

The Ford Script



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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 George Washington
Region of the Model A Restorers
Club GWC Model A Club
Post Office Box 971
McLean, VA 22101

Chapter meetings are held on the third Wednesday of every month at the American Legion Hall, 1355 Balls Hill Road, McLean, Virginia. Social meeting begins at 7:30 p.m. and the business meeting starts at 7:45. Members and guests are invited and encouraged to drive their antique cars to the meetings. Chapter members are encouraged to belong to both MAFCA and MARC national clubs and the Model A Ford Museum (MAFFI). The chapter Web page on the Internet may be accessed by:

www.gwcmodela.org

Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor at: billhsims@gmail.com

Next deadline: January 4th

PRESIDENTS MESSAGE



I write this from France, where I am visiting my daughter for a few days before heading off for a tour of eastern France, Switzerland and Germany, which cause me to miss both the Christmas party and the gift exchange, unfortunately. I am sure everyone will have a good time at both events in my absence.

I am pleased that we were able to put a board together for 2023. Thanks to those who will continue on next year and the new members coming on to the board. I want to take this time to thank Greg Shepherd for his excellent work as membership chair over the years and Stan Johnson for serving in a variety of capacities, most recently as Secretary. His insight and dedication to the Club and the Model A hobby as a whole have been invaluable. I was glad that Luke was able to attend the November meeting and wish him the best as he recovers from his stroke. Thanks also to Paul Bjarnason for his service as treasurer.

Last month's Script had some wonderful memories and stories about Bill Worsham. I didn't know him well, but his contributions to the Club as Sully Chair were legendary. He was a gentle and kind soul whom we will miss.

I am looking forward to next year with some good activities for the Club. There are a lot of good ideas floating around, which I am sure we can follow up on to plan for an engaging year for the Club. I will continue to schedule programs for the meeting until we can fill the vice president position. I have enjoyed doing that this past year.

As Bill Sims mentioned last month, I think his car is ready for some more touring. It still has a leaking carburetor, which I hope we can resolve satisfactorily in the near future. I learn something every time I work on his car, adding to my Model A knowledge. I am not sure that there was any one thing that was an issue, but a couple of items that kept us guessing.

I have a number of upgrades planned for my 1928 roadster. I drove it more this year than ever. I have a new set of tires and tubes ready to install, plus some cast iron drums. The steering box needs rebuilding, so I have a good list of items to get finished over the winter. I also need to work on the engine for my 1930 Town Sedan. My plan is to purchase a Burtz block and install it in that car. I have plenty to keep me busy.

A happy holiday season to all and looking forward to a good new year!

Milford Sprecher

FROM THE EDITOR

It's been an interesting year. Covid is still around but is not nearly as deadly as it was in 2020 thanks to vaccines and boosters. The 2 events that most affected the Club were President Luke Chaplin's stroke and Bill Worsham's death. He will be sorely missed, and Luke is recovering nicely, even attending November's general meeting.

There was no board meeting in November due to lack of a quorum and lack of any issues to discuss or vote on. Hence, you will not see any "Smoke Free" minutes this month in the Script. But there WILL be a Brown Bag gift exchange. See p. 26 for the details. Don't miss it!

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO

"Time flies when you're having fun" were parting words from President Millard Springer who, after a 2-year stint as president, would be replaced by Clem Clement for '98. He thanked all the Board members for their support, saying that their enthusiastic participation had been critical to the success of all our activities. He hoped he had encouraged some of us to get our cars out of the garage and on the road, a few more to make some progress with their restorations. Jim Cartmill signed off too, ending his session as secretary.



Editor Bill, in his third year as editor, reminisced about how he became interested in Model A's and an owner. He said he and Alice were looking for an old-fashioned iron claw-foot free standing bath tub to replace the teeny one in their bathroom. They drove out to a junky place beyond Warrenton that was full of odds and ends. No luck with finding a tub, but Alice spotted a car sitting under a tarp half way down a hill. Bill said it had no top, lots of fender rust, and had been driven by a rural mailman up until '79. He had not previously ever seen a Model A in 8 years of living in the D. C. area and thought they were impossible to find, so soon it was to be his. A friend told him about the Sully show, where he met Dick Lebkicker and learned about our Club. As they say, the rest is history.

We need more young recruits today. The then Young George Smolenyak Jr., who was in his third year of membership by '97, set the example. His timely thoughts were put forth in an essay submitted for the Ford Script. He said as time went by, he noticed fewer cars showing up at Club functions and out there on the road on Sundays. His ideas as to why that was happening were that members were getting too old to fight modern cars in traffic, and that people have lost interest in finishing restorations, perhaps because there wasn't enough help out there. So, he said that as the upcoming year approaches, we should make a vow to get going on our restorations, help fellow members with theirs, and get those Model A's out there on the road. Wow, 25 years ago...

For December, Clem had a story-telling program lined up. Suggestions included: how and where did you find your first Model A, discover our Club, how many kids can be crammed into a Model A, etc. A judging panel would select the best story with a prize for the winner. Who won? Maybe we'll know next month.

Dave Henderson

Thomas P. Quinn
Nov. 6, 2022

MEMBERSHIP REPORT

We had 1 new family join this month. See info below. Please add them to your roster and welcome them to the Club.

Harte, Bill & Nadia
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Brambleton VA 20148
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Harte_wj@yahoo.com

MAFFI NEWSLETTER MINUTE

The seasons are changing. Our friends living in Hickory Corners have settled in on their winter hours. While a good portion of the country is still wondering why anybody would ever want a snow blower, these people are wearing them out trying to clear paths around the Gilmore Campus for the hearty crowd braving the ice and snow to visit the museum. There are those who have packed their Model A's away for the winter, those who barely see a change in the seasons, and those in between who continue driving our A's, but cuss them because there is no heat, or the heat is dispensed on the wrong side of the vehicle.

It is the holiday season. Let's not forget this is also a giving season. The Model A Ford Foundation, Inc., draws revenue from several sources throughout the year. A popular source of this revenue is their memorial brick sales. This is a chance to preserve the memory of your club or one of its former members (current members for that matter) by having a brick cast in their memory in front of the Model A Ford Museum.

To help MAFFI grow, we are offering clubs a free brick for their help in signing up three new MAFFI Members. Three member applications, with their checks for \$25 each, and your FREE brick order should be sent in one envelope to:

MAFFI
PO Box 28,
Peotone, IL 60468-0028

The brick engraving detail is captured in the donation form. These forms are attached for your convenience. Thank you,

Mike DuBreuil, MAFFI
clubcontact@maffi.org

(The donation and MAFFI membership application forms can be found on the last 2 pages of this month's Script.)

2023 DUES!

The amount is the same as previous years, so it's still only \$20 for an email full-year membership. This includes quick access to the monthly newsletter as well as exclusive activities like tours, our high-profile parades like Memorial Day and July 4th as well as our Holiday and Summer parties.

You can send in a check made out to GWC for \$20 (\$30 for those still grandfathered in that get the paper copy of the Script) and mail it to:

Greg Shepherd
3715 Brices Ford Ct
Fairfax, VA 22033

Electronic payment is also an option:

Paypal: Shepman@gmail.com (and pick the friends and family option)

Venmo: @Greg-Shepherd-92

Zelle: 703-475-6513

Those that have received Lifetime Member status do not have to pay. And while I appreciate people trying to get ahead by paying future-year dues, this can become problematic if the dues are raised in future years, people leave the Club, etc... So, payment for future years will not be accepted and the payment canceled/not accepted. Thanks for understanding.

SUNSHINE – RICKIE BEARDMORE



The Club has lost another longtime member and active Model A Ford enthusiast. Harriett Jane "Rickie" (Merriman) Beardmore, 79, of Deale, MD, passed away on Sunday November 27, 2022, at her home surrounded by her family after a courageous battle with lung cancer.

I liked to think of Bill and Rickie as "Team Beardmore" – she was a fully engaged member of Bill's love for the Model A, and often rode with him on long-distance tours. I remember when I first saw their '31 coupe with its long CB antenna – when I asked why they had a CB, Bill told me they'd driven over 118,000 miles in that coupe, and they liked to stay in touch with other members of those tours. So when Jon Phillips suggested Bill as the go-to guy for getting my Model A's body restored and painted in 2002, I agreed. I remember very well that every time I went by Deale to check on the progress, Rickie greeted me and we talked Model As.

In the Southern Maryland obituary notice (<https://somid.com/announcements/obits/name/21126-Harriet-Jane-Rickie-Beardmore.html>) it was reported "...their door was always open to whoever came knocking." I certainly found that to be true.

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RICKIE BEARDMORE (Cont.)

While performing as a majorette in the Riva Fire Department Parade in 1960, Rickie complained to a friend that she felt cold, and that friend suggested she jump into Morningside volunteer fire fighter Billy Beardmore's arms to keep warm. Which she promptly did, despite having never met him before!

Rickie was a longtime member of various Model A Ford clubs and multiple antique car organizations in MD, VA, and DC. She and Billy enjoyed many years of "cruising" all over the USA in their antique vehicles, but they both were especially proud of the more than 118,000 miles they traveled together over the years in their personally restored 1931 Model A Ford Coupe. Their car club adventures also introduced them to many of their best friends over the years. Rickie was a charter member and past president of the International Association of Fire Fighters Local 1619 Women's Association and a founding member and very active participant on the committee of the annual fundraiser IAFF MDA Softball Tournament, which is now in its 49th year. During these 49 years, Rickie developed strong friendships with fire department families from all over the USA and Canada and looked forward to visiting with them each September during the tournament. She was also a member of the Morningside VFD Ladies Auxiliary and bowled on their league team in her younger years.

She is survived by her best friend and husband of 58 years, PGFD Battalion Fire Chief (ret) William D. "Tex/Billy" Beardmore; her beloved younger sisters Donna Merriman of Jefferson, MD, and Jamie Behre of Arapahoe NC; her children Shelley (Beardmore) Rusk and husband John of Mooresville, NC, Jimmy Beardmore and wife Ruth of Mooresville, NC,, and PGFD Fire Lieutenant (ret) Jerry Beardmore and wife Tammy of St. Leonard, MD. She was a loving grandmother to her four grandchildren, who brought such joy and pride to her life: Aimee, Jake, Lucas, and Nate. Rickie is also survived by numerous nieces, nephews, cousins, and great nieces and nephews.

Visitation will be Saturday December 10, 2022, from 1:00 to 3:00 PM at Rausch Funeral Home, 8325 Mt. Harmony Lane, Owings, MD. A Funeral Service will be Sunday December 11, 2022, at 1:00 PM at St. James Parish, 5757 Solomons Island Rd, Lothian, MD. A reception will follow in the parish hall.

In lieu of flowers, donations can be made to the Colea Benevolent Fund in Rickie's memory. Checks should be made payable to Prince Georges County Professional Fire Fighters Charitable Foundation, Inc. with "Colea Benevolent Fund" in the memo. Please mail to Prince Georges County Professional Fire Fighters Charitable Foundation, 3060 Mitchellville Rd., Bowie, MD 20716. Donations may also be made to St. James Parish, memo: "In memory of Rickie", and these funds will be used during the holiday season to provide for less fortunate members of our community.

Source: <https://somid.com/announcements/obits/name/21126-Harriet-Jane-Rickie-Beardmore.html>

Jim Gray
Sunshine

COLD WEATHER STORAGE TIPS

(Source unknown)

Looks like the cooler weather may finally be working its way in. Holidays are here and the old cars will be put away for the winter. Here are a few tips to make sure your Model A is stored properly and will be ready to go again next spring.

-Make sure your gas tank is full. This will reduce the amount of moisture that can be absorbed into your fuel system. This also reduces the rate at which gasoline will turn to varnish. Like I'm always saying, use "Ethanol Free" fuel, especially for storage.

-Use Anti-freeze. Not only will this keep your engine from freezing, but it will also keep rust from forming in your cooling system.

-Wash the car and apply a good wax. Don't forget to clean the interior too. Do this early in the day so it will have plenty of time to dry before you put it in the garage.

-If you have a convertible top, leave it up. Convertible tops can develop some nasty creases when stored in the down position. Also store your car with the windows up tightly to prevent any insects or varmints from getting inside. Don't forget to make sure your floorboards are in place for the same reason.

-Now, take the car for a nice drive, 30 minutes or so, to get all the moisture from the engine and exhaust system before it is put away for the winter. This will also help keep rust at bay.

-Change the engine oil before storage. Dirty oil is contaminated with acids and moisture which can cause premature damage to your engine. If you believe your car is going to sit for a year or more, then remove the spark plugs and pour some "upper cylinder lubricant" into the engine. I like Marvel Mystery Oil for this.

-If you are storing your car in the basement or other damp location, then I would recommend spraying some WD-40 on all exposed metal surfaces under the hood and chassis. Don't even bother wiping it off, just spray it on to keep the rust away.

-To keep flat spots from forming on your tires, over inflate them slightly, or put the car up on Jack stands if possible.

-Keep that battery charged. A fully discharged battery will go bad in just a few days. Use a low amperage "Battery Tender" if you have one, or charge the battery every few weeks. Keep the battery disconnected during storage by removing the fuse, or one of the battery cables.

-The best thing you can do for any car in storage is to visit it at least once per month and take it out for a nice drive. This will keep the battery charged and all your mechanical parts moving like they are supposed to. This is not only good for the car, but good for the owner as well.

WARNING ON LONG LIFE ANTIFREEZE

(Article forwarded by Phil Roche, written by Dave Tulawitzky, first published in Jim Cranes Western Michigan Buick Chapter newsletter.)

Antifreeze manufacturers have reformulated their products for long life and the inhibitor attacks, among other things, silicone compounds—the most commonly used base for gasket sealants. It also attacks lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators), and conventional gaskets and packing materials.

The warning here is to NOT use coolants with OAT inhibitors in your antique car. You need to read the product label and use only IAT (Inorganic Additive Technology) inhibited antifreeze.

OAT stands for “Organic Acid Technology”-based corrosion inhibitors and they are designed to have longer service life than that of IAT coolants. Unfortunately, that feature comes with a bad side effect for older cars. One fellow decided to change antifreeze in his antique car. His regular brand was out of stock so he bought the “advanced” formula. Four weeks later he found pools of antifreeze under his car. The antifreeze had dissolved the old gaskets. It was formulated with OAT inhibitors.

Here are some tips for finding IAT coolants:

1. Prestone says that all of its current antifreezes are OAT formulas.
2. Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it not say “long life.” Peak Sierra brand is propylene glycol for those who prefer that. It, too, uses an IAT formula.
3. Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do not use their G-05 formula in the gold jug.

Club comments:

I'm using Prime and Advanced Auto Parts antifreeze coolants. They say "Extended life." Neither say OAT/IAT. They are both green. Clem

Try “Conventional GREEN Formula” “PEAK” Antifreeze & Coolant. It's good for “All Makes and Models: 1989 and earlier”-----says so on the gallon container!!!! I use it in my “A” and '59 Cad. I have articles written on it somewhere around here if you want me to find them and send to you. The newer stuff is not good for old cars! Rick Menz

It is true. Don't even use any modern antifreeze that says long lasting, or heavy duty. They are acid based and will erode the head gaskets and lead solder on the radiators. They are all made for the new aluminum core radiators. CARQUEST makes a house brand antifreeze for older vehicles (read ones with copper core/lead solder radiators). Doug Cox

LUKE'S AA REBUILD PROJECT



As some of you may recall, I have stated that the AA is a for-fun project. The picture on the right shows the Lincoln hubcaps since I cannot find original deluxe AA caps. While at Hershey, I spotted a '29 Lincoln radiator shell emblem. Can I call the truck a 1931 Navigator if I put it on?



The pic below just shows the AA frame as it now sits. The other pic shows the lights I picked up. The bottom two are (maybe?)



1928/29 style fender lamps; the two upper ones look just like small '31 headlamps and are apparently 1932 cowl lamps. but it looks like they would bolt right up on the front fenders! The last pic shows the excellent 1935 brake drums. these are 12" diameter and have cast in ribs for cooling and stiffness, the other early V8 drums don't have these... just in case I ever get a speedster project going.
Luke Chaplin



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INTRODUCTION ... A REFLECTION ON MY FIRST TIME DRIVING A MODEL A

Hi, I'm Hank Zajic and I just re-joined the Model A Club after an extended absence.



ANNIE'S A GETTING SOME ATTENTION FROM MY DAD AND KATIE.

When I joined the Club back in 2006, it was very shortly after taking possession of a 1931 Tudor that I refer to as "Annie's A". She is so named because my father's aunt (Annie) owned the car all the way back to 1947 that we can trace with certainty. It is the car that gave me "old car fever" when I was a little kid. In the '50s, Annie's A was a farm car and worked pretty hard back in the day. By 1960 though, it was up on blocks and remained in that

condition ever since. In the late '60s as a kid, I would climb in, and pretend drive

probably like so many other kids have done before me. In

December 2005, my dad passed Annie's A on to me. He had her in dry storage from 1967-2005. In 2006, the Club did a couple sessions at my house for a dormant Model A

start-up for Annie's A. It was every bit as chaotic as you might expect of a Club event and was also great fun... but turns out that the timing to get deeply engaged in the hobby was not

right for me. With other priorities and obligations on my end, Annie's A in fact went dormant again. Nonetheless, my couple-year association with the Club was very positive and I

vicariously continued my association with the Club thanks to occasional visits to the website and the materials posted there. All the above is fodder for future stories.



WAX ON WAX OFF. PRIOR TO SULLY 2006. MAJOR OIL LEAK PREVENTED ATTENDANCE.

By sheer coincidence (or other universal forces), I happened to glance at the Club's website on 25 September and was very surprised to see Clem had an ad posted for Smokey. Wow! I went from being dormant myself to highly energized. Fred and Ginger, Abbot and Costello, Orville and Wilbur, Peanut Butter and Jelly, Clem and Smokey. These are among the greatest pairings ever. They just naturally go together. I needed to find out what was going on, pronto! Well, one email led to a couple more, some phone calls, and two visits. After some frantic garage reorganizing on my end, I found myself the new caretaker of Smokey! Who would have thunk it? Absolutely not me on 24 September!

What follows is the note that I sent to Clem on 5 October after moving Smokey from his garage to my place. Keep in mind that this trip was essentially the first time I have ever driven a Model A Ford other than about 3 or 4 brief test-drives in Annie's A back in 2006 amounting to a couple miles. Needless to say, it was a pretty emotionally charged day for both of us.

Sent: Wednesday, October 5, 2022 10:09 PM

Subject: Some reflections on the day

Hi Clem,

Wow! two weeks ago I was actually thinking that maybe it was time to move my Lincoln on to

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A REFLECTION ON MY FIRST TIME DRIVING A MODEL A (Cont)

another owner and I was also in a quandary on what to do with Annie's Tudor. Maybe time to move her along as well. I certainly was not looking for another Model A. But then I saw your ad for Smokey, and everything went in a different direction. Thrilled! It's Clem's beloved Smokey!! There are Model A's and there are



BIG SMILES ON THE OUTSIDE BUT NERVOUS AS A CAT IN A ROOM FULL OF ROCKING CHAIRS.

legends. This is a legend!! I can't just sit on the sidelines and watch...

I was scared poop-less today backing that car down your loooooong driveway with you looking on. WHAT IF I DON'T DO IT RIGHT?! What if I'm not up to snuff? I'm not even that good at double clutching! No Practice... What am I doing? Breathe. Remember to breathe! I get to the end of the driveway. We salute and off I go.



DUNNO WHERE IT CAME FROM HANK. BUT I DID NOT PUT THAT LOADED MOUSE-TRAP ON THE DRIVER'S SEAT.

Driving down Colchester, I do pretty good. Turn onto Pope's Head Road. AOK. Shifting was much simpler and smoother than I remember from the brief time I was driving Annie's A back in 2006. Taking it easy on Pope's Head at 25-ish MPH, there are plenty of turns and hills ... no need for speed. Feeling pretty good. Get to the Fairfax County Parkway intersection. Red light. Nice smooth stop. At the light it's me, Melanie, and two cars behind her. Should I go right on red? HECK NO! I'm in no hurry and there are plenty of knuckleheads speeding to make the light on the parkway. Everyone behind me at the red light can just enjoy the day until we get a green... AND THEN I mess up! Modern car shift pattern and Model A shift pattern are different. I KNOW THAT. I've driven a modern standard transmission for 20 years. So OF COURSE, without thinking I put the shifter into my "natural location" for 1st, which is Model A reverse... and I start going backwards on the green light. BREATHE! Good thing Melanie is covering my 6 [in other words, his behind—ed.] in our Ford Escape with flashers going.

On the Fairfax County Parkway... doing 30... OK! I feel pretty good... after a mile or so nudge up to 35. Still feel pretty good. After a few miles I notice I'm up to 40 but man is my jaw clenched! and I'm gripping the wheel tight--- white knuckle tight. Not looking side to side AT ALL! Full concentration. Listening for everything. Trying hard to get the feel and learn little nuances and indications.

(It's not really that hard, I'm just that tense). I am so happy Melanie is covering my 6. Never noticed before how many people speed on the Parkway! I mean stupid fast. I'm usually one of them, I guess. But this is a different world. Slow down everybody! *Smokey is coming through and she's Special. Show some respect will ya!* SO GLAD Melanie has my 6!

By the time I am down to Ox Road I notice I'm nudging toward 45 and feeling pretty ok but drop back to 40 anyway. This is our maiden voyage together and 40 just seems better. I get stuck at a couple red lights. I actually remember where 1st gear is this time! At the second red light, I even relax enough to look over at the car alongside me (driver staring at Smokey) and I give a

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A REFLECTION ON MY FIRST TIME DRIVING A MODEL A (Cont.)

limp little wave. What the heck, Hank? That's what your ahooga horn is for! Maybe I'll remember next time.

I exit the parkway at Rolling Road/Barta Road near the new NGA complex. Another red light. Glide up to a stop. No problem. I've been in a bit of sensory overload for the past 25 minutes. Then I notice, boy that engine sure is idling quietly. I glance down to check the tachometer- there is no tach dummy!

I KNOW THAT... but the engine sure is quiet. Wait!... it's not quiet ... it's stalled! How did that happen? WHEN did that happen? I never felt it stall. What did I do wrong? What do I do now? Why am I stalled? BREATHE, HANK! Oh yeah... throttle lever might vibrate up a little while running. Clem told me that. That's exactly what happened, but I was not paying attention to it happening. Pay attention to what Clem told you, Hank! There was a reason for everything he told you. Adjusted throttle, restarted no problem at all. Away we go.

Made it the last mile without a hitch. Driving through my neighborhood I even remembered to give a little "Ahooga!" to some people out for a walk. Feeling pretty good. The sun is out, and the roads were dry the entire way home (first time in a week). I park in the driveway and do a proper Model A shutdown. Remember what Clem told you Hank! I realize the ride exhausted me, so I go inside for a glass of water.

But... Smokey attracts attention on her own and neighbors and friends come wandering over to see what's cooking...

Talk ensues and that leads to an offer for rides. Nobody says "No". So off I go, feeling oh so much more relaxed this time out, giving rides to neighbors who have never ridden in a Model A before. What a time!

I think Smokey likes me and I sure like Smokey!

Thank you, Clem! All you ever need to do is say the word and Smokey and I will come running your way.

With deepest respect, Hank



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CLEM AND SANDY'S RECENT REALLY RAPID RELOCATION

Within the military (and maybe other organizations) the term MOVEREP stands for Movement Report, so here's the MOVEREP of Clem and Sandy's recent move to the Ashby Ponds Retirement Community. Clem provided SITREPs (Situation Reports) periodically to keep folks up to date on the progress.

SITREP 1 - October 16, 2022, at 1:57 AM, Clem Clement reported to Cliff and cc'ed others: '40 Mercury leaves today at about 8:30 AM. Same couple that delivered the car will pick it up here at my house. I thought you might be interested since you were here when the Merkel arrived five years ago."



'40 MERC Arriving

- **October 16, 2022**, at 10:22 AM, Cliff responds to Clem and the others:
"Has it been five years? Yes, we are just caretakers for history. May that car be preserved forever."
- **October 16, 2022**, Clem replies at 10:52 AM:
"She gave us a 'Toot de toot' as she entered the van. She is good to go and realizes she is in our family with son Dr. Joe in Kansas City. Thanks all for the help and support."
- **October 20, 2022** at 9:06 AM Ken Burns joins the conversation:
"STILL in the family!"
- **October 20, 2022** Clem replies at 9:38 AM:
"YES. Son had never driven 3-on-the-tree before!!!! 3 on the floor; yeah. Contractors here everywhere today fixing up the house. Trains everywhere packing. '39 waiting to go to Chris Elenbaum.
Great circus."

**Clem's '39 peek-up as it appeared
in the 2010 NVRG calendar**



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CLEM AND SANDY'S RECENT REALLY RAPID RELOCATION (Cont.)

Sitrep 2 - October 20, 2022, Clem at 2:29 PM emails Susan Byrhan, Administrator of the Armed Forces Retirement Home, DC:

"We were supposed to have 1.5/2 years to plan. The very next day they offered us just what we wanted so we jumped on it. Now to rush to pack 1,500 toy train pieces plus our regular junk. My beloved Yellow Model A "Smokey" went to another clubber.



She is planning to attend the AFRH show. We are super-rushed trying to meet selling deadlines.

SITREP 3 - October 21, 2022, at 10:00 PM Clem sends following to NVRG and Model A club members GWC and ev-8ers:

"Sandy and I invite you to a garage sale, Tuesday, October 25, 2022, at our home, 12106 Gary Hill Drive, Fairfax, Va., 22030. 9am-1pm. We are moving to Asbury Ponds shortly. We had signed onto the waiting list and expected a 1 and a half to 2 years wait. We blinked and suddenly an apartment was available. We have been scrambling ever since!!! Sorry for that short notice.

We offer: something for everyone, some Model A and ev-8 parts, drills, bench and floor buffers, grinders, trains and track, tools, live plants, pots and cookery, toy car (one free per customer), nuts, bolts, washers, memorabilia, wall signs, Lighted beer sign, throw rugs, free cart trailer (built by Dick Javin for his Model A. Needs new tires Remove soon.) Free advice."

SITREP 4 – October 28, 2022, at 5:30 PM, Clem wrote:

"Last Thursday we had a nice crowd of car and train people in the garage and train room. Many stories of trains, events, and times with the crowds of old car folk. We ran out of chairs but not the fun. Come tomorrow and enjoy the friendship and camaraderie.

We have dug out more goodies for all. An automobile tow rig-ey thing came out of a corner. We have plants, wall art, cookery, trains and track of all sizes, tools for all.

Still have the Model A engine for sale. It will look so sad on a 'Got Junk' Truck load. Emergency power generator still in the box and ready. The old trailer has a new home"!!!

Lots of toys (remember those toys being pushed around the several layouts on the floor at train's days? They are still here and looking for new playmates. The empty train room looks lonely and quiet without all the multicolored trains running and children laughing and playing.

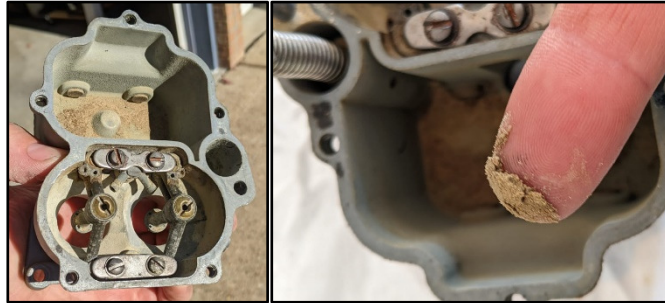
Who will be the next to play there?"

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CLEM AND SANDY'S RECENT REALLY RAPID RELOCATION (Cont.)

SITREP 5 – November 4, 2022, at 12:57 AM Clem writes several NVRG members:

“As you know, we gave the '40 Merc to our son Dr. Joe in Kansas City. It ran well. He opened the carb and sent me these pictures.



The jets were completely plugged with crud. The acc pump leather was rotted completely away.



The Merc had very little run time with me. Sandy bet he would take the new-to- him toy apart soon as he received it. His Daughter was 15 this week. She doesn't drive as yet. She has sat in the Merc and reported that it was cool and she liked it. There were questions about lowering the top... where could this lead... I was 21 when I bought the topless/ beat up/dead-engined '40 Merc.



By July, I had given rides to 2,348 hot chicks and only stopped once for overloading. Clem, the thrilled.”

>>>>>>

CLEM AND SANDY'S RECENT REALLY RAPID RELOCATION (Cont.)

SITREP 6 – November 9, 2022, at 7:44 AM Clem emails assorted people:

"I checked in for a few seconds and computer fluttered, so went to bed. We are in at Ashbury Ponds and have the keys!!!!

At 4pm yesterday, Sandy's birthday, Benny and his grandson came over to pick up the Model A engine I had for sale. He brought no tools and no plan. Zack had no gloves. Jim Gray came and he figured out the chain hoist I had and all of us including Sandy on her birthday, moved many boxes of stuff, table and trains as B/Z watched. We were so tired... Benny's truck is 4" higher than a regular truck so we swung the motor in on plywood I had. They planned to push the motor out in the dirt... Not a safe scene. All my tools are packed.

Today is inspection day here. Garage is still piled with stuff and yard had lots of wet debris. Thursday is finish packing and move out/in day. Friday is get computer wired in....

Sunday is train show at Rockville Senior Center. We hope to run new custom trains that I have been building."

Come and see us

Sandy and Clem Clement
21145 Cardinal Pond Terr Apt 402
Ashburn, VA 20147
r.clem.clement@gmail.com
sandy.l.clement@gmail.com
571-239-1701 Clem cell
571-239-1716 Sandy cell

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ARMED FORCES RETIREMENT HOME CAR SHOW

November 6, 2022, began with rain at the Armed Forces Retirement Home (“AFRH”), which is home to well over 500 military enlisted personnel. Amongst the many activities made available to the residents is an annual car show. Hot dogs and other refreshments are provided free of charge.

Usually, several of we car guys convoy to the show from Northern Virginia, just in case of a breakdown. But this year, due to rain that made our plans uncertain, we ditched the convoy plans and each went separately. Some of us, me included, did not want to expose our cars to the rain and wet roads. At about 10:30, the rain stopped here in Annandale, and I hopped into my Golden Hawk and headed for the show, where I arrived at about 11:15 a.m. Upon arrival, I found only about 13 other cars there. (See the picture of the lineup.) This low number was disappointing and may be about one-third the number compared to last year’s show. Still, even though a low turnout, it was a convivial group and I had good conversations with the other car owners.

In the picture below, the first car on the left is my 1957 Studebaker Golden Hawk. In addition to being a member of the George Washington Chapter – Model A Ford Club of America, I am a member of the Potomac Chapter of the Studebaker Drivers Club. Unfortunately, there were no other Studebakers at the show. The second car from the left is a beautiful, nearly perfect, 1966 Pontiac Bonneville owned by Leo Cummings, who is a member of the Early Ford V-8 Club (“Early” Ford V-8 refers to flathead V-8s made by Ford from 1932 – 1953.).



Since I had arrived close to the end of the show, I went to look for Susan Bryham, Administrator of the AFRH. I had two donations to deliver. First, I gave Susan a check for \$500 for the Resident Activities Fund on behalf of the George Washington Chapter – Model A Ford Club of America (see photo on right).

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AFRH CAR SHOW (Cont.)

I also gave her eight Afghan lap throws crocheted by my talented wife, Margaret, which Susan told me she would give to the residents as gifts at their annual party (see the picture below), of me turning the Afghans over to Susan Bryham and Dr. Howard, a physician at the AFRH.) My next move was to get two hot dogs -- I was starving.



Donation missions accomplished, I then went to look at the cars. From the local clubs with which I am familiar, in addition to my Studebaker and Leo's Pontiac, there was one Model A Ford present – a fantastic 1931 Delux Roadster, owned by Bill Benedict. Another GWC member, Hank Zajic, brought his beautiful 1967 Lincoln Continental convertible. (See the picture below of Bill's and John's cars and the three of us.) About eight blocks away, on Upshur St. NW, there was another Model A, a 1931 Delux Coupe, owned by John Molino, which had an engine compartment fire and did not make it all the way to the show. A picture of John's car appears further, below. This incident resulted in a good side story.



When I first arrived at the show, I found John Molino inside the building, accompanied by a woman named "Grace," whom I had never seen before. I later found out that Grace's family name was "Eng". By way of background, John is a long-time member of the GWC – such a long-time member, in fact, that John is one of the only surviving participants in a cross-country (USA) round trip in a convoy of Model A Fords that took place 60 years ago. So, John is no stranger to dealing with car troubles that occur on the road. (Anyone interested in the story of the cross-country trip, please e-mail me at paul.bjarnason@gmail.com and I will send you an article on the cross-country trip.)

AFRH CAR SHOW (Cont.)

John's car broke down on Upshur street, in front of Grace Eng's home. Even though John and his friend, Linda, had never before met Grace, Grace came forward from the front porch of her house and asked if there was anything she could do to help. Linda stayed with the car while Grace drove John to the show in her own car. Upon the end of the show, which was at about noon, Grace drove John back to his car, which was still parked in front of her house at a metro stop. Fortunately, it was Sunday and the meter persons were not on duty. Bill, Hank and I soon followed in our cars, to see what we could do to help. Upon arrival at John's car, we found Grace, John and Linda sitting on Grace's front porch, where John and Linda had put out a picnic lunch of bread, cheese, fruit and a bottle of wine, that they had brought with them in old-fashioned wicker baskets. (See picture of our cars lined up on Upshur St., except for Hank's Lincoln, which was parked across the street.)



We asked John if we could help with the car and they responded that maybe we should eat first. So, that was the question: what do we do first -- eat and drink wine or work on the car? To help decide, we went out to the car to size up the situation. We found the motor compartment covered with fire extinguisher residue and there was also some paint damage from the fire. (See picture of the motor compartment of John's car) In our discussion we recognized that it was not possible to know the extent of the damage or what parts may be necessary. This led to the conclusion that it would be better to have John's car taken on a roll-off truck, so that John could work on his car at his home.



Hank and Melanie were not able to stay, as they had a prior engagement. Bill and I went back up onto Grace's porch, where Grace, John and Linda were. (See picture of the spread on Grace's front porch on the next page.) During lunch, we old-car enthusiasts learned that Grace's parents came to the U.S. in 1936 from mainland China to flee from the communist takeover. After immigration to the U.S., Grace's parents became restauranteurs in Washington, DC. Grace was born in Washington, DC, about 80 years ago and has lived in the same house

>>>>>>

AFRH CAR SHOW (Cont.)

on Upshur St., from that time. Grace went to high school and worked in Washington, DC, principally as an accountant. Grace's gracious hospitality (no pun intended) to us in our time of need transformed an inconvenient situation into an opportunity where we made a new friend, had interesting conversation and enjoyed a good time.



Later in the evening, I checked in with John, who told me that he, Linda and his car had been safely dropped off at his place. John said that he planned to fix his car this week.

Paul Bjarnason

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ANNUAL CHRISTMAS PARTY

What a great time everyone had at the Christmas Party. The event began with a special prayer written and presented by Edna Cross. Before dinner we had a few gift drawings to kick the event off into full swing. There was plenty of food and beverages for all to enjoy. Following dinner, the 2023 Board was introduced.



From left to right – Jason Cunningham, Parade Chairman – Bruce Metcalf, National Liaison – Bill Sims, Script Editor – John Dougherty, Sully Chairman - James Kolody, Youth Development – Benny Leonard, Tool Chairman - Doug Tomb, Treasurer and Gene Rainville, Activity Chairman. Other members of the Board were not able to

attend—these included Milford Sprecher, President – xxxxx, Vice President. The new Board will have a number of challenges for 2023 and we wish them well. The following collage of pictures describes the evening better than words. To all, best of wishes from Lana and Myself (Gene) and have a very happy Holiday Season.



ANNUAL CHRISTMAS PARTY (Cont.)



COUPE CARRIES CLUB'S CHRISTMAS CACHE TO CLIFTON

"Ruby" was loaded and ready to roll to the Clifton Fire Station. Then Clem called – "...how can I convince the Ashby Ponds folks to let me set up trains under their Christmas Tree?"

I called my friend Kristen Nelson, Director of Philanthropy at Greenspring Village – Ashby Ponds' sister community. She's the person with whom I worked on Greenspring's Summerfest Car Show the past two years. I got two great bits of information. First – they've scheduled their 2023 Summerfest Car Show on June 9, 2023, leaving the 16th available to set up Sully. Second, she said she would help Clem solve his train issue – "...just have Clem call me and I'll get in touch with the right person at Ashby Ponds."

Although that bit of arranging delayed us a bit, Ruby was loaded with the 2 dozen+ Toys for Tots gifts collected at our Christmas Party, and I just needed to get my shoes on and go. But not so fast. Clubber Scott Leaf wanted to swing by and swap his rough condition starter and generator for some restored ones I had. The caged squirrel in his car was not part of the deal.

Could we still make it before sunset with this latest delay? "It's still light! Let's go!" encouraged Kathie. I called the Clifton Station, "Come on down, we'll be looking for you!" Minutes later Ahooga blasts from Ruby signaled our arrival.

Pete and Rich came out, admired Ruby and her rumble seat full of toys, and chatted.

Rich regaled us with stories of riding in his grandfather's '28 which had participated in the Fairfax 4th of July Parade for 30 years. Rich remembered riding in the rumble seat with the



Governor waving at the crowds. Rich also reported a recent blue roadster sighting in front of the *Trattoria Villagio* several days earlier.

But the BIG news came from Pete. This was his final day before retirement on Tuesday, Dec. 6. Did you have a Model A bring toys to *YOUR* retirement? Well, Pete sure did, and we all enjoyed talking about that happy coincidence as we wished him a wonderful retirement.

Kathie snapped a couple of pictures as Pete and Rich thanked us for the Club's fine Toys For Tots donation. Then we fired up Ruby and headed home.

Jim & Kathie "Santa's Helpers" Gray

TWO IMPORTANT FORD ANNIVERSARIES IN 2022

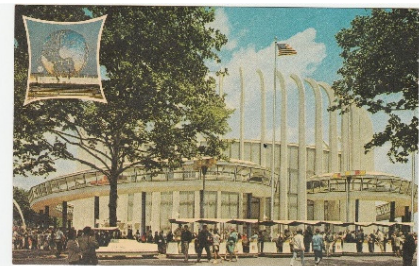
Before we close out 2022 there are two milestone Ford anniversaries that occurred in 2022 that are worth a mention.

November 9, 2022, marked the 60th anniversary of the fire that destroyed the Ford Rotunda. This significant building debuted as the Ford Motor Company display at the 1933-4 Chicago

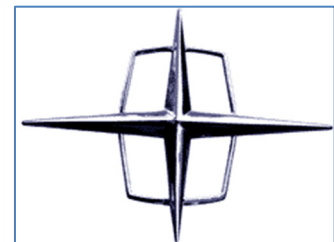


Century of Progress International Exposition. Henry Ford liked the building so much that after the fair was over, he had it dismantled, moved to Michigan, and reconstructed at Ford headquarters. It reopened as a visitor center in 1936 and served in that capacity until destroyed by a fire accidentally started while the roof was being maintained. The Rotunda was notable as the fifth most-visited landmark in the United

States while it was open, at that time behind only Niagara Falls, Smokey Mountain National Park, the Smithsonian, and the Lincoln Memorial. In addition to the visitor center, the Rotunda was home to the Ford Archives. Reports vary, but somewhere between the majority of and all of records stored at the archives survived the fire. For the 1964-65 New York World's Fair, the Ford exhibit used a building designed as a tribute to the Rotunda. This is where Ford debuted the Mustang, which was considered the most successful new car launch since the Model A! For an excellent in-depth article of the Ford Rotunda history and fire, see the Hagerty article at: <https://www.hagerty.com/media/automotive-history/lost-to-fire-fords-rotunda-drew-more-visitors-than-the-statue-of-liberty/>



February 4, 2022, marked the 100th anniversary of Ford Motor Company's acquisition of Lincoln from Henry Leland. The company had been in existence for two years prior but was struggling. Henry Ford and Henry Leland were rivals and there was significant bad blood between the two of them, Henry Leland having capitalized on a previous business failure of Ford's. As is well known, Henry Ford was most interested in practicality and function. His son, Edsel, had the eye for style and customer desires. Our own Model A's have frequently been called "baby Lincolns", the New Ford design being heavily influenced by both Edsel Ford and Lincoln styling of the time. Over the years, it is fair to say that Lincoln has struggled with its identity as a luxury marque in US automotive history. There have been some spectacular successes and also some real head-scratching moments in Lincoln's history. For an excellent in-depth article on the history of Lincoln under Ford leadership see the two Hagerty articles at: <https://www.hagerty.com/media/automotive-history/missed-the-mark-celebrate-lincolns-100th-anniversary-now-because-it-wasnt-two-years-ago/> and <https://www.hagerty.com/media/automotive-history/unearthing-historical-delights-within-the-lincoln-archive-experience/>



Hank Zajic

DECEMBER MEMBERSHIP/BROWN BAG MEETING

Save the date December 21, 2022 for our annual Brown Bag Membership Meeting. This is a fun event that members look forward to each year. Each person brings a gift, male or female gift as appropriate. Put it in a stapled shut brown bag. There will be tables set aside for the gifts. Suggested amount is \$25. If you have a craft, you may create or make the gift. We ask that you bring a munchy to share. The Club will provide an Ice-cream Cake, wine and other refreshing drinks. Hope to see many of you there.

Gene Rainville

DECEMBER'S PROGRAM: BROWN BAG CHRISTMAS GIFT EXCHANGE



The December program will again be the rip-roaring Brown Bag Gift Exchange. We will operate under the same rules used over the past several years.

Each person will bring a nice gift, “wrapped” in a brown bag – and this bag will be your admission to the event. Lady-specific gifts should be marked on the outside with a large “L”. The bags are placed on a table in front of the room. Each member gets a ticket stub in exchange for his bag. The other half of the ticket goes into a bowl.

“Nice Gift” means “No Junk!” - Find something among your Model A holdings that you would like to get as a gift if you didn’t already have it. If you can’t find something, a new part or tool in the \$10-\$20 range would be just right. (For example, a few years back, one GWC member purchased two hood prop kits, one for his own car and one for the brown bag gift exchange.)

Then comes the fun! When the meeting begins, a ticket is drawn from the bowl. The holder of that ticket comes to the front and selects a bag from the table, turns around and opens the bag so that everyone can see the gift. When the *oohs* and *ahhs* have subsided, he/she draws a ticket from the appropriate gender bowl, hands it to the Master of Ceremonies, and returns to his/her seat with the gift. The new number is called out and the holder of that ticket comes forward and announces his/her decision:

- 1) Take a gift that has previously been unwrapped, or
- 2) Select and open a new bag.

If he/she takes a previously opened gift, then that person (who relinquishes the gift) comes back to the front to 1) take a bag or 2) a previous gift, but not the one just relinquished.

Each subsequent ticket holder comes forward and has the chance to take any previously opened gift or take an unopened bag from the table except that the third holder of a given item gets to keep that item. (Example: Tom opens up a carburetor, Karen takes the carburetor from Tom, Benny takes the carburetor from Karen and gets to keep it).

The fun is always increased when someone opens a gift that multiple people are eager to own. So wrap a gift up in a brown bag and come to the meeting ready for a good time. In the end you will go home with a nice gift and pleasant memories.

COMING EVENTS

December

Dec. 21 (Wednesday) – BROWN BAG - Monthly Membership Meeting – McLean American Legion Hall – 7:30 p.m. These events are a lot of fun.

January

January 7 (Saturday) – December Board Meeting will be held during the Transition Meeting at Mylo's at 5 p.m.

January 18 (Wednesday) – Semi-annual flea market. No general meeting.

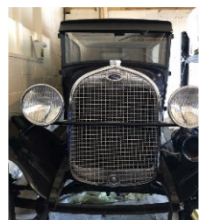
January 25 (Wednesday) – Board Meeting (tentative)

WANT ADS

For Sale

1931 Model A Victoria Steelback. Completely restored and operational. Will deliver to the buyer if in Virginia. Features: LeBaron Bonney interior; new body wood throughout; paint color Ford Maroon; Schwalm's rebuilt engine; in running condition; alternator; 16,000 miles. Asking \$24,500

Please contact: Tom Quigley at tjquigley6@gmail.com



1929 Model A Tudor. Mechanically sound, very nice cosmetically (no trailer queen), excellent interior. Andalusite blue with black fenders. No rust; no known issues. Has been well maintained but has been on jack stands for 3 years. Car gets started every 2 weeks. Asking \$14,500. Please contact Scott Leaf at 703-424-5871

1930 Model A 4-dr Sedan. Beautiful, fully restored, well maintained and loved for many years. Looks like a museum piece. Owned since October 2013. Owner just downsizing. Books, antique tool kit, flags (hood and bumper), custom cover, odds and ends included. Vehicle is in Purcellville, VA. Asking \$25,000. Contact Dan Kaseman at kasemandan@gmail.com or phone at 703-217-0664.



Heads and springs for sale. 3 Model A heads that have been in dry storage for over 30 years. \$60 each or take all 3 for \$150. Also, a collection of Model A springs. Free but you must take all of them. Contact Hunter Fanney at hunterf@verizon.net



WANT ADS (Cont.)

Model A motor and trunk. Used Model A motor on engine stand. Shims adjusted when motor first acquired. Head has been cleaned, magna-fluxed and trued. Pan and manifold included. \$550. Black picnic trunk to mount on rear rack with dinner ware. Nice: \$150. Contact Clem at r.clem.clement@gmail.com or by phone at 571-239-1701

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MAFFI Membership Application Form

Over Ninety Years Ago... Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent. You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation ("MAFFI"). MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America. Your membership donation is tax deductible under the Internal Revenue Service rule 501(c)3 and will help us with our many projects and worthwhile goals such as the Ford Parts Project and the building of research centers in many locations. Exciting new projects are on the horizon, and you can be a part of them!

Yes! Count me in!

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