been enhanced to showcase those members that have joined the MARC Mileage Program. The details are on our website at: <http://www.gwcmodeleda.org/> Just click on the Driving Awards Program option on the left to see everyone. And if you would like to join, Jim Cartmill is our coordinator and his and the program details are on the website.

Speaking of the website, if you have not lately, please take a moment to visit the website and especially the photo gallery, where members can show off their cars (both Model A and others). If you have sold your car, or better yet bought a new one, and you would like to share, drop me that information. I like to keep the website up to date but can only do that if people keep me in the loop.

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MEMBERSHIP REPORT

I'm happy to report that we had 3 new members join the club this month. All with cars already! Please welcome them to the club and update your rosters with their information.

John & Shawna Thompson
7714 Gingerbread Lane
Fairfax Station, VA 22039
703-239-8868 (home)
703-582-7703 (cell)
ThompLaw@outlook.com
1930 Coupe

Vincent & Hoang-Oanh Rodgers
8286 Laurel Heights Loop
Lorton, VA 22079
703-470-6987 (cell)
VinceRodgers9of11@gmail.com
1929 155-A Town Sedan Murray

Ethan Frank
19169 Silcott Springs Rd
Purcellville, VA 20132
540-338-8486
ethfranck@hotmail.com
1929 Special Coupe

Speaking of rosters, as most members know, we print out a hard copy of the roster every 2 years. This year, 2016, is one of those years. So expect an email soon containing the electronic PDF version of the membership data for everyone to review and send any corrections. If you know of any in the meantime, please don't hesitate to contact me at 703-476-6496 or via email at Shepman@gmail.com with the updated information.



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DR. SAM RENTSCH – VETERAN, INVENTOR & MODEL A ENTHUSIAST



Sam in parade mode with my granddaughter, Grace Nelson, and me on April 11, 2015

Club member Sam Rentsch passed away on February 24, 2016, at the age of 87. Born in Derby, Connecticut, in 1928, Sam was a long-time Model A Ford owner and enthusiast. Although his vision was compromised in recent years, he absolutely loved participating in the National Cherry Blossom Festival parades. Driven in 2014 by Jason Cunningham, and last year by James and Sharon Kolody, he had been talking to me very recently about who he would be able to ride with in this year's parade. Although some think Sam's involvement with Model As goes back to his time as a student at Rensselaer Polytechnic Institute (RPI) in Troy, NY, it actually dates back all the way to 1941, when he was just 13.

Sam's family lived in New Haven, Connecticut, and his family lived in a large Victorian house with a 150-foot square concrete-paved area that joined the house with the old carriage house. As was told in the February *Script* (pg. 11) in "Mickey's Model As," Sam's singular focus that year was to get a car... not just any car, but a special car that he could buy with 25 bucks! Sam reminisced that some may have called his beat up 1929 Model A rumble-seat coupe a "jalopy," but to him, "it was the cat's meow."

Sam told me he earned his gas money as a "gas monkey" (Sam's words) at a local station. But after Pearl Harbor you needed rationing coupons for gas, and a teenager with only a part-time job didn't get any. The station owner had told Sam how to get a little bit of gas out of the long gas hoses of the day after the pumps had been shut off. So every evening Sam and his pals would ride their bikes around town with screw top cans to collect all the gas they could. Sam said they could usually collect about a gallon or so a night that way.

By the time Sam left home for college at RPI, his old coupe was gone, and Sam was without a car. He told me he walked past a Model A phaeton on his way to and from classes his freshman year and noted that with each passing day, the number of tickets on its windshield grew. One day Sam stepped into the local police precinct and asked about the car. The desk sergeant told Sam that if he paid the tickets, he could have the car. Sam paid, and owned that Model A for the rest of his life.

After graduating the Medical School of Virginia, Sam served 3 years in the Navy, and was the ship's doctor on two different submarines. This experience fascinated Sam, and led him to develop, launch and sail a miniature submarine of his own design later.

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DR. SAM RENTSCH (Cont.)

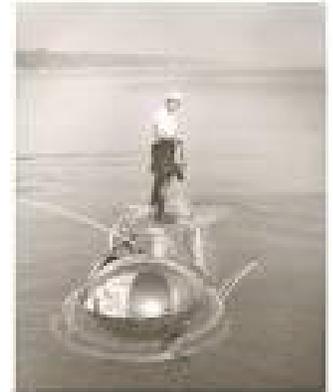


Sam, his sister Christine, mother Hazel, and Sam, Sr.



“Puttin’ on the Ritz” with his Model A

Here he is atop his *Benthic Explorer*, which Sam designed and built after a great deal of research. After finishing it in 1978, Sam launched it in the Connecticut River. His invention was later used for oceanography research at the University of Rhode Island, where Sam was an adjunct professor of oceanography. The *Benthic Explorer* is now on display at the Children’s Museum of Southeastern Connecticut in Niantic.



Sam created a half-dozen other inventions, notably the Cardiac Press, but took a year-long hiatus from his medical practice of 35 years to be the Director of the Peace Corp in Chad, Africa from 1966-1967.

Through all his life’s adventures, Sam held fast to his love of his cherished Model A Phaeton. His association with the GWC came after he had lost a lot of vision, so he led from the right seat, participating in both the 2014 and 2015 Cherry Blossom Festival Parades as well as our “Wine and Sawdust” Tour to Willowcroft Winery and Jim & Edna Cross’s JEBRAA farm and sawmill on May 4, 2014.



DR. SAM RENTSCH (Cont.)

In 2014, Jason Cunningham drove Robin and Sam in the Cherry Blossom Festival Parade in Washington, D.C. James and Sharon Kolody drove Sam in the 2015, parade.



Doug and Beverly Tomb were able to swing by Sam and Robin Rentsch's house in Great Falls, VA, and bring them on the Wine and Sawdust tour in Sam's Phaeton on May 4, 2014.

Sam's family asks that you consider donating to one of the causes that Sam was so interested in: Doctors Without Borders or the Jacques Cousteau Society. You can Google either one, mark Tribute to Dr. Samuel Rentsch and notify James.Rentsch@msn.com. You may also donate by phone.

We will miss Sam in the Cherry Blossom Parade this year, and in all years in the future. I will miss my interviews with Sam for the "Mickey's Model A" columns, and our long discussions about ways to help locate individuals who become lost at sea. It seems only fitting that we say goodbye to Sam with the traditional words of the Navy blessing and farewell to mariners:

Fair winds and following seas,
May forever you feel, upon your cheek, the salty breeze.
Your spirit lives on in many a heart,
your words captured, and never to depart.
May your loved ones have the comfort in knowing,
to heaven is where you are going.
For all that they have to do is look above,
and they will be reminded of your love.
<http://www.ibiblio.org/hyperwar/NHC/fairwinds.htm>

Jim Gray

(See also "Mickey's Model As" in the February, March and April 2014 editions of *The Ford Script*.)

OLD CAR AND TRAIN DAY AT CLEM & SANDY CLEMENT'S

So what's a little rains and chill? Special thanks to Bill Sims for bringing Blaze from the other side of the world this past Feb 21; Jim Gray brought Ruby for a few minutes early on, then rushed home 8 miles to get a modern. What up with that? Bill, you are the heeeeeeeeeeeeeeeero.



We had a fantastic time chatting the afternoon away, playing trains and watching the kids "uberplay" (as in playing a lot) trains and chowing down on all the health food. I continue to believe that the mission of Old Car and Trains Day at Sandy and Clem's is a mid/end of winter time to gather and see each other after the super long cold and wintry months of January and February. There were lots of: "How are you doing?" "Did you get much snow?" "How are the kids?" "Is it spring yet?" And as always, train people talking to car people; who'd a thunk it???

To my disbelief, very few watched the Daytona 500 race. Our den gets set up with soft furniture, food and extra chairs for following the race together. Empty room this time. There were several planning meetings and folks holding court in the living room as always a crowd around the dining room table snacking and waiting with baited breath to see what the next dish out would be. And the play in the garage on the carpeted floor was heavy as usual. We had a card table with animal cookies. By the way, do you know which part of the animal cookie you must bite first according to "Kid lore?"

The train room was filled with oooher and awthers. Tom Brooks brought some HO locos from the family and Luke Chaplin was able to lay hands on them and pronounce one still had life still in her, but 2 had given up the ghost.

Later Luke disassembled a can motor and manufactured a new brush for it and put it all back together. I think Luke is the Professor of the Electric Arts at Hogwarts, isn't he?

I was in the midst of one of my sterling talks when someone hollered "let's run them trains!!" Good by me for sure. The Baurer railway was a big hit carrying the two thrill seekers down the winding rolycoaster ride. It had been repaired again and served well for all who tried her. I love that 1924 setup.



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OLD CAR AND TRAIN DAY (Cont.)



My Delker Double Helix in Standard gauge was a huge spectator hit. After several days of work , she was ready to show off her stuff. Whatta' great accessory. For some reason, Ms. Sandy voted no to having it permanently on the dining room table. I never understands womens...

The Delker Double Helix is factory made with their own track, not that of Lionel. It was commercially built for window displays and homes that had big rooms. It also came in the smaller O gauge version, which I don't have (yet). My setup came with bent cross over pieces, missing track attachments,

medium rust and some bent curves. A friend took welding rod and forced it down the kinked straight track, which straightened them out. We used zip ties as replacements for the small missing clamps. I have some track issues yet to repair, but we hope to run the system at some of the Modular Train events this year.



I noted a friend coming down the drive way for their first time here with her two kids in tow. The kid's faces were the blank expression of "here we go again Sunday afternoon being towed someplace Momma sez will be fun." Then the younger one spotted all the trains on the garage floor and the kids playing everywhere; zoom, he was in the middle of it all. Later in the train room the boys got to actually run some of the collection trains. They were mighty thrilled.

We usually start in right after Jan 1 to clean up the house. No good this year as I was sick

most of January. Anyway, Ms. Sandy now has a cleaned up and brightened house ready for spring. Of course I can't find anything. It's all hidden someplace. Seven boxes went to Purple Heart and I'm hoping none of my good stuff got pitched.

Jason Cunningham regaled us with his story about the famous Alexander Kennedy Miller Stutz collection. Seems that A.K. was Jason's great uncle, and Jason got to attend some of the 1996 Christie's auction of his great-uncle's incredible collection of 30 original Stutz motorcars, a Stanley Steamer, a Rolls Royce Silver Ghost, several Franklins and a host of less spectacular marques.

Some years ago, Jason wrote Jay Leno, who had purchased one of the Stutz cars, to ask if he could come see it in Jay's collection; much to Jason's surprise, Jay

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OLD CAR AND TRAIN DAY (Cont.)

called him a few days later and invited him to come tout the collection. Jason went, but I need to let him tell you the rest of the story. On the previous page, Doug Tomb and Ken and Helen Burns (of the NVRG) are wonder-struck by the thought of those magic moments.

Several kids wanted to live in Clem's playroom and garage, and maybe let their moms come visit. Fortunately, we found no leftover kids at the end of the day. One particularly wise young man took a liking to my '39 truck big time. Me too.

I was chatting with Chick Keenan's granddaughter and asked her if she wanted to sit in the Packard. A big YES and she donned the required derby and had a seat. When told the car was for sale, she reported her piggybank was light. Gramps as well. Funny. She has pictures to show her class mates what she was sitting in. Did I mention that I love the Packard and will hate to see it go... but it is time.



Picture time with the Packard – Jason Cunningham learning how to do it Clem-style.

Thanks all for helping make #43 successful. Can we go for #44 and 45? I hope so.



Sandy and Clem Clement

Clem Clement
Pictures by Jim Gray

SAM'S ADVENTUROUS FIRST CHERRY BLOSSOM PARADE

As many of you know, our dear brother in Model A ownership, Sam Rentsch, passed away a few weeks ago. One of my greatest memories of Sam was the year I agreed to drive his wonderful 1930 Phaeton in the 2014 Cherry Blossom Parade, with Sam riding shotgun due to his poor eyesight. It was an experience I'll never forget and it was almost a catastrophe!

I arrived at his house early that morning to find Sam already outside carefully wiping the early morning dew off the car he loved so much. There was the familiar nervous excitement in the air as Robin, Sam's wife, carefully packed the back seat with snacks, drinks, sun screen, and other fun parade essentials.

At last it was time to go, we piled in, and I gingerly pressed the starter. Sam's baby sprung to life and happily sat purring in the driveway like a well-oiled sewing machine. With that, off we went! Perhaps mercifully, disaster struck at the bottom of the driveway when the car stalled. "she's just a little cold and cranky," Sam said. I let the car gently roll back ways away from the street, and tried to start the old girl again, but to no avail.



It's at moments like these, when all seems lost and the hopes and excitement of a downtown parade seem dashed upon the rocks that a man's true character gets revealed. Sure, there were grimaces and pained expressions all around, but while I was in full-on desperate panic, Sam seemed calm, almost accepting of the blow.

No amount of tinkering, tapping, or tickling could cajole the engine back to life. But then, a miracle! We called George Smolenyak, who had previously worked on the car, and was familiar with its unique quirks (I prefer to think of it as 'personality,' which is unique to each car.)

As mercy would have it, he was out driving his Model A, and was less than 2 minutes around the corner! He drove by, and with MacGyver-like talent, managed to get the car running again within a few minutes. Better still, we had no further issues the rest of the day.

We arrived safely (albeit late) to the parade, enjoyed the warm sun, brilliant colors and costumes of the other dancers, marching bands, and floats. I will never forget that parade, the expression on Sam's beaming face as we rolled down Constitution Avenue, but most of all, Sam's calm under pressure, especially in the face of disappointment.

I hope Sam's car will be able to join us in another future parade. And I hope you will too. The deadline to sign up for this year's Cherry Blossom Parade is March 9. Release forms are available on the club's website, but I'd be happy to email you a copy. You can reach me at jjcunningham@gmail.com or call 301-648-4201.

Jason Cunningham



CAFFINE DOUBLE CLUTCH (CDC) BREAKFAST WEDNESDAY, MARCH 9TH

The next CDC is scheduled for Wednesday, March 9 at 9:30 am, at the Fair Oaks Silver Diner, 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road.) If you haven't been before, this is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well.

Next month's CDC will be on Friday, April 8th. Just a head's up in case you don't get your April Script beforehand.

Clem Clement

CORN HEAD GREASE

(Submitted by Clem)

Do you remember to pump your universal joint with grease when you lube your Ford? Good, but ordinary chassis grease is thick and the spinning knuckles make a cavity and the bearings do not get proper lubrication. The owner's manual calls for "Universal Joint Lubricant (cylinder oil soda soap grease)" every 1,000 miles. So, once a year you squeeze it in there, right? But where can you find such stuff?

The question was brought up on FORD BARN and the discussion centered around the use of John Deere Special Purpose Corn Head Gun Grease – AN10562. This special stuff is thick when cold and softens when warm to fill the gears/joints/bearings. It will not leak since it is a grease, not a lubricant. And, it lasts longer with "fill for life" properties. It resists wear and corrosion. Sounds like just the stuff we need.

Physical properties:

- Green color•
- Excellent at high and low temperatures•
- Polyurea thickened•
- Contains extreme-pressure additives•
- Resists moisture and water washout•
- Contains anti-rust properties•
- 14-oz. tube compatible with most grease guns•

Go on John Deere's web site and watch the video for the product. Only \$3.16 a tube. I have tried to contact a JD technician about servicing the universal with the old grease in it, but no luck yet. It would be forced behind the chassis grease and if you pack it in there, what would be the problem?

By Cliff Green

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COMING EVENTS

[Club events are in bold]

March

March 12 AACA Parts meet, Howard County fairgrounds,

MD <http://chesapeakeaaca.org/pages/activities/calendars/craaca/default.html>

March 12 Damascus, MD , 2016 PATINA Spring Tool Sale and Auction, 9:00 AM to 2:00

PM 10211 Lewis Drive in Damascus, MD <http://www.patinatools.org/auctioninfo.asp>

March 12 Frederick, Maryland, 19th Mason Dixon Gas Automobilia and Petroliana Swap

Meet. Held at the Great Frederick Fair Grounds. Doors open to the public at 7:00

a.m. sharp Saturday, swap info: [Keith Elza \(443\) 864-6271](tel:4438646271), Mike Carr (410) 850-0670

March 16 (Wednesday) Monthly general membership meeting.

March 20 45th Annual Swap Meet and Car Corral (Cowtown) South Jersey Region AACA 45th annual swap meet and car corral. 8 AM - 3 PM, Salem County Fairgrounds, Woodstown NJ,

March 25 & 26 Sugarloaf Mountain Region AACA - 46th Annual Indoor/Outdoor Parts/ Swap

Meet starting at 8:00AM, Carroll County Agriculture Center, 706 Agriculture Center Dr.,

Westminster, MD [\(410\) 848-6704](tel:4108486704) info@carrollcountyagcenter.com

April

April 7 – 10 MARC Membership Meet, Grand Blanc, MI. Host hotel is the Holiday Inn Gateway Center, Flint, MI Seminars and tours, indoor swap meet. See Nov.-Dec. issue of the Model A News for details and forms.



April 9 & 10 20th Annual Gas & Steam Engine Show, Agricultural History

Farm Park, 18400 Muncaster Road, Derwood, MD Saturday 10am - 5pm Sunday 10am - 3pm, for info, phone: (301) 253-2673 or go on the website: www.friendsofthefarmpark.org

Saturday, April 16 Cherry Blossom Parade in Washington D. C. Constitution Avenue between 7th and 17th Streets, NW. See Write up later in the Script

April 20 (Wednesday) Monthly General Membership Meeting

April 23 You are invited for a day of fun and fellowship at our third annual Model A Ford Day in Hellertown, PA, on Saturday, April 23, co-hosted by the Hellertown Historical Society and the Lehigh Valley Model A Ford Club. Last year, about 85 Model A's and AA's were on display. Please spread the news to your members, friends, and other Model A enthusiasts so this year is even better. Bring your Model A if you can. If not, we would still like to be your hosts for the day.

April 30 Saturday Small Parts Day (Model A Parts Repair Workshop) at Merkel's Farm. Janet Merkel, 9306 Merkel Farms Road, Bowie, MD 9:00 AM to 3:00 PM See next month's Script for more information and directions.

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COMING EVENTS (Cont.)

May

May 15th The Aldie Hill “Man Cave” and Middleburg Shopping Tour. Gather at the Man Cave at 9:30 AM, and on to Middleburg. Details to follow.

Be sure to check the GWC web site for the latest breaking ews: <http://www.gwc.gwcmodela.org/>

WANT ADS

For Sale

Tom Torget has a beautifully restored station wagon he calls “Miss Maple” that he needs to sell.

His asking price is: \$38,500, negotiable.

Location: Kerrville, Texas (near San Antonio)

email: ttorget@gmail.com

830-257-8966



Model A parts for sale. Located in West Springfield, VA. Includes a couple of engines and transmissions, chassis components, five 21-inch wheels, a hood, and a host of other items. All original. Many parts have some surface rust but are generally in good shape. The list of items is below with NEGOTIABLE prices:

2 complete engines -- \$250

1 complete transmission with bellhousing and shifter -- \$275

1 transmission complete -- \$200

Five 21-inch wheels -- \$250 for set

4-piece hood -- \$300

Rear-end assembly with brakes, hubs, torque tube, shaft, all internals -- \$600

Front brakes -- \$100

Spindles -- \$100

Spare tire bracket -- \$75

2 starters -- \$70

Generator -- \$25

Starter crank -- \$25

Seat springs -- \$25

2 steering wheels -- \$60

Autolite heater intake manifold -- \$50

Emergency brake -- \$50

Center brake shaft -- \$25

Please contact Cory Goetz at goetzcr@gmail.com or by phone at 703-569-3634. He can be contacted evenings, or leave a message during the day. Parts from a '29 Model A.

The George Washington Chapter Inc., Model A Club of America and the Mount Vernon Region of the Model A Restorers Club does not endorse or any way approve or disapprove the use of any person or enterprise that advertises or in any way is linked to the club web site or publication (e.g., the Script).

Sully Volunteer Statement

June 19, 2016

Please send completed form with dues to Greg Shepherd or send the form only to Bill Worsham (addresses below).

NAME: _____

PHONE NUMBER: _____ EMAIL: _____

ADDRESS: _____

The George Washington Chapter, MAFCA / Mount Vernon Region, MARC primary fundraiser is our annual Fathers' Day antique car show at the Historic Sully Site. Club members are asked to commit and volunteer two hours to make this show a success. From the list below, please identify where you can help by placing a check next to the committee(s) where you would like to work.

___ **Judging** - In this job, you'll see the best cars up close and personal. If you like old cars, I'll bet you'll love judging. Training will be provided at a general membership meeting prior to the show.

___ **Show Car Parking** - We need help to get the show cars parked where they need to be. This includes set up of the show field on Friday prior to the show and/or helping park show cars on the day of the show. You'll see the best cars as they enter the judging field, and you'll get to tell them where to go! I can help Friday ___, I can help Sunday ___, or I can help both days ___.

___ **Registration** - This job will give you the opportunity to see the show cars as they arrive for the show. Each car will have to get their registration packets from you to drive onto the show field.

___ **Front Gate and Trailer Parking** - This is one of the most important jobs at Sully show. You will direct the flow of cars at the main gate and with all the great looking cars arriving, time moves fast at this job. The trailers bring in the real gems to the show. Get them parked and see them first!

___ **Flea Market** - Getting the field laid out and marked off prior to the show is crucial to having a successful flea market. Also help is needed on the day of show to ensure vendors are in their designated spots. So what if you're the first to know where the best deals are? It's your job! I can help Friday ___, I can help Sunday ___, or I can help both days ___.

___ **Car Corral** - Help participants by showing them where to park those wonderful "for sale" machines and see if you can avoid buying one. This is a tough job if you have car-buying money just burning a hole in your pocket!

___ **Snow Cone Booth** - This is, undoubtedly, the BEST job on a hot Sully day. Work under shade surrounded by lots of ice, flavorings and water ... now that's cool!

___ **Information Booth** - This is our outreach to the public and focal point about the details of the show. You'll get to talk to a lot of good folks and if you are on the first shift, watch all the Model As drive by on their way to their judging field.

___ **Sully Pin Sales** - You will sell current and past years collectible Sully pins at the show. These pins are unique because they honor a club member.

___ **Help Where Needed** - If you're not sure where you want to help, mark this choice. Our "Help Where Needed" chairman will work with committee chairs to put you to work where you are most needed. You will be contacted with regard to your assignment prior to the show.

Questions? Call our Annual Meet Chairman, Bill Worsham at 703-250-5474. Send completed form with your dues to Greg Shepherd, 3715 Brices Ford Ct., Fairfax VA 22033 or send form only to Bill Worsham, 3903 Old Lee Highway, Fairfax, VA 22030