

# The Ford Script



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The lineup at the Willowcroft Winery



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](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

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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](mailto:billhsims@gmail.com)

**Next deadline: Monday, December 5<sup>th</sup>**

## GRAY WITH AN A



November, 2016. Another presidential election cycle is upon us. I understand there is a national-level contest of some import also happening this month, but I'm talking about our Club's election.

I'm pleased to report that we have a full ballot of fine candidates running with me for office in your Club. To ensure we have the requisite 20% of our membership necessary for a quorum to vote, we are offering Mike Copperthite Apple Pie *à la mode* and good coffee. My plan is to tempt you with sugar and keep you awake with

the caffeine. This needs to work at least 36 times, so please mark your calendar and join us to VOTE on November 16.

And, of course, don't forget to vote on November 8, too. Although I doubt you'll get pie *à la mode* and coffee at that polling place, you'll have fulfilled one of your most important civic obligations as a citizen of this great nation. Our forefathers laid down their lives for this privilege, and it's a duty we must meet in the present to honor our past and pave the way for our future.

The present, of course, is nothing more than the intersection of the past and the future. Some admonish us to Carpe Diem, or Live for the Day; but none of us really does. Henry Ford was famous for saying that "History is Bunk," yet he created Greenfield Village. "... a vast outdoor museum spread across more than 80 acres, a place where America's past feels like right now... [with] 83 authentic historic structures, from the lab where Thomas Edison gave the world light to the workshop where the Wright Brothers gave us wings and the building where Abraham Lincoln practiced law... [to] the home where Noah Webster wrote the first American dictionary and the farmhouse where Henry Ford grew up." (<https://www.thehenryford.org/visit/greenfield-village/>). This sounds like the work of someone very taken with "bunk." Henry's automobile business reflected this same reluctance to surrender the past. How long did his Edsel pester Henry to stop building the venerable Model T and build "The New Ford"?

We all build our futures upon a foundation of the past, which to me, suggests a continuity at some level we don't yet understand. How is it that we continue to gain new young men and women to join us? Is it because of a memory or a dream? I believe in almost all instances, it's both. And just as the present slides inexorably into tomorrows after tomorrow, we get a bit smarter as we realize the value of a well-documented past. Sometimes it seems as if we can't possibly get the best from our elections, but perhaps the "least worst" is the best we can hope for. In any case, I argue, we will survive and thrive, unlike any other country on the face of the globe. We always have, and we always will.

Speaking of surviving, I hope to take delivery of my restored 1970 Datsun 240Z this month, one of only 500 made with a black interior and a dark green paint job (paint code "907" in Datsun speak). I'm the original owner, and have been chasing parts for it almost since I took initial delivery on Veterans Day, 1970. Finding such parts is devilishly difficult when compared to finding Model A or even Model T parts.

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## **GRAY WITH AN A (Cont.)**

For car show fixes, you have Saturday morning “Katie’s Cars and Coffee” meets in Great Falls <http://katiecarsandcoffee.com/calendar/>; and Sunday morning meets at the Dulles Landing

Shopping Center in Loudoun County <https://www.facebook.com/CarsandCoffeeDullesLanding/>. Be sure to watch your email and check our web site for updates on our Club activities

Finally, DON’T FORGET! Our Christmas Party is Saturday, December 3 – see the article in this month’s *Script*, and SIGN UP! Our December meeting will be ONE WEEK EARLY on December 14. This is our Brown Bag affair, so find something good and of about \$20 in value to bring to the party. Remember to mark your bag as for a lady, or for a guy. If you’re a lady and you want to compete for guy prizes, bring a guy gift and let our table folks know. I invite you to see me if there is any confusion. Finally, get out and drive your Model A!

Jim

## **FROM THE EDITOR**

The tour to John Leydon’s most interesting home followed by a great lunch at Willowcroft was one of the best tours I’ve ever been on. The weather was terrific and “Blaze” ran flawlessly. I’ve always had a tough time convincing Alice to come along on these things because you can hardly hear yourself think when the A gets cranked up above 50mph. But this time was different. It was our first joint venture since I got the overdrive put in last year, and the difference was amazing. Not only did the engine hum along, but it did it so quietly that we could actually hold a conversation in a normal voice. It was all I could talk about once we got to John’s. And the best part is, I think I can lure Alice along on more of these tours as a result. Of course, touring an antique home as old and well cared-for as John’s, with his interesting collections, also helped. Just looking through his collection of ivory-handled walking sticks left many of us speechless—rabbits, fish, and all kinds of other animals. Just amazing. You never know what you’ll run across at one of these Club outings.



It looks like I’m going to be your editor for another year. Keep those articles coming—on anything you might do with you’re A, mechanically or on an explore. Club members are always interested. We need more technical articles, too. We seem to be event heavy and tech light lately. I tend to run those in the winter months when members are inside their garages getting their cars ready for the spring touring season.

And remember to come to the meeting on the 16<sup>th</sup> to vote. Your taste buds will be glad you did.  
Bill Sims

## **FROM THE SMOKE-FREE ROOM**

### **Board of Directors Meeting October 26, 2016**



**Call to Order.** The October Board meeting was called to order at 6:55 PM by President Jim Gray at the meeting room of the Red, Hot and Blue Restaurant in Fairfax, Virginia.

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

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

**Treasurer's Report** Treasurer Jerry Olexson provided an accounting of the treasury position as of October 26, 2016. Actual expenditures so far in 2016 are about \$475 less than actual income. With the remaining expenses of the year in sight, the actual budget will be at or slightly above the adopted budget. Dues for 2017 will be coming into the treasury soon. A discussion took place regarding possible ways to alter the dues amount to encourage greater participation in Club activities. No decision was reached in this regard.

### **OLD BUSINESS:**

**Nomination of 2017 Officers.** Jim Gray reported that the slate for 2017 has been filled. Jason Cunningham has agreed to run for Activities Chairman, replacing Doug Tomb; Doug Tomb has agreed to become the Secretary, replacing Stan Johnson; and Stan has agreed to become the new National Liaison in replacement of Howard Minners, who has regrettably decided to resign from the board. All other positions will be nominated to remain the same as 2016. Voting on the slate will take place at the November meeting.

**By-Law Revision Committee Appointment** President Gray presented the results of the By-Law revisions on which he and members of his committee have been working. The State of Virginia has rules and guidelines for non-profit organization management, and among other reasons, the suggested revision will be in line with the state guidelines. The two areas of concern are the ability for board members to be able to vote on key issues even when not physically present at the meetings. With new technology such as Skype, Go To Meeting, and even cell phones, it is possible to participate from afar when deciding important issues. The other area needing revision is the guidelines for dissolving the club should that ever become necessary. The State has guidelines on disposition of remaining funds, and reference to those guidelines need to be in the by-laws. If final wording is established, the new wording will be read to the membership and voted upon at the November meeting.

**Sully Committee Report.** Bill Worsham stated that he is still looking for someone to be in charge of the Car Corral. This year's pin design is ready to be used in an order. Demand for the pins this past Sully exceeded the amount available, so a 25% increase in the number of pins will be ordered.

## **FROM THE SMOKE-FREE ROOM (Cont.)**

**Tool Chairman.** Benny Leonard reported that his new building is now ready to receive the John Kandl wheel-straightening machine. The available nice days for sand blasting are becoming limited, and the preliminary maintenance work on the Club Smith Compressor needs to take place before Sandblast Day. Benny will soon be ready to install a recent Schwalm's-overhauled engine in his coupe and will call for assistance when ready.

**Drive! Ford Book.** Stan Johnson reported that he has just finished a new 2016 book about the early days of automobiles featuring the decades-long fight between Henry Ford and James Selden over a generic auto patent held by Selden. The board suggested writing a book report to be included in the Script.

**Programs.** Vice President James Kolody reported that the November program will be an explanation by Stan Johnson of his project to assemble parts needed to create a look-alike '32 roadster based on random '31 roadster parts. He has a Model A frame and front end, a '47 flathead V8 which he obtained in the Upper Peninsula of Michigan, a '39 transmission obtained in Tennessee, and a 1930 roadster cowl that was part of a Smith Compressor he bought in New Jersey. He is installing '39 hydraulic brakes that he bought from club member Dave Frost. Capping off the front end will be a '32 grill shell purchased at a swap meet in Luray, Va. This is similar to a project he and his father worked on in the early 1950's, so it is more of a nostalgia project than a hot rod expedition.

The November meeting will be the official annual meeting of the Club, with election of officers, voting on by-law changes, and will feature ice cream and music.

The December program, which will take place on **December 14<sup>th</sup>** (one week before the normal meeting time), will be the annual Brown Bag Gift Exchange. Prepare now by buying or setting aside a DESIRABLE gift valued at \$20 or more. The success of the program depends on gifts previously opened being so desirable that the next participant will want to take that gift rather than take a chance on an unopened bag from the gift table. You know you brought the right gift when it makes the maximum 3 moves from person to person.

James stated that he has been thinking about programs for 2017 and one of his thoughts involved developing some sort of "Model A Olympics" contests, such as assembly of transmission, setting the ignition timing on a Model A, adjusting a brake, etc. Anyone with ideas or willing to set up and lead such an event are invited to write or call James.

**Activities.** Doug Tomb reported that there was a good turnout at the Willowcroft Winery. Some people chose a driving route that included White's Ferry. It was suggested that a club outing in the future should include crossing the Potomac on White's Ferry.

The annual Christmas Party Dinner and new officer Introductions will be held on December 3 at the Fairfax American Legion Hall, the same site of the same event last year. The Christmas Party will feature menu choices to be made at the time of sign-up. Ticket-based Chinese auction, table-center decoration giveaways and the famous Jim Beam Decanter drawing will be included. The pricing will be the same as last year. The new board will be sworn in, and a newly selected lifetime member will be introduced. The 50-50 drawing and refreshment fund gifts, heretofore a part of the Brown Bag meeting, will this year be part of the Christmas party.

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## **FROM THE SMOKE-FREE ROOM (Cont.)**

**Membership.** Chairman Greg Shepherd announced that a new member, Eric Weston, has joined the club. Photos of the Willowcroft Winery tour will be posted on the Club website.

**Editor** Bill Sims relayed that the deadline for the next issue is Monday, October 31<sup>st</sup>, Halloween.

**National Club Liaison** Chairman Howard Minners pointed out that the MAFCA Annual Awards Dinner will be held in Reno, Nevada, December 5-8, at the Peppermill Resort with room fees only \$59 per day. All MAFCA members are invited. The MARC Membership Meet next year will take place in Shipshewanna, Indiana, 23-25 March, 2017. The MARC Annual Meet will take place July 30- Aug 4 in Gettysburg, PA.

**Participation in the MARC Meet in Gettysburg.** A motion was made, seconded and passed that the GW Model A Club will support attendance at the meet, but will not organize and staff the Repair Tent Service.

## **NEW BUSINESS**

**REMINDER!** Arrangements have been made with the American Legion Hall to conduct our December meeting one week early, on December 14, due to the lateness of the 3<sup>rd</sup> Wednesday this year relative to Christmas.

**November-December Board Meeting.** After discussing several options, it was decided that the November and December Board meetings will be combined, to be held on Wednesday November 30<sup>th</sup>, if possible.

**Refreshment Assistance.** Refreshment coordinator Mark Kuklewicz is seeking an assistant who can bring the sodas and snacks for January and February, due to the difficulty he anticipates in getting from his new home to the meetings those two months.

**Club Apparel.** Plans are being made to make club apparel items available to members. The first step is to obtain a high-resolution digital version of the club patch. Anyone having that item should contact Jim Gray.

## **ADJOURNMENT**

The meeting was adjourned at 9:10 PM

Stan Johnson  
Secretary

## THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

Speaking of members at the Board meeting, Secretary Wayne Parker said in a special note that even though our reports are filed under the Script's "Smoke Filled Room" column, we are entirely a smoke-free group! Not unusual today, but reflective of the good judgement of the Board's members 25 years ago. And, the chapter was doing things right too, our membership had reached 255. Activities coming up were the Annandale Parade, our Christmas dinner dance, the tour to the Chesapeake Beach show, and Walt Bratton's repair day.



Robert Mechner wrote about the recent Rockville car show, of which our club had been a co-sponsor. Chuck Zierdt was on the show committee, and he, Harry White, and Andy Pogan also helped with the parking of show cars. Robert went on to comment on the variety of cars there, which numbered 510, with 27 Model A's present. He made an interesting contrast between the "heavy iron", expensive models, with the humble Model T Ford. About the luxurious cars, he said he was amazed at how huge they were, noting that some stood at least a foot taller than our Model A's, and had accessories that Model A owners could only dream about—roomy plush interiors, running boards with courtesy lights and radios built into the dash board. Some had brilliant brass- and chrome-embellished engines and porcelainized exhaust manifolds. Moving to the Model T's, he noted in contrast that they had no speedometers or gas gauges and appeared primitive, with a stick under the seat to measure the level of gas in the tank.

Interesting programs were in the works. In November, as a result of a consensus expressed at the last meeting, a presentation on repairing small items, with a question and answer session following was to be conducted by Andy Pogan. This, and a model car meet with first, second, and third prizes to boot. For December, Don Temple and Millard Springer would present a follow-on to their well received recent seminar about the distributor; this time the focus would be on the how and why of setting the timing exactly right.

Benny Leonard told of how he became involved in the U. S. Geological Survey's Model A coupe, and its ups and downs. Amazingly, It had been used by Survey personnel until 1965. Years later it was shipped to Reston and put on display. Benny and other old car guys at the USGS became interested in refurbishing it, and did, replacing or repairing deteriorated parts, thus bringing new life to it. The low spot occurred in 1988 when he arrived in it at Sully. Wife Sharon who had been following him said something had fallen off of the car along the way. He back tracked and found it, the horn cover, flat as a pancake.

Fred Klein mused about the many cars seen at a recent show. As he sat in his car and talked to people around him about his car, he said he couldn't help but think about the many other stories on the show field—and the 250 or more stories that were within our own Club. In conclusion, he said, "What is your story? Why not share it with all of us in the Script?"

Dave Henderson

## **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. Please take advantage of me!



### **Website Report**

Check out the photos page as I added a new album for our recent Willowcroft trip. As always, if there are any other photos from events, just send them my way.  
<http://www.gwcmodeleda.com/photomenu.asp>



### **Membership Report**

***Eric & Susie Weston***

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They are neighbors of long-time member Paul Gauthier, who just realized that Eric has a Model A in his family. The car still resides out of state but hopefully soon will be local. Welcome!

**Pay Dues**

It's that time of year again where Dues are due! The board has decided to keep the amount the same so it's still only \$20 for a full year membership. This includes access to the monthly newsletter as well as exclusive activities like the recent Willowcroft trip, our high-profile parades like Memorial Day and July forth as well as our Holiday and Summer parties.

I have already received one payment for next year! Let's see if we can get most in by the end of the year to cut down on my annoying emails and save the Club some money on postage. Please make a check out for \$20 to GWC (\$30 for those that get the grandfathered-in paper copy of the Script) and mail it to:

Greg Shepherd  
3715 Brices Ford Ct  
Fairfax, VA 22033

## **MAFFI NEWSLETTER MINUTE**

We had another fun Model A Day at the museum in September. The 'Around the World Model A Trip' was the special exhibit and what an adventure it told. There were also seminars and swap meet for all to enjoy. Thanks to everyone who contributed to the success of the day and to all who attended. If you missed it, start planning now to attend next year's event on September 16, 2017.

**Please note that MAFFI has a new address:** MAFFI, PO Box 28, Peotone, IL 60468-0028, as John Marshall takes on the job of Executive Director following Art Callan's retirement after serving in that role for 18 years. Thank you Art, for the countless hours you have given to MAFFI through the years and the excellent leadership you have provided. And thanks to John for taking on these new responsibilities.

As always, we appreciate the support of local Model A clubs and Model A'ers everywhere.

Loukie Smith  
MAFFI president



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Secretary	Doug Tomb
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Treasurer	Jerry Olexson
Assistant Treasurer	Milford Sprecher
Annual Meet Chairman	Bill Worsham
Tool Chairman	Benny Leonard
Youth Development	Tom Quigley
National Club Liaison	Stan Johnson

Thanks to all the members of the past and future BOD for your inputs, and to Jason Cunningham for assuming the position of Activities Chairman. Finally, a special thanks to Greg Shepherd for helping me put this together.

We on the BOD also want to offer our heartfelt thanks to Howard Minners for his long service to the Club and especially to the Board of Directors. I've only been in the club 20 years - since 1996 - and Howard has been a driving force for the GWC/MVR, MAFFI, MARC and MAFCA that entire time.

Jim Gray

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Seen in the just-received MAFCA Restorer:

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    Ed/Virginia Simpson  
    William Worsham  
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    Walter Bratton  
35 Years  
    Edward/Marian Alexander  
    Edward Brant

## YOUTH PROGRAMS REQUEST

As time passes, our Club membership is rightfully aging (i.e., growing old!). Some lose interest in the Model A hobby or move out of the vicinity, or for other reasons. This results in a declining membership and there are fewer attendees at meetings and events. This is not what we want!

Presently, our Club is blessed with the ability to provide scholarships to younger Club-affiliated candidates but we cannot depend on this as the only means to attract replacement members. Therefore, it is essential that we come up with some ideas, events or activities to grow the membership and attract new members. SO, this is the request: What suggested actions can our Club take to reach out to prospective members to grow the membership? What do other clubs do to deal with declining membership? What works? What are your ideas? Please convey your suggestions to me verbally or to my email address [tiquigley6@gmail.com](mailto:tiquigley6@gmail.com).

We are all proud of our Club and the Model A hobby, so give it some thought and let's take action! I look forward to hearing those good ideas!

Tom Quigley

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## WILLOWCROFT FARM VINYARDS TOUR

Now that it is Fall, it is the best time to get that Model A Ford out for a run, before the weather forces us to put it in the garage for the winter. And that is exactly what a large group of GWC members did on Sunday, October 23rd.

We were invited to visit Willowcroft Farm Vineyards again this year by Club member Lew Parker. He promised us a beautiful day, a nice picnic area at the winery, and offered members a winery tour and a chance to sample several of the wines produced at the vineyard.

Predictably, this was just enough temptation to get a good turnout of Model A's and their owners and guests to show up at the vineyard. We had 16 Model A Fords parked on the lawn at the vineyard, and the weather was indeed sunny and delightful, as Lew had promised.

Club members came from all directions to get there. Jim Gray led a contingent from the



Chantilly Bob Evans; I led a group of one, myself, from Falls Church; and we all rendezvoused at the home of John Leydon on the Oak Hill estate, in Aldie, VA. Other Club members drove in from Perryville, and places northward. We had 11 Model A Fords, and one 1965 Ford Mustang, join us at Oak Hill. John put on a wonderful spread, and this gave us the energy we needed to push on to get all the way to Willowcroft.

We were given a nice tour of John's home on the estate, relaxed on his wide front porch, and we did a creditable job of appreciating the pastries, pies and coffee he had to offer. By the time we all left, the stock of goodies was suitably reduced.

We headed off to Willowcroft by two planned routes. One group headed due north via Route 15 to Harmony Church Road, and then Loudoun Orchard Road and Mount Gilead Road, to get to Willowcroft. This was mainly on known paved roads, but still offered a bit of a challenge to our cars as we ascended the hill to Willowcroft.

A second group decided to take the scenic route (more manifold cooking time), which took us down Lime Kiln Road, past the Cross's driveway entrance (we gave them a Model A horn salute as we went by), and to the Snickersville Turnpike.



We had a brief pause at the intersection of the Snickersville turnpike, so Doug and Clem could take the time to disassemble Doug's plugged gas filter and put it back together again (and with no leaks even). The group continued on, in stages, so we would get to Willowcroft in time for the

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## WILLOWCROFT FARM VINYARDS TOUR (Cont.)



Manifold Cooking Contest judging. This route took us over a few untested roads, some of them dirt or gravel, but through the type of countryside and scenery that our Model A's would have known when they were young. I do not think we had any more breakdowns, or gas line troubles along the route.

Another contingent was led by Jason Cunningham, and they were so anxious to get to Willowcroft that they crossed the Potomac river at White's Ferry in Poolesville, MD, so the five-car contingent could join us.



The three entrants to this year's GWC Manifold Cooking



Contest had their gourmet delights professionally judged. Clem and Doug served as lead judges, among others. First prize went to Benny and Sharon Leonard for a delicious "Bad For You, But Delicious" lunch creation. Bruce and Loretta Metcalf came in a close second, with their "Manifold Chili Delight" creation. Jim and Kathy must have cooked up something good (salmon), because they ate all of it for lunch. After the judging by the certified judging panel of experts, the GWC Club Manifold Cooking Expertise Recognition Trophy was awarded to Benny and Sharon. Each contestant also

received a bottle of Willowcroft wine, compliments of the Club, in recognition of their creativity, skill, and effort.

We then settled in for some serious picnicking, vineyard touring, wine tasting and wine purchasing. We also admired all the Model A's up close. The weather was sunny and nice while we were at the vineyard, and it was a delightful afternoon.

By mid-afternoon, members started to drift off to return to their home destinations. We retraced our steps, and everyone made it home in good season and ready for the next run.



Now that we have been reminded that we can cross the river by car at White's Ferry at Poolesville, and end up in blissful rural Maryland, stay tuned for next year. We also have another bridge crossing in mind, to take us to Kent Island, near the Eastern Shore, to see an historic aircraft up close. This may turn out to be an overnight excursion.

Take advantage of the downtime this winter to get that Model A ready for some more touring, and stay tuned for next Spring.

Doug Tomb

**SEEN ENROUTE AND AT THE WILLOWCROFT FARM VINYARDS**



Lineup at Bob Evans



Betty McCormick, Clem and Carol Benedict



Loretta Metcalf and Doug Tomb



A's lined up in front of John Leydon's home



The "Bill" table with spouses Carol, Alice and Judy



Brad and Kirsten Minners heading out

## ON THE HUNT FOR A GWC CENTENARIAN

Many of us would love to know our car's history, who it's prior owners were, who restored it, and where it was manufactured. Typically, those questions go unanswered, but recently I read a request for a history of a car that was connected to the George Washington Chapter and offered to help track down a previous owner. Many of you may have read pieces of this story as it was occurring, but here is the complete story.

I am a regular reader of the web site Ford Barn, for early Ford enthusiasts ([www.fordbarn.com](http://www.fordbarn.com)). I saw this post by a member named Wallster, from Buffalo, NY, entitled **Back In An A (and the long story behind it)**. The post read:

I sold my very first 1929 Model A (Tudor) last summer because I bought a restored '31 coupe. The coupe was a great car but the Mrs. had a tough time driving her and we just decided that we would get more use out of a more "modern" summer car. We sold the '31 to a great guy in Michigan who bought it as a surprise for his Dad. We ended up buying a '56 Chevy (restomod) but I still wanted a model A (there's just something so mechanical and enjoyable to me about these cars, I love working and them and driving them) so I recently found a '30 Tudor a few hours away and bought her. I did a little research and it turns out this car was restored in 1990. In 2011 the owner donated it to MAFFI and it was raffled off for a fundraiser to build the Ford Model A Museum in the Gilmore Car Museum (in Michigan ironically) The raffle winner had a bunch of work done (I have all the receipts) and then he ended up selling it to another guy this past summer. That guy didn't enjoy the model A so much so I bought it from him and hauled her back home. I absolutely love this car! She runs and drives great.

Here are some pics. Anyone remember this raffle? It was promoted by MAFCA and MARC. The guy who donated it was Jason Dryer from McLean VA, I'd love to ask him about the history of the car if anyone knows him.



Since the donator of the car lived in McLean, I figured that there was a good chance that he had been a member of the club. I sent Greg a message to share amongst the club members and got two responses, one from Jim Gray and the other from Dave Henderson. Jim Gray wrote: "I found Edwin Jason Dryer in the 2007 roster, the latest one in which I found him listed. The roster shows him owing a 1930 55-B Tudor, so I think he is your man." Jim provided a phone number. I sent the information Jim shared to Wallster, aka Walter Reeves.

Dave Henderson shared: "Re Jason Dryer, I did not know him personally, check your Ford Script archives, there was an article about him at about the time he made the donation of the tudor. He may have also made a large donation to our memorial fund?? He was in the 2012 roster, not in '14" and "I located the article about Jason Dyer, in the January 2010 Script. He was 93 then. Was a Yale undergrad, then a Harvard grad attorney, Model A expert, and quite an all-around admirable person."

And this item: "Jason was a retired attorney who had owned his Model A since his college years. He was a regular member who rarely missed a meeting. He contacted me several years ago indicating he could no longer drive and wanted to donate his Model A to the GWC. At that time the club didn't need the money and had no place to store it so we referred him to Stan Johnson, who at that time was trying to raise money to build the MAFFI museum. If I remember correctly, to raise money while in college, he would rent his Model A out to other students and had several Model As he rented also."

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## ON THE HUNT FOR A GWC CENTENARIAN (Cont.)

Wally called Mr. Dryer and had a conversation that thrilled both of them: "Thank you SO much mhsprecher, thanks to you (and Dave) I just had the opportunity of a lifetime! I phoned Mr. Dryer and he was absolutely thrilled that I had. Mr. Dryer explained that he owned several Model A's as a young man. While he was in college he owned as many as six of them that he rented out. His love for these beautiful automobiles never wavered so after he completed law school and enjoyed a successful career he decided to look into purchasing another one to work on at his farm in Virginia.

He purchased this 1930 Tudor in 1985 from a friend who had it tucked away in a storage shed. He hadn't had the time to restore the car so Mr. Dryer planned on taking on that task himself. It was transported to Mr. Dryer's farm on a cattle truck where it's rear wheels sat precariously close to the edge of the truck (which brought on a lot of concerns about whether or not the car was going to fall off the truck).

Mr. Dryer spent some of his free time rebuilding the car, which included replacing the engine with a new (rebuilt engine) that he purchased from a shop in Western New York (he didn't recall the shop but thought it may have been Mac's in Lockport NY) . He explained to me that he was surprised by the discovery of the model A culture and the people interested in these wonderful cars in the late 1980's. Over the years he had purchased many parts from Bratton's auto and the car was finally completed in 1990. Having owned a few roadsters over the years he enjoyed the Tudor because it was a family man's car.

Mr. Dryer told me that he decided to donate the car in 2011 because he felt he was getting too old to drive the car. He was thrilled that I phoned him and told him what had happened to the car since he donated it. He hopes to see the car again, perhaps when he visits family in Clarence NY (a suburb within driving distance of my home). He is currently living in a retirement home and he's had a few health setbacks recently. His wife wrote down all of my information so we can plan this event at some point in the near future. Just like the model A, Mr. Dryer sounds as tough as they come and at age 100, he doesn't sound like he's leaving us without a fight. This was an absolute thrill for me. I could hear the excitement in his voice when he spoke about the car and his wife was just as thrilled. I don't think they realized just how much of their time spent talking to me meant but I love the car even more now because of it."

This all happened over the course of a few days and had the best possible outcome.

I have seen a number of requests by people wanting to know more about their cars or what happened to them. I think this is the first time I have actually seen the question get answered! Thanks to all in the club who helped me get the information to him.

Milford Sprecher



## **MODEL A MUSEUM FUNDING GIVEN A BOOST**

(Reprinted from the January 2010 Script)

Former club member E. Jason Dryer gave a big boost recently to the planned Model A Museum. He donated his 1930 Tudor sedan to the Model A Ford Foundation (MAFFI), which recently stated its intentions to build a Model A museum at the Gilmore car museum complex in Michigan.

Shown standing beside the car he gave to MAFFI, Jason said he wished he were younger so



that he could drive the car he worked so hard at restoring in the 1980s. He is rightfully proud of the car; he had the engine rebuilt and put in new LeBaron Bonney upholstery, and had the car painted andalusite blue.

Jason Dryer is familiar with Model A's in a way that few people can match. In the fall of 1935, he drove his Model A to Yale to enroll as a freshman. But Yale had strict rules in those days about student automobiles. In order to have a car on campus, a student had to achieve and maintain a certain grade

point average.

With good study habits, Jason soon earned that average and kept it above the required level. In addition, he worked three hours a day in the dining room to pay for his room and board. But many of the other students were not as conscientious about their studies. There were other pastimes at Yale besides studying and some of Jason's fellow students allowed their grade point average to fall below the level needed for permission to have a car on campus.

The non-car owners could live with that problem from Monday to Friday, but on the weekend they wanted a car to drive. Some asked Jason to rent them his Model A for the weekend for \$5. That was a lot of money back then, and it represented a good part of the price of a used Model A. Soon Jason hit upon a plan. He would save up the rental fees and buy a second used Model A. They were selling for \$50-\$75, so it wasn't long before he had two Model A's to rent out on the weekend. If two made sense, then three made even more sense.

Eventually Jason had a fleet of Model A's parked around the campus, and a pretty good business renting them out. This meant he also became good at keeping them running. "Just tell me where you left it" was the only admonition Jason would give to his clients. If there was a major problem, he sold the car and bought a running one. In short, he became an expert on Model As: how to buy them, how to fix them and when to sell them.

After a few years, Jason Dryer became a Yale senior and applied to Harvard Law School. He was accepted and so had to abandon his New Haven Model A rental business. He met his wife at Harvard, got married and over the years raised a family in the Washington, D.C., area.

Eventually, he bought a farm in the Shenandoah Valley and from time to time would go to auctions and estate sales. He would notice Model A Fords for sale, and finally one day he came across a 1930 2-door sedan. He couldn't pass it up, bought it and brought it home to the farm.

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## **MODEL A MUSEUM FUNDING (Cont.)**

He worked from 1986 to 2000 restoring the car. He had the help of three friends who worked with him, plus his grandchildren grew up helping work on the car, sanding the frame and similar tasks.

By 2009 Jason, now 93 years young, looked at all his unfinished projects and decided to offer to the Model A Ford Foundation his beautiful blue Model A. The Foundation, in the early stages of developing a Model A Ford Museum, decided to accept and to use the car in a nationwide raffle to help fund the museum. Jason said, "I'm glad the car is going to help build a Model A museum. I want the car to go to a good home, to someone who will appreciate it as much as I do."

Stan Johnson

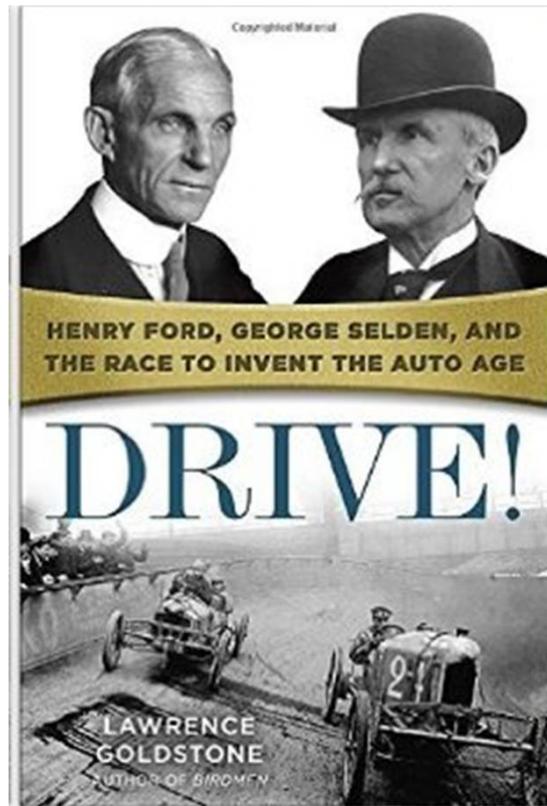
## **DRIVE! Henry Ford, George Selden, and the Race to Invent the Auto Age**

This book, by Lawrence Goldstone (340 pages of text, Copyright 2016), is a recently published book about the development of automobiles and the decades-long struggle between Henry Ford and George Selden.

In 1895 Selden had been awarded a patent for a design of a self-propelled vehicle using hydrocarbon fuel as its motive force. In the early days of automobile manufacturing, Selden demanded a fee for each vehicle sold. Some manufacturers paid it, but Ford did not, arguing that the design of his vehicle was outside the patent's description. Selden sued, and won, but Ford won on an appeal and that ended the long dispute.

However, the book is more than just a discussion of the patent argument. It describes the early automobile efforts in Europe and the United States. It describes Ford's intention to build an inexpensive light-weight automobile, even though his investment backers wanted him to build just the opposite. It explains that Ford got credit for some of the developments accomplished by his employees, just as a President gets credit (and blame) for all the events that took place during his administration. The book is easy to read, and is very informative. It would make a great Christmas gift for the Model A Ford owner. Alternatively, it can be checked out from the Fairfax Library, and easily read before the due date. You'll enjoy it.

Stan Johnson



## THE ROCKVILLE CAR SHOW

A beautiful sunny day greeted the 55th annual Rockville Car Show, sponsored by the City of Rockville, MD. Our chapter is one of the sponsors of the annual show, which is always the Saturday after the AACA Eastern Meet in Hershey, PA. The show is held at the Rockville Civic Center Park off of Viers Mill Road and always has a good turnout of cars and spectators. While not as good as Sully, the cooler weather in the fall is always welcome. There was no threat of rain, so it was a beautiful day for the show.

Our chapter had a good showing of members who helped bring the total number of Model As to 17, the most I have seen at this show. Club members Tom Terko, Clem Clement, Jason Cunningham, Brad Minners and I all had cars there. The Greater Baltimore club was well represented, too. In addition, Luke Chaplin, Howard Minners, Jerry Olexson and Dave Henderson were spotted among the crowd of spectators.



The broad range of Model A mechanical talent in attendance came in handy as club member Jason Cunningham was having some drivability problems. Proving that four heads are better than one, the group decided that the problem was a loose carburetor, caused by some stripped threads on the bolt holding the carburetor to the intake manifold. A replacement bolt was found and the problem was solved.

A group also looked at Clem's car to see what could be broken that was not already broken. Clem instructed Jason on the procedure for putting the top down on a Model A cabriolet—a process I documented with my camera.

I think the Rockville show is one of the highlights of the car show season and highly recommend attending. If you register early enough, there is no registration fee for Model As and earlier cars, a nice bonus! The show also features a small flea market and car corral. I picked up year of manufacture plates for my two V8s. Maybe someday I will have them reliable and on the road!

Milford Sprecher



Jason Cunningham, Tom Terko, Clem Clement, and Brad Minners



Milford Sprecher, Carol and Tom Terko and Jim Gray

## CLEM'S VIEW OF THE ROCKVILLE CAR SHOW 2016

Turns out I was available to make a run across the River to the 2016 Rockville Car Show.

It was a cool and clear day and Smokey was feeling frisky. As usual the Beltway and highway system was not friendly, but we made it in good time. They had 390 cars registered and many additional regged at the entrance. The last challenge was the park's entrance hill. There are sometimes two lanes and lots of clutch clipping and use of the hand brake. The tie up this year was that a Bentley and a Roles hooked bumpers at the arch of the top of the hill. I did not see the damage to the Bentley but I heard it was sig. I did see the Rolls with plenty of burnt rubber behind it. We squinched by in single file and moved on into the show field as they had plenty of helpers around the Rolls.

I parked in the Model A row with Jason next, Brad Minners and others. The Model A spot is on a hill sloping down to the center of the show field, so we get a fine view of the happenings. Chocks were offered to those who needed one—a nice gesture.

We messed around with something busted, but I forgets what it was... I remember: Jason's A was whistling Dixie.



We poked and checked and found that a mounting bolt for the carb was stripped. I have never seen this before. There came a need for me to open my front tool box. Seems a few months before I started jacking up Smokey when the phone rang. Two days later I went back the job and continued jacking without inspecting. The jack had contacted the bottom of my tool box and partially collapsed the box. Jason came to the rescue and bent the top free so we could find bolts and a carb gasket. Later I removed the liner and junk in the steel box and Jason stompiofied the bottom more

better straighter.

Somewhere in the day I rushed over to the fleas. I always find goodies there. One guy had tools at 50C each so I stocked up on 1/2 --9/16 open wrenches. Ya never can have too many of those common sizes. He also had some Smurf's for my Granddaughter and some bouncy balls for me. I got some interesting car books for the eV-8 Silent auction next summer. At a great table of smalls a fellow had a small wood-framed mirror. I picked it up and the wood moved. Turns out the mirror was just slid in the homey-did frame. And by golly, without the wood cover it was a car inside mirror with a pull-string clock. 10 bux and she fits right in Smokey and is a little longer than the current mirror. (Nebm mind it sez Chebby on it...)

Chow choices were fine and lots of good chat was all around. I did not tell one lie. The music and cars were fantastic. What a great way to end the show car season.

Clem

## KATIE'S CARS & COFFEE OLD SCHOOL TAKEOVER

Last Saturday, October 29, was billed as Model A & T morning at Katie's Cars & Coffee in McLean, VA.

**Katie's** coffee house  
**Cars & Coffee**  
**Old School Takeover!**  
Saturday, October 29, 2016  
See the cars that started the car guy/girl craze N the day!  
Featuring the Nations' Capital Model T and Model A Club of America member's Classic Cars!  
Have a slice of Historic Pie, buy Flowers, have some Coffee and a Pastry and the proceeds will go to support the community!  
Celebrate Great Falls  
Celebrate Great Falls is a 501(c)(3) non-profit corporation. Contributions are tax deductible to the extent allowed by law!

Jim Gray was (kidney) stoned and Bennie was fixing stuff so Bruce Metcalf and I went. Golly it's dark and lonely in a Model A at night. My lights blasted away the night for about 10 feet in front of Smokey.

Mike Copperthite, the pie man, was ready and parked me. Brad Minners and family showed up shortly thereafter with their Cabby's top down toughing it. Their daughter was big time bundled up like a papoose in the rumble seat texting her friends about her neato situation.

Karen Bush attended as well. Mike had donated pies to the scene and I quaffed a fine slice of pumpkin. Thanks Mike; we

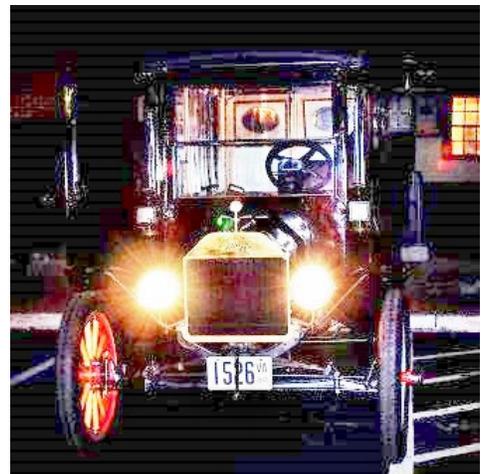
look forward to your apple pie at our November 16 membership meeting!

My fav car at Katie's was a 1930 Franklin convertible sedan touring. Golly what a stunning vehicle.

I left about 8 am to go to a train meet.

Clem as told to Jim

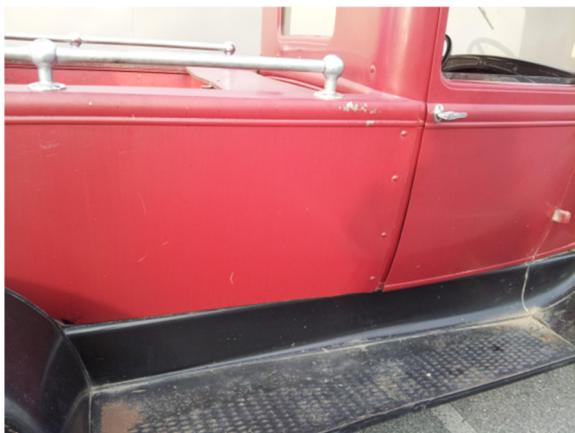
Images courtesy of Mike Copperthite: "Still a rock star at 102!"



## MORE FROM HERSHEY

Here are two pictures that I shot at Hershey. They are of a 1931 Model AA wrecker that has some rare features. First off, it is a "Road Service Truck" (page 70 of the Model A Ford Truck Owner's book) with the deluxe pickup body in AA size, something that is very uncommon, even in the smaller A pickup size. Also very rare is that it has the dual wheel rear fenders with the flared running boards to match them. I have seen this only a few times in the many years that I have been playing with Model A's. The second picture shows the details of the bed to cab attachment. I have to wonder how many of these ripped apart at this joint as the frames flexed! Notice how the raised diamond pattern follows the edge of the running board and does not widen with it, a bit odd. The third picture shows pg 70 of the book.

Luke Chaplin



## 2016 GWC MODEL "A" CLUB CHRISTMAS PARTY

**WHEN: Saturday December 3, 2016**

Doors open at 5:30 p.m., and the cash wine & beer bar will be open. Waiters will serve our dinner at 6:30 p.m.

**WHERE: American Legion Post #177**

3939 Oak Street, Fairfax, Virginia 22030

**COST: \$10 per Club Member (\$20 per couple); \$15 per guest**

**MENU: Choose one from the following:**

1. London Broil (with red Bliss potatoes & green beans almandine)
2. Stuffed Pork Chops (with white rice pilaf & green beans almandine)
3. Sliced Turkey Breast with Stuffing (with red Bliss Potatoes & green beans almandine)

All entrees will be accompanied by water, coffee or hot tea.

Our dessert choices are: chocolate cake, cheesecake, or pumpkin pie.

Beer and wine are served at the cocktail hour, and at dinner. Cash bar. BYOB is allowed, but they have some rules about that, and they have to pour the drinks for you, out of your bottle. There is also liquor allowed, but again, they have to pour it for you.

Music will be provided by Tank Edwards again this year.

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

Reservations will be accepted at the November Monthly Club meeting on Wednesday, November 16<sup>th</sup>, or you can send a check along with a note indicating your entrée & dessert choices to:

Doug Tomb  
2122 Grayson Place  
Falls Church, VA 22043

Please make checks payable to: GWC Model A Club.

**CUTOFF FOR RESERVATIONS IS: MONDAY, NOVEMBER 28, 2016.  
NO RESERVATIONS CAN BE ACCEPTED AFTER THIS DATE!!  
NO WALK-INS CAN BE ADMITTED**



## **COMING EVENTS**

[Club events are in bold]

### **NOVEMBER**

November 9 - Wednesday CDC Breakfast.

**November 16 – Wednesday Monthly Membership Meeting. This is the annual VOTING Meeting. Members who attend will receive Apple Pie a la Mode and coffee.**

November 24 - Thanksgiving Day. Drive your Model A to dinner.

### **DECEMBER**

December 3rd & 4th - Fairfax Station "Train & Old Car" event. Sat. 10:00 am - 5:00 pm. Sun. Noon - 4:00 pm. Fun! Fairfax Station Railroad Museum, 11200 Fairfax Station Road, Fairfax Station, VA 22039. For information, call 703-425-9225 The Holiday Train Show is the museum's biggest event of the year. It features model trains of many sizes to delight train lovers of all ages. Even Santa himself drops in from time to time. The show is held rain or shine. Displays fill the Station and grounds.

**December 3 - GWC Christmas Party - American Legion Post #177, 3939 Oak Street, Fairfax, VA. 5:30 pm. See Details on p. 24.**

December 3 - Shepherdstown, WV, Christmas parade, starting at 10:00 a.m. Shepherdstown is hoping to recruit antique vehicles to participate in its parade. Here is a link that will take your members to an online parade information sheet and registration form: <http://www.emailmeform.com/builder/form/lea8C1bvczmf3J0N9P> If anyone has any questions they can contact us anytime at [shepherdstownparades@gmail.com](mailto:shepherdstownparades@gmail.com).

December 14 - Wednesday CDC Breakfast at the Silver Diner in Fair Oaks.

**December 14 - Wednesday Monthly Meeting - Brown Bag Gift Exchange. One Week Early! Guidance will be provided in the December Script.**

Be sure to check the GWC Web Site for the latest breaking news.

<http://www.gwc.gwcmodela.org/>

## **WANT ADS**

### **For Sale**

1931 Slant Windshield Cabriolet (68-C) Model A Ford, needs complete restoration. All parts (top mechanisms, moldings, door windows and mechanisms, etc.) are there. Chassis in rolling condition, sheet metal in fairly good shape. 98-100 % (?) of chrome has been done and never installed. Engine is seized from non-use, car not driven in a very long time since it is pretty much in pieces. New wood top kit and LeBaron Bonney top kit. Car belonged to the late LTC Tom Shadis, USA (Ret.) and is in Alexandria, VA. The family is asking for \$10,000. For more information and a link to lots of photos and a parts list, contact Dick Johns at [703-541-2032](tel:703-541-2032) or [theskull@pga.com](mailto:theskull@pga.com)

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## WANT ADS (Cont.)

1930 Ford Model A Town Sedan: has a Model B engine; trans rebuilt by Jon Phillips, turn signals added, water pump and carb rebuilt-all in 2015. Spark/throttle control rod springs changed, new points and condenser, complete replacement of all metal parts in brake system-all in 2016. Comes with spare, rebuilt Model B water pump. \$19,000. Bud Pratsch [703-620-2518](tel:703-620-2518), [lpratsch@verizon.net](mailto:lpratsch@verizon.net)

1930 Model A Tudor, appraised at \$17,000. Fixed price. Serious buyers only. Call Gloria C. Kirk at 201-882-1084(h) or 202-669-6023(c).



Free, Model A flywheel, (aka boat anchor), needs a ring gear and de-rusting. Got to go, hate to scrap it. Pick it up here in Vienna. No, I won't lug it to a meeting..... Dave Henderson.

2006 Silverado 1500, 5.3, 4-wheel drive, 101k miles. Lots of extras. Asking \$15,000. [\(703\) 323-0009](tel:703-323-0009) ask for Paul.

## **Wanted**

Want to buy 1931 Model A Victoria In good to excellent condition. Please contact Glen Wright at 918-225-2339 or at [glen1934@gmail.com](mailto:glen1934@gmail.com)

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).



Had another great presentation by Benny last month at the monthly meeting.  
Who knew we had so many KR Wilson tools?