

# The Ford Script



Vol. XXXVIII

October 2017

No. 10



Mike Pangia, our illustrious and dedicated pilot, and Anne Fichera, widow of the man who bought this plane from Lindbergh in the 1940s and restored it. She owns the house on Kent Island where the plane still lives.



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.gwcmoela.org](http://www.gwcmoela.org)  
Web Master: Greg Shepherd  
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Copy for THE FORD SCRIPT for July and August should be e-mailed to the Assistant Editor at:  
<kesedeme@aol.com>

**Next deadline: Monday, October 30th**

## Gray with an A



The year may be winding down, but Jason keeps the great activities coming. See the article on his Kent Island tour, **and** plan to join us on Saturday, October 28, for his tour up the MD side of the Potomac, starting at White's Ferry. I'll lead a group of whomever chooses to go from Virginia starting at the Chantilly Bob Evans at 7:30 a.m. for breakfast. We'll plan on departing at 8:45 a.m. so we can meet up with Jason and the MD folks on the MD side of White's Ferry. I figure it'll take an hour to get from Chantilly to White's Ferry on Rt. 28 & Rt. 7, and I'm allowing 30 minutes to get us all across. If you missed the Kent Island tour, try not to miss this one, it'll be incredible!!

If you can't make the tour, how about joining our friend, Mike Copperthite the pie man, at Katie's Coffee and Cars that Saturday. Mike has arranged for 10 reserved spots for Model As and Model Ts. The only catch is you need to be early--6:00 a.m. – to get one of those down-in-front spots.

In November, we've been asked to arrange for Model As to join in the placing of a plaque honoring the Surgeon General of the Continental Army at the Pohick Church, which was George Washington's and George Mason's church, on Saturday, November 11. More details to follow by email and the web site.

The very next day, we'll head up to Willowcroft Winery for a picnic and wine tasting. We'll plan to arrive at 10:00 a.m., and enjoy lunch (Manifold Cooking STRONGLY encouraged!) before Lew Parker conducts a special wine tasting at 2:00 p.m. THERE WILL BE PRIZES for the manifold cooking! Mark your calendars and RSVP to [jicunningham@gmail.com](mailto:jicunningham@gmail.com). Watch your email and the web page for tour details.

I was only able to get to Hershey for set up day on the 3<sup>rd</sup> – I drove up with Dick Johns, and saw Luke Chaplin and Dave Henderson. I also saw that there are still lots of Model A goodies to be found at Hershey, including this fine-looking B head.



I also saw a lot of car bodies, several gas tanks, a seat frame for a '31 coupe, and a great-looking Fordor from Missouri for \$19,500. As I recall, it had a Mitchell gear splitter overdrive in it.



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## Gray with an A (Cont.)

Dick Johns set up his 10' X 10' booth in the Orange Field, to the south of the Giant Center. Said he had some traffic, but it was light.



He did sell a bear skin coat he had stashed away for years, and got some interest from this Dutch fellow in his raccoon skin coat. He had a nice high speed ring gear and pinion for sale, as well as a good collection of license plates and other Model A –related goodies. No trains, though, as Clem had to stay home because he was under the weather.

Get out in your time machine and enjoy the passing of your time; we've got great tours planned – all we need is you in your car!

Jim

## FROM THE EDITOR

Alice and I really enjoyed the weekend at Kent Island. She found the experience of open-cockpit flying almost “mystical,” while I found it pleasurable but a little scary. In the family photo archives, there's a picture of my mother, maybe 20, in flight jodhpurs standing next to a biplane with her foot up on one wing. So flying in a biplane was a way of connecting with her spirit because I'm certain she rode in (or maybe even flew) that plane. She wasn't the type who revealed much about her youth. I was once sitting in her den watching a baseball game on tv during a family visit. It was being played at the Cubs home stadium. My mother, walking by, says, “Oh, I've played there.” “Yeah, right, mom. This is Wrigley Field, a major league stadium.” Then the bombshell: “In my teen years, I was on a softball team that won the Arkansas state championship, and we went to Chicago to play in a national tournament.” We never would've known about this had I not been watching that game. So she probably really flew that plane. We didn't find the photo til after she'd passed away.

Only I didn't realize that for me, flying in a biplane is like riding a Ferris Wheel. My left brain was saying, “It's perfectly safe. Enjoy the ride,” while my right brain was saying, “This is awfully high; you have no parachute; hold onto the plane with a death grip so you don't fall out.” So I balanced everything by enjoying the ride while holding on for dear life. It was definitely a memorable ride—one I'll never have to repeat.

After the ride, we went back to that fabulous hotel. Wish it had been a 2-night tour so we could've enjoyed the amenities (paddle boats, canoes, a broad expanse of shaded lawn out back). As for our new Town Sedan, it ran flawlessly. We tested the speedometer on the way home on Rt. 50 and found that at 60mph, it took a minute and 10 seconds to go a mile. So the speedometer is off by maybe 9mph at that speed. Something I'll look into to see if it can be corrected. But we're definitely happy with the car. Meanwhile, Blaze finally made it to North Carolina. Someday it will rise again.

Bill Sims

## FROM THE SMOKE-FREE ROOM

Board of Directors Meeting  
September 27, 2017



The September Board meeting was called to order at 7:00 p.m. by President Jim Gray at the Red, Hot & Blue restaurant in Fairfax, Virginia.

Attendance: Board members present included Jim Gray, Jason Cunningham, Stan Johnson, James Kolody, Benny Leonard, Jerry Olexson, Greg Shepherd, Milford Sprecher, and Doug Tomb. A quorum was present. Absent were Bruce Metcalf, Tom Quigley, Bill Sims and Bill Worsham due to travel and other commitments.

Minutes: August BOD minutes were approved and published in the September Script.

### President's report – Jim

- By Laws: These will be voted on separately at our annual Membership meeting on Wednesday, November 15<sup>th</sup>.
- Budget: Jim requested the Board finalize projections for next year for each Club area.
- Life Membership. Jim reported we have two nominations. He will await the committee recommendation to the Board.
- Jim reported that the Kent Island Tour was a big success.

President Jim asked for the following reports:

### Vice President - James.

- Programs.
  - October - Benny's Model A coupe restoration.
  - November - Annual Membership Meeting, with pie and ice cream, and Milford on the Model A exhaust system.
  - December - Brown Bag, Wednesday, December 13<sup>th</sup>.

### Secretary's Report - Doug.

- Doug reported on the location of the upcoming Board meetings:
  - October - Stan Johnson will host at his home on Wednesday, October 25th.
  - November - Red, Hot & Blue in Fairfax, on *Thursday, November 16th, the day after the General Membership Meeting. Note this change!*
- December - Transition BOD Meeting at P.J. Skidoos in Fairfax, VA on Wednesday, December 20th. This meeting is for all old and new BOD members and their spouses, as well as appointed positions to the Board.
- Doug reported on his recent Horseless Carriage Club of America (HCCA) Tour in Orange, Virginia. This is an area where the GWC held a tour in 2004. It is a beautiful area, with quiet roads, and interesting destinations. Perfect for our Model A Fords. Now that the routes have been worked out, the Club should plan a tour there in 2018; it could be anything from a weekend, to a long weekend tour by the Club. Stay tuned.

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

### Treasurer's Report - Jerry.

- The Club is in a good financial position, with a current cash liquidity of \$47,119.81, as of September 25<sup>th</sup>, 2017. All bills have been paid and we are current. The next round of outlays will be for rent and, of course, our Christmas Gala.

### Committee Reports

#### Annual Sully Meet - Bill.

- Bill was not in attendance at the meeting. He is busy finding spare parts at Carlisle.
- Jim reported that the car categories will be adjusted for judging next year.

#### Activities - Jason.

- NEW TOUR on Saturday, October 28 – see details elsewhere in this *Script* and on the web page.
- Caffeine Double Clutch is October 11th at the Fairfax Silver Diner, 9:30 a.m.
- The Kent Island Trip was a huge success. A good time was had by all who attended, and this shows that we need to do more of this type of activity in the future.
- The Warhurst picnic had beautiful weather, and was a success. The Club sends it's thanks to the Warhursts for opening up their home to the Club, yet again.
- Jason is working to finalize a Club tour to the Willowcroft Winery, for Sunday, November 12<sup>th</sup>; Stay tuned.
- Christmas Party planning – Jason has formed a committee to help him: Laurel Gauthier; Cindy Olexson; Kathie Gray, and a few others – prizes have already been purchased.
- Jason recommended that Club members become Facebook members so they can better participate and network among Club members.

#### Youth Development - Tom is on travel and was not able to attend.

- Will discuss the program for next year at the next BOD meeting he can attend.
- James reported that he would like to do more with his spare engine, as a youth assembly project for next year.

#### Membership / Webmaster - Shep

- Shep gave roster and sunshine updates.
- It was moved, seconded and approved that we adopt the new Club logo design that includes a silhouette of George Washington inside a frame of a Model A radiator shell, with GW's signature underneath and the words "Model A Ford Club" in an arc under the bottom of the radiator shell.
- Shep is still looking for any member pictures of the National Meet in Gettysburg for the Web site.

#### Editor - Bill was unable to attend due to other commitments.

- Bill reported that the deadline for the October Script is Monday, October 2.
- Jason now has a quality camera and is available to take photos for the Club.

#### National Club Liaison - Stan -- MARC, MAFCA and MAFFI

- Saturday, September 16<sup>th</sup>, was Model A Ford Day at The Gilmore Museum in Michigan. He reported that it was very successful and well attended.

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

- Stan gave a seminar on Friday evening, September 15th about how the Model A Ford helped win WWII. He thanked all those who attended.

### Property Manager - Benny

- Benny reported that several Club members been borrowing and using Club tools.
- Benny reported that a new pressure tank has been acquired for the Club air compressor. We need to set a date for a work day or two to get the compressor ready.
- Benny reported that we need to review all the Sully signs so they are ready for next year.
- Benny has the Club copy of the new judging standards.

### Old Business

1. The November General Membership Meeting will be held on Wednesday, November 15<sup>th</sup>, as previously reported.
2. Reminder: The ***December General Membership Meeting has been moved to Wednesday, December 13*** (which is one week early) due to the holiday calendar.
3. Jim and Shep discussed the new Club apparel. They will report more on this once the new Club logo is set.
4. We will again be asking Club members to help supply soft drinks for the October Monthly Meeting while Mark Kuklewicz is not able to join us. Mark is still recovering and would enjoy telephone calls from members.
3. Stan reported that the slate of candidates for next year's BOD is full, and the slate will be presented to the membership at the October Monthly Meeting for a vote at the November Monthly Meeting.

The meeting was adjourned at 8:25 PM.

Doug Tomb,  
Secretary

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## THE GEORGE WASHINGTON CHAPTER TWENTY FIVE YEARS AGO

In the Script, editor Val Zadnik reported on the long-anticipated happening that finally happened—the Pig Pickin' Picnic that is. 207 members flocked to the Eisenman's for the 5th annual event. They were treated to a delicious catered meal consisting of roast beef, B-B-Q pork, chicken with all the trimmings and beer and soda. A dessert contest was incentive enough to enable the stocking of a large table with sweet treats to be enjoyed by all. Problem was, judges could not determine where some desserts stood in the competition because they were so quickly devoured that by the time the judges got to them they were gone! A special mention was given to a large pan cake with a Model A wiring diagram in the frosting.



John Kandl organized the exciting car games. Winners were: Jousting—Jerry Beardmore and Ed Sensabaugh; Bean Bag Toss—George and Joe Merkel; Dart Game—George Merkel Jr.

But wait, there was more. A delightful additional feature was the talent of cartoonist George Kochell, who spent four hours drawing color caricatures of Club members in their cars, wives and children included. Jim Scheidel, Craig Sawyer, and Bill Beardmore were given thanks for the preparations and final clean-up.

Well, how about President Andy Pogan's challenge to members to bring out an unprecedented 50 Model A's to the picnic? 96 rates an "A" almost anywhere, right? 48 Model A's were there!

Not one, but two histories of the club came out this month. Chuck Zierdt wrote a 60- page book with many pictures, stories and chronologies. Founding member Joe Thoma put together a fine history of the club from a very early-member's perspective, which was subsequently presented in series in the Ford Script.

Remember the "KISS" concept, "keep it simple, stupid"? Luke Chaplin told of a non-member's Model A problem that he cured for him. It seemed that the owner's engine would start OK using the choke but then would not run unless the choke was "fluttered". The owner attempted to cover all bases, resulting in total inquiry into fuel and ignition systems, timing, etc. and finally tore down the engine to the "short block" state and gave up. When Luke arrived parts were scattered all over a table. He quickly sized up the matter, determining that when the choke rod was turned, the driver on the carburetor wasn't moving. A quick squeeze with vise grips and the repair was a done deal!

Dave Henderson

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## **MEMBERSHIP NEWS AND INFORMATION**

### **Sunshine Report**

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**

Tons of new photos added to the web site:

<http://www.gwcmodeleda.com/photomenu.asp>



And we now have Facebook and Instagram pages:

<https://www.facebook.com/GWCmodelA/> and <https://www.instagram.com/gwcmodeleda/>

Plenty of ways to stay in touch and see what the club is up to!!

### **Membership Report**

Banner month as 3 new families have joined ours. Please update your rosters and welcome them to the club:

Thomas & Nancy Woodley  
1403 N Nash Street  
Arlington VA 22209  
703-528-5622 (H)  
202-833-8855 (C)  
[taw@wmlaborlaw.com](mailto:taw@wmlaborlaw.com)  
1930 Town Sedan

Hank Krafft  
712 Avondale Dr.  
Sterling, VA 20164  
301-401-5440 (C)  
[hmkrafft4@hotmail.com](mailto:hmkrafft4@hotmail.com)  
1929 Tudor



Daniel & Beverly Marks  
11413 Henderson Rd  
Clifton, VA 20124  
703-250-6063 (H)  
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## MAFFI NEWSLETTER MINUTE

It will be a challenge to top this year's Model A Day! With over 120 Model A's attending, we were grateful to be able to view a number of very rare and unique Model A's brought to our museum by hobbyists from many parts of the country. You know you are in special company when you are looking at "1 of only 2 existing in the world." But that's what Model A Day brings to our hobby ... an opportunity to meet and exchange information with other hobbyists and to explore rare items and exhibits associated with the Model A.



Model A Day also offered us the opportunity to welcome Larry Wallace, Ross Milne and Tom Mack as new trustees carrying on our tradition of bringing in new talent each year to help us make MAFFI and our museum the best experience for our hobby. We also welcome Olle Bergstrom as our newly installed International Liaison, who will help promote MAFFI in Europe as well as provide information about the European Model A and operations.

To all in attendance this year's Model A Day, we're glad you came and hope you really enjoyed this special weekend! If you weren't able to attend this year, join us in 2018. Yes it will be a challenge to top 2017, but we're working on something great for next year.

John Begg  
MAFFI President

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An illustration showing a vintage car being worked on by several mechanics. One mechanic is standing on top of the car, while others are on the ground. The scene is set in a workshop or garage.

## KENT ISLAND TOUR

The warm, early morning sun sent rays of light streaming through the mist gently drifting up off the Potomac River. It was Saturday morning and from high above the river on the George Washington Parkway, crew teams and kayakers could be seen through the mist through the golden light gently lapping through the water. This was the quiet scene from the seat of my roadster as Matthew Pearson (in his Nash) drove down the parkway headed for the Alexandria Bestway, the main rally point of the Kent Island Tour.



After a scenic drive though Alexandria, we soon arrived at the Bestway. I opened up my home-made "picnic" trunk and served a variety of pastries to the Virginia members who quickly started filling the parking lot: Bill and Carol Benedict, Jerry and Cindy Olexson, Bill and Judy Worsham, Bruce and Loretta Metcalf, John Leydon, Jim Gray, Benny and Sharon Leonard, James Kolody and Jim and Connie Baker.

By 8:15 AM everyone had assembled, enjoyed a pastry and were ready to head off toward the island.

The route was a custom creation no GPS could comprehend. It was designed to minimize time on high-speed highways and maximize time on scenic back roads with wide shoulders. Many of us were surprised by just how beautiful and peaceful a route other than 495/rte. 50 could be. However, there was no avoiding the dreaded Bay Bridge and its 5 miles of high-speed, shoulder-less roadway.

In Annapolis, we stopped at a McDonald's, which served as the meeting point for the Virginia crew to meet up with the Maryland contingent of cars. The Maryland crew consisted of Tom and Carol Terko, Milford and Shuyan Sprecher and Bill and Alice Sims. It wouldn't be a Model A tour without at least one enroute car repair. This time, it was Jerry Olexson's muffler, which started falling off the car. A few minutes, a few club members, and a few wrenches later, Jerry was ready for the road again.



The train of 15 cars now headed for the heart of beautiful Annapolis. We passed the beautiful, historic Saint Anne's Episcopal Church in the center of Church Circle. At the 6<sup>th</sup> exit, we passed The Maryland State House, and finally, the U.S. Naval Academy. Sadly, our 15-car train, Annapolis' love for traffic circles, and the beautiful scenery did cause some confusion. We lost a few cars who were unable to see which exit we had taken. However, this was quickly resolved.

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## KENT ISLAND TOUR (Cont.)

We followed every alternative roadway possible, even following one road that ran parallel to route 50, and came so close to the highway, it was separated by a mere 3 feet of grass. Finally, we took the ramp to the Bay Bridge.



To my surprise, getting through the toll booth was a breeze; there was a broad shoulder we could safely wait on while the train of Model A's passed through the gate. Once we all made it through, we easily merged into the empty right-hand lane and easily climbed the bridge. Cars passed us on the left at a leisurely pace, and we all enjoyed the scenery from high above the large cargo ships and small pleasure craft far down on the water below. There were no mechanical problems at all and we all took the first exit off the bridge on Kent Island.

We parked in front of the hanger facing the plane and the grass airfield. It was a genuinely exiting scene right out of the 1930s. New member Keith Randall (who is a member of the Early V8 club) met us at the airfield.

The plane was beautiful—its silver propeller glistening in the light. The bright yellow wings stood in sharp contrast to the azure blue sky. A delightful 72 degrees with a slight breeze kept everyone comfortable and provided almost ideal conditions for flying.



After lunch, the rides began. Mike Pangia, the owner of the plane, was the soul of generosity. He took 18 of our group (everyone who wanted a ride) aloft individually over the course of the day. That's 18 different takeoffs and landings. Members were aloft for 5-8 minutes flying large figure-eights over the field and out over the Chesapeake Bay, which was conveniently at the end of the runway.



As a club, we are greatly indebted to Mike Pangia for his generosity and patience. He was in the air almost constantly the entire afternoon. The flights were absolutely the highlight of the entire weekend.

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## KENT ISLAND TOUR (Cont.)

After more than 4 1/2 hours of flying, most of the members headed to the hotel to rest. Benny and Sharon Leonard kindly served an assortment of adult drinks in the parlor of the hotel and chatted with a small assembled group while others rested and prepared for the 8 PM dinner reservation.

Matthew Pearson and I (and our trapped passengers, Chris Kennedy and Jonathan Linn) helped Mike wipe down the plane, and push it gently back into the hanger. It was a great experience following Mike's direction as he coordinated all of us positioned on the wing tips, pulling here, pushing there, slowly maneuvering the plane backwards into the hanger.



The group stayed at the Historic Kent Manor Inn – a stately old, water-front bed and breakfast with a long, tree-lined driveway, views of the water, sweeping lawns and gardens, and a really cool cupola on top. A very small staircase lead the way to the cupola, which offered views of the water and property. It was an apt setting for our antique cars.

Sunburned and happy, the whole group

headed to dinner at Annie's Paramount Steak and Seafood Restaurant. The food was delicious, the service was prompt and all the members, seated a three large tables, enjoyed laughs and stories from the day.



Sharon Leonard was surprised when a couple of pranksters arranged for a piece of cake with three large sparklers shooting out of it to be given to her. The whole club sang her happy birthday (even though it wasn't her birthday). After dinner, the whole party retreated to bed, happy and tired.

Sunday morning was notably chillier and windy, but with the same gleaming sunshine and cloudless blue sky. A free continental breakfast at the hotel was a welcome surprise, and was far better than expected.

After checking out, it was back across the Bay Bridge to Annapolis for a short walking tour of the city and a visit to the U.S. Naval Academy Museum. Our first stop was Brown Mustache Coffee, a charming bookstore and coffee shop in the shadow of the Maryland State House Dome. We fueled up on more coffee, a quick glance through the newspaper, and more time chatting and laughing.

To our surprise, we were treated to car show of electric cars, which were lined up along the street. As you might expect, opinions were mixed on this new technology.



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## **KENT ISLAND TOUR (Cont.)**



A short walk up two blocks and through the gates of the Naval Academy put us at the Academy Museum. There, we enjoyed a spectacular exhibit of ship models from the age of sail. Each of the models was astounding in their detail and intricacy. The collection of whale

bone models made by prisoners was perhaps the most interesting because of their limited tools and access to materials. It is certainly a “must see” at the Naval Academy.



After a short walk back to the Calvert Street Garage to collect our cars, we were on the road home. The Virginia contingent, under the command of Colonel Gray headed south. The Maryland contingent, led by Milford Sprecher, headed west via 450. Everyone arrived home safely, although Jerry Olexson’s muffler may not have. Our temporary repair failed. He plans to replace it.

I’m so grateful for Mike Pangia for providing the experience of a lifetime, and to Jim Gray, for getting us connected and providing oversight and support during the planning process.

I’m grateful also, for my passenger, Jonathan Linn. Without his navigation and communication support, we probably never would have arrived at all.

Stay tuned for the next tour!

Jason Cunningham

Kent Island video: <https://www.youtube.com/watch?v=Xdh4BQyRE5g&t=17s>

Facebook page: <https://www.facebook.com/GWCmodelA/>

Instagram: <https://www.instagram.com/gwcmodeleda/>

**SEEN AT THE KENT ISLAND TOUR**



James supervising as we await our lost President



Waiting for a plane ride



Jim Gray helping James Kolody get settled in



Cindy and Jerry Olexson with their Delux Tudor



Bill & Judy Worsham, Cindy & Bill Benedict,  
Loretta & Bruce Metcalf



Alice & Bill Sims with their new Town Sedan

**SEEN AT THE KENT ISLAND TOUR (Cont.)**



John Leydon with his Delux Roadster



Matthew Pearson and his Nash



President Jim Gray with his red Delux Coupe



James and Sharon Kolody with their Coupe



The entire gang in front of Lucky Lindy's plane.

## **INTERVIEW WITH FORD ENGINEER HAROLD HICKS**

by Milford Sprecher

The name Harold Hicks is not one that is well-known among the early employees of Ford Motor Company and, if you have heard of him, it is not because of something he developed, but due to an accident he was involved in during testing for the Model A.

He was out testing different carburetors for the Model A one day and was involved in a serious accident where he went through the then-plate glass windshield of the test Model A and suffered massive cuts. As a result of that accident, Ford specified the use of safety glass in the windshield of the Model A, a change that probably saved hundreds, if not thousands, of lives, but I am getting ahead of myself.

Harold Hicks joined Ford in 1919. He primarily worked on non-automotive projects, a number of which I had never heard of, including a gasoline-powered street car that Henry had an interest in. After that project, Hicks was heavily involved in design work for the famous Ford Tri-motor.

The Ford Tri-motor resulted from the purchase of the Stout Metal Aircraft Company by Ford and a fairly short-lived foray into aircraft manufacturing, a period that produced a significant number of innovations in the aircraft industry.

According to Hicks, he was never a favorite of Henry Ford, but he got along well with Edsel. Ford was making so much money during the Model T years that there was a lot of money available for research and development, R&D in many areas outside of automobile manufacturing. Hicks was involved in metallurgical research—a long-time interest of Ford, boats, streetcars and railroads, and airplanes. While the Model T had many innovations at the time, it also didn't keep up with changes in the automobile market, while Ford was pursuing innovations in other product areas. Hicks talks about the freedom that engineers at Ford had, while needing to conform to Henry's whims, practices and prejudices. Of most interest to Model A enthusiasts is the work Hicks did to get the Model A engine to produce 40 horsepower. That was accomplished by redesigning the intake manifold and adopting the Zenith carburetor.

A couple of tidbits. Henry was well-known for his interest in simplicity. The Zenith carb originally had a dozen screws to hold it together. Henry insisted that they reduce that to one or two bolts, and the final design had the well-known one bolt design. Another new fact to me was that Henry himself came up with the design for the clamp that holds the exhaust manifold to the exhaust pipe. Henry liked forgings and the clamp is forged, making it more expensive. In spite of the choice words that many of us use when installing the clamp while working on our cars, Hicks declares it a good design! Another tidbit. Hicks states that the Model A was designed to go 63 mph top speed. As he was the one who was responsible for getting the engine's horsepower up to 40, I think he is a pretty good source for the design top speed of the car.

Hicks left Ford in 1932 and joined Chrysler. At Ford, he had been transferred to the automobile division when the aircraft division was shut down and then let go as a part of a Depression-era reduction in employment. He then moved to Chrysler, where he worked on development of the famous Airflow. He came back to Ford in 1946 and interviewed for the Ford Archives in 1951.

The interview is quite long, totaling 238 typewritten pages. If you are interested in the history of Ford in the early days, this is a fascinating read. It is available for viewing on the Benson Ford Research Center site at:

<http://cdm15889.contentdm.oclc.org/cdm/ref/collection/p15889coll2/id/6468>

## **BUZZ POTTER AUCTION**

by Milford Sprecher

The late Lloyd "Buzz" Potter was a well-known local car collector whom I only knew through reputation and his son Bill. The family had an auction of his cars, car parts and assorted other ephemera on Saturday, September 30. Given his reputation in the antique car community, I was looking forward to the auction. I took Tom Terko with me to keep me from getting in too much trouble. I am not sure how successful he was.

The sale was held at Buzz's house in Potomac, a 3.5 acre parcel with a house and three different outbuildings. In addition to some personal effects, there were tables of antique car parts, mostly early V8 parts, with some Model A, Model T and miscellaneous other parts. While touring the house, I saw some old "Potter for County Executive" signs and realized that Buzz was the brother the late Montgomery County Executive Neil Potter.

A number of cars from his estate were included in the sale, including a restored 1931 Model A Deluxe Roadster, a 1916 Dodge Phaeton, a restored 1935 Phaeton, a 1936 Ford trunkback Fordor sedan, a 1939 Lincoln Model K, a 1930 Ford Model A Fordor sedan, a 1937 Oldsmobile coupe, an Olds Vistacruiser, a 1967 Ford Convertible and a 1941 Desoto turned into a taxi. Buzz had his own junkyard where he stored many, if not all, of his castaway cars, including a wrecked 1960's Cadillac, a 1960 Ford station wagon, an early '50's Rambler station wagon, a '58 Cadillac Brougham, an early '50s Chrysler Imperial and other assorted makes in various stages of decrepitude. He had a Clark motorhome and an early '60's Ford flatbed truck too,. The auction started in the house at 10 AM and moved to Stickley furniture at 11:45. The car auction started at noon.

The most interesting car to me was the '39 Lincoln. It had an aluminum body and was in good shape, but badly in need of a new paint job. The man who sold the car to Buzz in 1969 was there and gave attendees some background on the car. It had been restored in Philadelphia in the 1950s.

The Oldsmobile had been used in a made-for-TV movie about Jackie Kennedy starring Jaclyn Smith. She could not drive the car, so it had to be pushed when it was filmed. The Desoto had been in the Potter family since new and had been converted into a taxi. It had been used in the filming of the movie Tora, Tora, Tora, about the Japanese attack on Pearl Harbor.

The winning bids on the cars were:

1935 Ford Phaeton: \$30,500

1931 Ford Model A Roadster: \$14,500

1936 Ford Fordor sedan: \$6,300

1939 Lincoln Model K: \$7,400

1916 Dodge Phaeton: \$4,000

1930 Ford Model A Fordor: \$6,000

1937 Oldsmobile: \$3,800

1941 Desoto: \$1,100

There was a 10% buyer's premium on the cars and 15% on everything else.

The most spirited bidding was on the 1935 Phaeton and the 1931 Model A. The 1936 sedan did

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## **BUZZ POTTER AUCTION (Cont.)**

not generate much interest. The Lincoln sold for what seemed to me to be a bargain basement price, although providing the paint job that it deserved would be an expensive proposition. If I had any regrets, it was about this car. I have a soft spot for Lincolns and this is probably as low a price as you would find for one. Owning a car of this caliber is a pretty big responsibility, so one needs to be prepared for such an undertaking.

The Dodge was a very solid original car and probably brought what it was worth. The 1930 Model A had a lot of surface rust and a pretty torn up interior, but it was in very good solid condition otherwise. The motor was stuck. I thought it brought pretty good money for what it was and was sold to a guy from New Jersey. The '36 Ford seemed like it went for a pretty low price, but I don't know if it ran or not. A cheap way for someone to get a pretty nice V8 Ford.

Parts prices were pretty low. There were collections of V8 heads, manifolds, distributors and various other parts. I picked up a box of V8 coils for \$5. I bid on some wire wheels that looked like Buffalo wire wheels, but dropped out early. A guy bought a Model T frame with spring for \$5. Tom Terko bought some Model T split rims, plus a 19" Model A wheel for \$5. I bought a bottle jack for \$5 and a trunk for my Model A that I probably could have had for less had I not jumped in a little early with a bid.

The junkyard cars went for \$25 to \$50, although the Chrysler Imperial went for \$300. Some cars were nicely wedged between trees. The most interesting items were some old bicycles, one of which was a 1916 Model that went for \$160 and an 1890's model that went for \$15 because the bidders misunderstood how the bikes would be sold.

It was a beautiful day to be out and a good day for local car guys. There were members from some of the local clubs, so we had a good time socializing while we waited for our items to get sold.

## **WARHURST PICNIC RECAP**

After weeks of autumn weather, summer once again burst onto the scene just in time for the Club's annual Warhurst Picnic. Once again, our gracious hosts, the Warhurst family, opened the grand doors to their estate in Fairfax for a one-of-a-kind picnic and pool party.



Despite some heavy clouds in the early part of the day, the sun eventually broke-through bringing temperatures into the mid-80's -- perfect weather for a picnic by the pool. More than 50 people showed up -- some even bringing their classic cars - to enjoy some fantastic Bar-b-que catered by District BBQ.



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## **WARHURST PICNIC RECAP (Cont.)**

One of the stars of the show was Clem Clement's new 1940 Mercury Convertible Sedan on its inaugural outing with the Club. Club members were clearly enthralled by the beautifully restored car as a steady crowd of the guys hovered around, inspecting every bolt for most of the day. Clem was clearly proud to show the car, which was previously owned by his father. Clem's dad sold the car 61 years ago, on August 22. After more than 12 years tracking the car, and trying to buy it back, Clem finally took delivery of the now-restored family Mercury on August 22, 2017 – exactly 61 years later. Be sure to ask Clem for more of the story.



After a BBQ feast of pulled pork, brisket, cornbread, mac 'n cheese, potato salad and coleslaw, many of the members enjoyed rounds of Bingo organized by Benny Leonard and announced by James Kolody. Prizes included bottles of wine, t-shirts from several Portland-area car museums, and magnetic bowl for screws and small parts.

During Bingo, the Grays' grandkids enjoyed the pool and enhanced the fun, summer atmosphere with their joyful laughter.



Many thanks to the Warhurst family for sharing their fantastic home with the Club once again. Thanks to Benny Leonard for taking the lead in organizing Bingo and to James Kolody for calling the numbers.

I am also deeply grateful for all the work that Jim and Kathie Gray did in the days leading up to the picnic to prepare the patio and pool house to host such a large crew. Even the grandkids pitched-in, fresh from the pool, and helped haul chairs, coolers, and heaping trash bags around the house back up to the truck.

It was a marvelous time and everyone enjoyed themselves immensely.

If you're interested in helping run this event next year, we are asking for volunteers. Email [jjcunningham@gmail.com](mailto:jjcunningham@gmail.com) for more information.

Jason Cunningham

## **WHITE'S FERRY / SUGAR LOAF MOUNTAIN TOUR**

**Saturday, October 28, 10:30 AM -- Bring: A Picnic Lunch**

On Saturday, October 28, you're invited to join me for a small local tour around the Potomac and Monocacy River basins. We will gather at 10:30 AM on the Maryland side of White's Ferry. The one-way ticket is \$5 cash or \$8 round-trip (You'll only need the one-way ticket).

We'll drive out through scenic Poolesville and follow route 28 up to Sugar Loaf Mountain for a picnic lunch. (Bring your lunch with you!) We will drive up the rugged and rural Sugar Loaf Mountain and to the summit (well, almost the summit). This short, mildly steep drive is easily done in a Model A (I've done it many times) and provides a little taste of mountain driving on a very small scale.

From there, we'll drive to the Monocacy River Aqueduct. The abandoned aqueduct is part of the C&O Canal system and has a fascinating Civil War history you'll want to discover. The remarkable engineering involved in directing a canal over the Monocacy River is a remarkable feat, and I'm sure you'll enjoy seeing it.

We then make one crucial stop: Ice cream! The Rocky Point Creamery in Point of Rocks Maryland marks the northern-most point of our tour. The ice cream is fantastic and is produced from a local dairy.

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

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

10:30 AM – White's Ferry

11:00 AM – Louis Orchard (Pies, fresh fruit, etc)

12:00 PM – Sugar Loaf Mountain Picnic Lunch

1:30 PM – Rocky Point Creamery

There is no cost to attend (except for food along the way). I hope you'll join us. RSVP to Jason at [jjcunningham@gmail.com](mailto:jjcunningham@gmail.com) or call [301-648-4201](tel:301-648-4201).

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## WILLOWCROFT WINERY TASTING AND PICNIC - NOV. 12, 10 AM

Grab a chair and picnic basket and join us for the annual tour out to the Willowcroft Winery! Club member and winemaker Lew Parker once again hosts us for a picnic, vineyard tour, and special wine tasting (2 PM). Enjoy a scenic drive through the Virginia countryside to this spectacular, mountain-top vineyard. We'll also have our exhaust manifold cooking contest for those interested in cooking their lunch on the way!

Mark your calendars and RSVP to [jicunningham@gmail.com](mailto:jicunningham@gmail.com)

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This is the 4<sup>th</sup> Year (with no show of but one single model T) for the T and A takeover of Katie's Cars and Coffee. On any Saturday there are over 300 cars and over 3,000 people who spontaneously show up for a cup of Joe, breakfast, and cars! These are true car guys and gals. a place where you can share your love for the Model T Ford and be the center of attention. If we do not pass along our love for the car then we may be the last generation to know what the Model T Ford is/was all about. Please come join us. If you have never been to a Cars and Coffee, you are missing out on where the direction of car culture is going!

There is parking for trailers on the side—plenty of it. We will come off 10 spots for the first Model T's and A's that show. There is plenty of other parking but for the most part, it is first come, first served. Getting there between 6:00am and 6:30 assures you a spot. After 7:00am, we have to let go of the reserved spots. The event officially ends at 8:30, but a lot of folks linger till around 9:00-ish!

Please come on out! Katie's Coffee House and Old Brogue are located in Great Falls, Virginia, 760 Walker Rd., Great Falls, VA 22066. My contact cell number is 703 963-0100.

P.S.-- IF YOU ARE COMING, LET ME KNOW AND I WILL BRING YOU A PIE FLAVOR OF YOUR CHOICE!

## **GWC MODEL A CLUB CHRISTMAS PARTY**

**Saturday, December 2**

Doors open at 5:30 p.m., and the cash wine & beer bar will be open. Dinner will be served at 6:30 p.m.

WHERE: American Legion Post #177  
[3939 Oak Street, Fairfax, Virginia 22030](https://www.google.com/maps/place/3939+Oak+Street,+Fairfax,+VA+22030)

COST: \$10 per 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. Turkey Breast with Stuffing (with red Bliss Potatoes & green beans almandine)

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

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

Beer and wine are served at the cocktail hour, and at dinner. Cash bar. BYOB is allowed, but 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.

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

Reservations will be accepted at the October and November club meetings on Wednesday, October 18<sup>th</sup>, and November 15<sup>th</sup>, or you can send a check along with a note indicating your entrée & dessert choices to:

Jason Cunningham  
9812 Dellcastle Road  
Montgomery Village, MD 20886  
[jjcunningham@gmail.com](mailto:jjcunningham@gmail.com)

*Please make checks payable to: GWC Model A Club*

**CUTOFF FOR RESERVATIONS IS: MONDAY, NOVEMBER 25, 2017**

**NO RESERVATIONS CAN BE ACCEPTED AFTER THIS DATE!**

**NO WALK-INS CAN BE ADMITTED**



## **COMING EVENTS**

### **October**

#### **Oct. 11 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.**

October 14, Saturday, Pembroke United Methodist Church is sponsoring a car show from 10:00 am to 3:00 pm as a fundraiser to benefit Pam Williams, who is a secretary at Virginia Tech. She wrecked her motorcycle on June 3 and suffered life-threatening injuries, so serious that it is a miracle that she has survived. She has been hospitalized at UVA up until about a week ago when she was moved to the Radford Rehab where she is trying to learn to walk again. The car show will be held in Newport at the ball park. They are hoping to give everyone some kind of plaque for participating. They also plan to give A Best of Show trophy and plaques for the top 3 in different categories. There is a \$15 registration fee. They will be selling hot dogs and the fixings. Wendall Brown will be there playing '50s and '60s music. The church and the community are trying to help offset some of the hardship Pam and her family are facing. They would like to know, if possible, how many people plan to come so they can purchase enough plaques. A flyer is in the works and will be sent out as soon as it's completed. If interested please get back to Joyce so they can have enough dash plaques. Her # is [\(540\)382-7652](tel:(540)382-7652) – [\(540\)392-5551](tel:(540)392-5551).

#### **Oct. 18 (Wednesday) GWC Monthly Membership Meeting**

#### **Oct. 28 (Saturday) White's Ferry/Sugarloaf Mountain Tour (see p. 21 for information)**

Oct. 28 (Saturday) See p. 22 for details

### **November**

#### **Nov. 8 (Wednesday) CDC Breakfast at the Silver Diner in Fair Oaks.**

Nov. 11 (Saturday) We are collaborating with the State of Virginia in planning an event to take place at 11 AM on Veterans Day. We will be unveiling and dedicating a highway memorial marker in honor of a Continental Army General, Physician General William Brown. He is buried in the cemetery of Pohick Church, on the corner of Route 1 and Telegraph Road in Lorton. To add interest and attraction to the event I'm hoping to have a few Model A's attend with their proud owners, with viewing and discussions to follow the dedication. If you're interested in going, please drop Greg Shepherd an email and he will forward it to Mr. Nelson.

#### **Nov. 12 (Sunday) Willowcroft Winery Tour (see p. 22. Next month's Script to have more info)**

#### **Nov. 15 (Wednesday) GWC Monthly Membership Meeting**

#### **Nov. 16 (Thursday) GWC November Board Meeting**

## WANT ADS

### For Sale

1928 Roadster - Project car. Rumble Seat. No modifications. Disassembled but complete. Engine and rear intact. Needs new rear floor pan, seat upholstery, door sills, metal under door sills, cooling fan, windshield frame, and top. Frame has been painted. Also included: Model A News (Restorers Club Magazine) most issues 1977 thru present, Restoration Guidelines and Judging Standards, other restoration and historical literature. Photo taken before disassembly. Carl Doll [cfdoll@atlanticbb.net](mailto:cfdoll@atlanticbb.net) Royal Oak, MD \$5,000 obo.



1929 Ford Model A – Rumble Seat Roadster Convertible 2 Door Coupe with rumble seat, original engine. VIN #: A2344287; Miles: 86,650; Transmission: Original 3-speed manual Engine: original style flathead 4 cylinder engine; Exterior Color: Moss Green; Interior color: Black; Spare tire: Mounted on Back; Battery: 6-months old. Original, all stock and all steel, no rust on body. Very clean under carriage, leather interior is in good shape, convertible top is in good condition - no stains, rips or tears. Good mechanical condition, has new front/rear lights with new housing, new front/rear brakes, new grill, new brake lines, new Ford hub covers, new coil. All zert fittings show grease. Starts and runs easy, and drives very well. Minor paint chipping, does have cracked driver's side air deflector. Stored in garage, title in hand. Asking \$19,500. Contact: Located in Ohio. Call Charlie @ [937-901-0971](tel:937-901-0971) or email @ [cbrown@mkssupply.com](mailto:cbrown@mkssupply.com)



1931 Model A Ford. Show car in excellent condition and runs great! Located in Ocean Pines, MD. Always garaged. Can possibly bring it to Northern VA area for serious buyers. (See GWC website for short video showing the car running and for photos of car.) Asking \$35,000. Please contact Gary Quinn at 703-581-4857 or [theq111@aol.com](mailto:theq111@aol.com)

1931 Slant Window Town Sedan, All pieces are still there, just disassembled. Located in Troutman, NC, 36 miles north of Charlotte, NC. Original radiator; windshield frame is good, as is some of the glass. Very little rust other than a little bit of surface rust. Its lighter pieces will be gathered together and put inside the car. The engine, transmission and other heavy parts will be strapped to a pallet. Extra Engine will be included. Will assist in loading. NC title in hand. George Smolenyak says it looks like the paint is original. Asking \$2,500. Contact Reggie Ostwalt at [rostwalt6391@gmail.com](mailto:rostwalt6391@gmail.com) or at 704-528-4855 (h), or 704-437-2455 (c).



Steering wheel, '30-'31 with no cracks! Use as is for a driver or restore for show. Asking \$50. Please contact Dave at 703-938-8954 or [jrdshen@verizon.net](mailto:jrdshen@verizon.net)

2 Model A gas tanks for sale in restorable condition. \$200 each. George Smolenyak [703-969-1715](tel:703-969-1715) [gsmolenyak@aol.com](mailto:gsmolenyak@aol.com)

## WANT ADS (Cont.)

### Wanted

Club member George is looking for a Model A frame for a friend. If you know of one, please contact him. [703-969-1715](tel:703-969-1715) [gsmolenyak@aol.com](mailto:gsmolenyak@aol.com)

I am a fellow Model A Ford enthusiast. My special interests of the Model A regard the 180A (Deluxe Phaeton) and the 400A (Convertible sedan). I am the webmaster of the Special Interest Group of the Deluxe Phaeton; the so called 180A Body Style Group (180A BSG). The 180A BSG can be found on the Internet at: [http://members.quicknet.nl/180a/180-A\\_Body\\_Style\\_group/HOME.html](http://members.quicknet.nl/180a/180-A_Body_Style_group/HOME.html) and on Facebook as a community at: [www.facebook.com/180absq](http://www.facebook.com/180absq) Apart from the duties as a webmaster, I am composing a database about the remaining 180A's and one about the remaining 400A's. I would like to ask you to send me pictures of the 180's and 400A's owned by members of your chapter. I would like to see the 180A and / or 400A with its license plate visible. If possible, I would also like to know the body number of the car. The body numbers of a Deluxe Phaeton (180A) start with 159 - ####. The body numbers of Convertible Sedan (400A) start with 400 - ####. The body numbers can be found on the cowl near the fuel bowl or the full shut off valve in the "engine bay". Thank you for your co-operation! Dick Brussee, Nieuwlicht 15, 1695 JT BLOKKER, The Netherlands, +31 229 279902

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).

## ADDENDA

From club member John Leydon: It's not an official "activity", but here on the farm (Oak Hill in Aldie) I'm having an open-house brunch of coffee, cocoa, munchies, etc. for all the neighbors on the morning of Sunday, October 15th from 10:00 to noon or so. If t's a nice day and any Club members are out in their Model 'A's taking the country air around Middleburg, VA, they're welcome to make a pit stop here and enjoy a coffee and snack. The neighborhood kids might get a kick out of seeing the buggies. Most members remember how to get here, but if not, just ask for a map and I'll send one. Cheers. John Leydon [jkleydon@gmail.com](mailto:jkleydon@gmail.com)



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