

The Ford Script



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The GWC wowing the crowds at this year's Cherry Blossom Parade



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

The Ford Script



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

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

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

www.gwcmodela.org
Web Master: Greg Shepherd

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

Next deadline: Tuesday, May 31st

GRAY WITH AN A



Lerner and Loewe's 1960 musical, *Camelot*, ran for 873 performances on Broadway, and the original cast recording was #1 on Billboard's chart for 60 straight weeks. In the musical, the ensemble celebrates the arrival of spring with its boisterous "The Lusty Month of May". Now I'm not so sure that the message of that song will sell well in Peoria these days, but the jubilation of the arrival of spring is with us, none the less.

And as usual, we in the GWC celebrate the arrival of "the season" with a heaping plate full of fun activities, shows, tours, swap meets and parades – does it get any better than this?

We've got the Winchester AACA swap meet this coming Saturday, May 7; Mother's Day is Sunday, May 8; a Caffeine Double Clutch (CDC) on Wednesday, May 11; an invitation to help the National Park Service celebrate its centennial with a show along Memorial Avenue at the entrance to Arlington National Cemetery on Saturday, May 14; a great local tour coming up on Sunday, May 15 (courtesy of John Leydon and Doug Tomb); an ICE CREAM SOCIAL in lieu of a business meeting to go with our judging preparation seminar on May 18; Kathie's birthday (important to Kathie and to me) AND Janet Merkel's birthday on May 19; the Mid-Atlantic Pre-War Swap Meet in Luray, VA, from May 19-21; the NVRG Fairfax Car Show on Saturday, May 21; an opportunity to participate in a "Speakeasy" event on Tuesday, May 24; and last, but certainly not least, the amazing National Memorial Day Parade on Monday, May 30. And, although it's not in the "Lusty Month of May," we do have an invitation to a mini-show at the Fairfax Silver Diner (12251 Fair Lakes Pkwy, Fairfax, VA 22033) on Saturday, June 4, from 4:00 – 7:00 p.m. This will be fun: trophies and a free meal for the driver.

Also of interest, the last-of-its-kind J-611 steam engine from the Virginia Museum of Transportation (VMT) in Roanoke, VA will be pulling a wonderful consist of museum-quality coaches in a train named *The American* on excursions from Manassas to Front Royal on Saturday, May 4, and Sunday, May 5: <http://fireup611.org/the-american-manassasfront-royalmanassas-june-4-5/>. *The American* departs Manassas at 8:00 am and returns 12:30 pm (Saturday and Sunday), and departs at 2:00 pm and returns at 6:30 pm (Sunday Only).

And the business of the club moves on. We have a good number of applications for our scholarships; are working on our plans to make minor revisions to the Bylaws to accommodate our mobile BOD; and are in the final stretch of preparing for Sully.

Speaking of which, we need your registrations and volunteer sign-up sheets as soon as possible. Sully is not a one-man-show, it's a production staged each year with a large cast of volunteers – and we need each of you to be a member of that cast. So *PLEASE* don't delay, sign up! You can do it by mail, email or by phone, but please sign up. We have our Volunteer Sign-Up Sheet; Registration Form; Judging Instructions; and even our Judging Sheet posted on our web page at the following addresses:

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GRAY WITH AN A (Cont.)

<http://www.gwcmoela.com/pdfs/Sully/2016/SullyVolunteerSheet-2016.pdf>
and a registration form (<http://www.gwcmoela.com/pdfs/Sully/2016/Sully2016Reg.pdf>)
<http://www.gwcmoela.com/pdfs/Sully/2016/SullyJudgingInstructions-2016.pdf>
<http://www.gwcmoela.com/pdfs/Sully/2016/SullyJudgingSheet-2016.pdf>

We'll also have sign-up sheets going around the group at our judging seminar and during the Ice Cream Social scheduled for May 18.

Now let's get out and drive those Model As!

Jim

FROM THE EDITOR



Another sad tale from an inept mechanic: After getting a lot of hesitation at high speed while driving to Clem's Train Day in February, I followed the advice of several Club members there and adjusted the points a couple of days after I got home. After that, I didn't have to worry about the hesitation because the car wouldn't start at all. After several more unsuccessful readjustments, I heard a popping sound while trying to crank the engine. Ah hah, I thought. It's the condenser. Changing the condenser is one of the few things I'm good at, having successfully done it twice before. So I undid the flap screw and out fell a hollowed-out condenser. What the ...? So I put it on the running board, went around to the other side and unscrewed the other end—a red washer. I put the screw someplace safe, turned around, and the washer was gone. I ran a pencil thru the opening but encountered nothing. It fell on the ground, I guess.

I replaced the condenser and tried to start the car. No luck. I had Roland Dawes come over and he couldn't get it started. We DID manage to ignite some dripping fuel on the air filter, which led to some keystone cops maneuvers to get it out before it set fire to the plastic tarp under the car. I didn't even need my fire extinguisher, which neither of us could figure out how to use amid the yelling and jumping around (is that pathetic or what?). After that, I called Don Temple for help. He reminded me that I now had modern points and didn't need a condenser. What I'd done is replace a placeholder fake condenser with a real one—not good. (Once again, I'd proven that a little knowledge is a dangerous thing.)

So I removed the real condenser and lamented that I'd pitched the phony one. But now maybe the darn car would start. Nope. Now it was time for some serious action—call Tom Terko. He arrived 2 days later and spent 2 hours trying to figure out why juice was intermittent from the coil and in the distributor. Mystifying. Finally, he removed the points and found the problem. A nut and a washer had fallen into the distributor—a red washer. Once they were removed, the car fired right up.

I'm not sure what the lesson is here. Ok, (even though Donnie would disagree) it's to not fool with my A without supervision until I know what I'm doing. But that could take a long time (probably longer than I have on this Earth). But that's why we have Tom Terkos around, to bail us less-qualified mechanics out in times of trouble.

Bill Sims

FROM THE SMOKE-FREE ROOM

Board of Directors Meeting April 27, 2016



Call to Order. The April Board meeting was called to order at 7:05 PM by President Jim Gray at the Red, Hot and Blue Restaurant Meeting Room in Fairfax, Virginia.

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

Minutes of the March 25th meeting were approved by Board Members prior to being published in *The Script*.

Treasurer's Report Jerry Olexson thanked Milford Sprecher for his able treasury work during Jerry's absence. Jerry reported receiving a letter from Don Kimble of the American Legion Post 270 regarding the Virginia State requirement for a liquor license for each meeting during which alcoholic beverages are sold. A motion was made, seconded and passed that our club would not *sell* alcoholic beverages at meetings. Jerry stated that normal treasury activities related to the Sully Antique Car show are taking place.

OLD BUSINESS:

Sully Committee. Bill Worsham provided a report of the status of Sully planning: The 2016 Dash Plaques have been designed. The car show ad is now on the Sully web page under calendar of events. See <http://www.fairfaxcounty.gov/parks/sully-historic-site/calendar.htm> . Arrangements for supplementing the refreshment center for Sully Show workers has been agreed to by the Sully staff. An evening walk-through to confirm plans with the Sully staff will take place in May. Bill reported on receiving information about a plan sponsored by Hagerty Insurance for a Middle School-level activity. There is an urgent need for members who have not yet done so to sign up for work during and before the Sully Show. The possibility for drone-based aerial photography of the show is being investigated. Further research is needed regarding drone operation in the vicinity of Dulles; liability issues; and the need for insurance.

Programs. Vice President James Kolody discussed the coming programs. Due to the timing of the June membership meeting falling only few days before Sully, there is a need to have a Sully Judges talk as the May program. Woody Williams will lead the program. Several antique cars are needed at the meeting to serve as examples. The Early V8 Club members will be invited to attend, and, following the judging program, an Ice Cream Social will take place in lieu of the normal business meeting.

The previously scheduled May program, Restoration of Stainless Steel Headlights – presented by Tom Quigley, assisted by others, will be moved to the June membership meeting.

Editor Bill Sims announced that the deadline for the May issue is Monday, May 2nd.

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FROM THE SMOKE-FREE ROOM (Cont.)

National Club Liaison Chairman Howard Minners pointed out that the MARC National Meet this year is in a suburb of Toledo, Ohio, well within reasonable driving distance from the DC area. In addition, once there, it is a fairly short distance to The Henry Ford Museum in Dearborn, MI.

The 2017 MARC meet will be held in Gettysburg, PA in late July, making an even easier drive, possibly in antique cars.

Scholarship Chairman Tom Quigley stated that scholarship applications are beginning to be received. He will form a committee of disinterested evaluators to determine scholarship recipients. A tentative request for support has been received regarding a planned 1920s-1930s "Speakeasy" historical learning event on May 24th at Harper Hearts Middle School near Rte. 7.

Club Trip to Model A Museum. Stan Johnson reported that he has prepared an advertisement flyer for posting in *The Script* in the May issue describing the planned multi-car trip to the Model A Museum. Individual cars could travel to the museum on Friday, stay overnight in Battle Creek and visit the museum on Saturday and Sunday, then returns to the DC area on Monday. Individual decisions can be made to extend the trip by any car to include visits to the Early Ford V8 museum or the Henry Ford Museum in Dearborn.

NEW BUSINESS

Microphone and other apparatus. Discussion took place on the status of the purchase of a modern microphone for use in meetings, for which \$500 has been earmarked in the budget. Cost and capability continue to be explored, and also under consideration is a GoPro type camera for providing images during presentations that make use of small, detailed parts.

Trifold Handout. A final version of the explanatory flyer of the Model A Ford and our Club was reviewed. It will be set up to allow different photos when needed.

Gavel and Podium Name. No progress has yet been made on building a club tabletop podium to be named as a tribute to Joe Thoma, who recently passed away. Our club history shows that Joe was largely responsible for developing the business foundation for our club. It was moved, seconded and passed that the GW Club would order one of the engraved bricks for the Model A Museum sidewalk. Stan Johnson agreed to download the application form and draft up a proposed inscription

Adjournment

The meeting was adjourned at 8:20

Stan Johnson,
Secretary

THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (1991)



Sully was much on our thoughts. The May meeting would be the last before the show, scheduled to be on June 9th. The meeting was to start a bit early so that Millard Springer could conduct a judging seminar in the Legion Hall's parking lot beforehand. Those who signed up for judging and others alike were invited to join in the fun.

Some things would be new this year. Topographical changes required a relocation of the car corral and the flea market, raising hopes that the change would help growth in future years. On the plus side, Treasurer Jim Leatherwood reported receiving \$1,000 up-front money from food vendors, and final preparations were being completed. A final call went out for members who hadn't signed up to pitch in, donating 2 hours of their time to help out at Sully, and in return to receive free gate passes or a discount on a car corral or flea market space. Another change was that those having entered cars previously would be charged just \$6 instead of the previous \$8, and only pre-registered cars would be judged, making things easier for handling parking and judging loads.

Stan Kachel had stored his beloved '28 AR tudor and a '55 Chrysler hardtop, which he had purchased new, at his mother's home on the family farm in Plainfield, Ill., while he was stationed in Korea, with the A secured safely in the garage. Sudden devastation! A killer tornado swept through on August 28, 1990, and the family farm where his mother's and brother's homes were was where the tornado of historic proportions hit. Sadly, he lost his brother, and his mother's home and garage where his Model A was stored were destroyed. Some of the '55 Chrysler was found 300 yards from the house. Parts of the dash remained with the chassis and the trunk lid was found wrapped around a tree, and a seat cushion 2 miles away, but the rest was gone, even the hemi engine. Another victim who lost his life right there was a truck driver whose 18 wheeler laden with 30 tons of steel going by was thrown 500 yards from the road. But the venerable Model A ... it still stood in place, just where the garage used to be, and it came out nearly intact, suffering from just some repairable dents! Stan said, "For any one of you who has witnessed the devastation caused by a tornado, you just have to believe that Henry was watching out for this one".

Dave Henderson

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MODEL A MUSEUM NEEDS PARTS FOR ITS VEHICLES

Recently trustee Rob Mills compiled the following list of original parts that are needed for our displayed vehicles as we strive to improve our museum exhibits:

- Two restored 1931 gas caps
- One restored 1931 radiator cap
- Three restored 1928-29 gas caps
- Five sets of license plate clips
- Two sets of single-bulb headlight reflectors (original silver plating in very good condition)
- Two sets of two-bulb headlight reflectors (original silver plating in very good condition)

If you have one of the above items and would like to donate it to the museum, please contact Rob Mills at rmills@cass.net or [517.902.5852](tel:517.902.5852) (after 2:00 p.m. EST)

In addition to the original items listed above, we also need eleven (11) new tubes with metal valve stems for the 1929 Roadster Pickup and 1929 Town Sedan that are currently on display. These items were recently price checked at \$49.95 per tube with metal valve stem and \$19.92 for each long dust cover, which totals to \$69.90 per tire (let's just call it \$75/wheel with tax and shipping). Perhaps it would interest an individual or a club to donate the money to purchase one tube or a whole set? If you would like to support the museum in this manner, please note it on the memo line of your check and mail to the Model A Ford Foundation, Inc., P O Box 95151, Nonantum, MA 02495.

As always, we thank you for your continued support of your Model A Ford Museum at the Gilmore.

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SULLY 2016—COMING NEXT MONTH

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

Those who sign up will receive one of the following:

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



The Sully Passes are here. Please come to the May meeting and sign up to help.

Thank You,

Bill Worsham
Annual Meet Chairman

THE STEERING COMMITTEE – 2016 SULLY MEET

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

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CHERRY BLOSSOM PARADE

The 2016 Cherry Blossom Parade was truly one for the record books! We had 12 cars sign up, which is a high-water mark for us, for the last 6 years at least.

The preamble to the big day was filled, unfortunately, with drama. Due to the parade being “overbooked” by the organizers, we weren’t allowed to have our full complement of 12 cars, plus 4 kid volunteers from James Kolody’s Middle school holding our club banner. I was told we needed to cut the kids, and shrink it down to 8 cars. Cutting four people was an excruciating experience that I hope won’t be repeated. Thankfully, this didn’t overshadow the big day!

One unique feature of this year’s parade was the “Cars at the Capitol” exhibit a short walk from our rally point. The exhibit consists of a giant glass cube out on the mall containing a vehicle of historic significance. The car we got to see was none other than the first White House Limousine: Taft’s 1909 White Steam Car. It



was a behemoth. It was, of course, immaculate with gleaming dark green paint and brilliant 24kt Gold Presidential seals on each door. Truly a presidential ride. We learned that Taft was a major advocate for automobiles and led the way among the Washington elites in adopting the automobile instead of the carriage.



I was so thrilled to see the growth of the tradition of many of our cars bringing snacks and treats to enjoy down on the mall. We feasted like kings on Greg Shepherd’s donuts and blueberry muffins (made by his daughter) and I brought along white chocolate macadamia nut cookies! This communal snack-sharing really enhanced the comradery of the day.



Despite the fact that most of the cherry blossoms had long-since vanished, there were huge crowds, who were enthusiastic to see us drive by. As every Model A owner can attest, these cars always bring a smile to the public’s face, and our cars absolutely brought thousands of smiles that day. If Clem had been there (he was sorely missed), his Fun-o-meter would have maxed out!

One person who wasn’t smiling was me! After weeks of flawless driving, and a trouble-free trip down to the Mall from Maryland, my old girl decided she wasn’t getting enough attention and decided to conk out in the middle of Constitution Avenue!

With an annoyed marching band bearing down on me, and an engine that, despite much cranking, refused to start, my friends and I jumped out and pushed it to the side. After 3 minutes of sitting there, I cranked it one more time, and it roared to life! We were off!

Have you ever driven THROUGH a marching band? It’s not very fun, but I managed to squeeze between a glaring, chubby tuba-player with bulging cheeks, and a trombonist so skinny it looked like his plumed hat might push him over in the next breeze. I eventually made it back to the rest of the Model As.

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CHERRY BLOSSOM PARADE (Cont.)

After two trouble-free blocks, my car again died on me, and again had to be pushed to the curb. Benny Leonard was kind enough to stop and after giving the old girl a stern look and gentle lecture, she again started right up obediently and gave me no further trouble that day (not even the slightest sputter all the way back to Maryland!).

A friend of mine, Omar Rocha, drives one of those D.C. tourist trolleys, and apparently, all his passengers could talk about was the Model A that broke down in the parade. He recognized my car from the description they gave. I suppose I'm a celebrity now!

The next parade is the Memorial Day Parade on May 30. To sign up, email jjcunningham@gmail.com for a release. I'd love to have you join us at that or the July 4th Parade!

For more photos of the 2016 Cherry Blossom Parade, visit the club website, gwcmodeleda.org.
Jason Cunningham

SCENES FROM THE PARADE



REPORT FROM A NOVICE MECHANIC

My recent Model A experience was like a Damascus moment* for me. It involved an electrical fault somewhere within the roadster's ignition system. Well, I finally and suddenly resolved it. You may remember the article I wrote last year about our Veterans Day Model A tour and the ignition problems I suffered—most notably how the car miss-fired, back-fired and at times, did not fire at all. Well, I never fully resolved that problem until my recent Damascus moment.

My continual, earnest desire is to drive a smooth-idling, smooth-operating vehicle that is consistently reliable. (Everyone's wish, I imagine.) Therefore, I did what most did in trying to correct engine misses. I pulled out the Les Andrew's Mechanic's Handbook and used it to tune up the system. I dutifully changed out the coil and contact points; timed the car; and replaced the rotor and distributor with a reconditioned one. I set the points and spark plugs to the correct gap. I changed out the coil wire and the distributor cap. I did not exchange the distributor body, because it was relatively new and it retained its new looks, and it has no moving parts. After all of that, I installed a reconditioned carburetor, said a silent prayer and started the car. It ran only marginally better. It seemed to me that the car miss-fired, but with improved crispness. Not good enough for me.

When I took the car out for a drive to the Silver Diner in April, I left my neighborhood early in the morning and the car started misbehaving immediately. I mean missing, back-firing and generally behaving badly. (Admittedly, the back-fires were spectacular and I am sure some neighbors thought there was a small fire fight going on.) After retarding the spark, it calmed down and seemed to improve, so I continued with the hope that a good run down Fairfax County Parkway would clear up the matter. It did not.

Over coffee and breakfast and noodling the matter with my fellow Model A enthusiasts, the answer came to me! It was the distributor body! Thinking about the symptoms, it all made sense. The missing, misfiring and backfiring meant that the electrical circuits within the distributor body were leaking over from one circuit to another. For example, as the electrical charge travels from the rotor to the appropriate spark plug, some charges crossed over to another spark plug and set it off at the wrong moment. So, a piston would intake fuel, compress it, power stroke and exhaust the gasses while the distributor body would be spraying sparks randomly to all cylinders. It was not distributing sparks to the correct spark plug! Ignition did not occur at the proper time but when another cylinder was lighting off, causing the fuel to explode in an open cylinder or in the exhaust pipe – hence a backfire! Anyhow, that was my theory.

My next move was to go out to the car and install the spare distributor body on the distributor, stand back and see what happened. You guessed it! It was a new dawn of smooth running and idling that warmed me in its pure light! Why did this take so long to resolve? Being a novice mechanic, I suppose.

Tom Quigley

ANOTHER SUCCESSFUL SMALL PARTS DAY

On Saturday, April 30th, Janet Merkel, George, Jr., and his wife Donna, hosted over 30 members and guests of the GWC MAFCA for our annual Small Parts Day at the beautiful Merkel Farm in Bowie, Maryland.

The beauty of Small Parts Day at the Merckels' is that all the tools are on hand to do whatever you need to do to get your parts back in great shape: from a sandblaster, a heavy hydraulic press, tools, electrical component testers, air compressor, plenty of garage space (in several buildings), and plenty of Club and expert advice from fellow members and guests.

It is the type of event where you can either stay focused on getting that one part fixed, or have a chance to observe others and see how fixing a variety of things should be done. No part is too big, or too small. The only limiting factor is the time we had to make the most of the day.



The day started off with donuts and coffee, quickly followed with an assessment of which parts were the most critical for the day's effort, and the time available. This led to a lot of focused parts cleaning, repair, painting, replacement, or just plain old investigation of what was still usable. Paul Gauthier made use of the hydraulic press to get the damaged steering wheel off of his steering shaft. The wheel will require much TLC, but the steering gear is in OK shape.

Craig Sawyer was on hand again to help members get the jets in their carburetors set properly. As he is more than willing to tell you, the Model A carburetor is a precision instrument, and just putting the parts from a rebuild kit in place is not the end of it. In his many years of Model A work, he has found that those new jets from the rebuilt kit are not set properly, and this leads to poor engine performance, and a disappointed owner/ driver. Craig had several members testing each jet carefully, to be sure they were in spec. Milford Sprecher was there, putting new, properly adjusted jets in the carburetor he was rebuilding.

We had five Model A Fords in attendance. Jason Cunningham gets the long distance driver recognition, with Milford coming in second (correct me if I am wrong?). The Merkel Model A's were there as well, and they look like they are ready to roll too. We even had a couple of the Merkel family early Ford V8's, but the focus was on the Model A's.



Of course, after a tough morning of repair work, we all broke for lunch, and Janet and her family had prepared us a nice spread of pulled pork sandwiches, salad, pasta, and plenty of dessert. There was plenty left over, and several Club members brought a dish to share, so there was plenty for everyone.



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ANOTHER SUCCESSFUL SMALL PARTS DAY (Cont.)

After lunch, more progress was made on parts cleaning and rebuilding. By mid-afternoon, things started to taper off, and we were all cleaned up and had the garage ready for Merkel car parking.

We owe a Big Thank You to Janet, George and Donna for hosting this special event at their home, and allowing the Club to take advantage of their tools and expertise for a day. As we sat in the main garage, there were many admiring looks at all of that space, and I am sure a lot of members were wishing they could fit that garage into their own back yards. Thank you for sharing.

But, that is what the Club is all about, and in that way, this year's Small Parts Day was another perfect event. Thanks,

Doug

THE NEW FORD CARRIES CLEM TO SMALL PARTS DAY



There is nothing small about the Merkel Farm or Small Parts Day. Huge fun for sure and a great time to socialize and learn about Model A Fords. You should have seen the size of them donuts! EEMMMMMM. I did not have one! (He had several; Jim.).

Janet and her family had the farm all spruced up, the huge garage ready for us and hot coffee to get us going. Speaking about huge, the road work traffic backup on Rt. 50 at Rt.197 was huge. So some of the donuts got to live a little longer as folks successfully got

thru the backup and arrived at the Farm. (I was deemed not trustworthy enough to guard them).

Benny's and my adventure for the day began at the April GWC general meeting, where Luke Chaplin showed me his NTH (New to Him) 2014 Ford Expedition. I loved it. As you know I sleep in my vehicle at Hershey in order to the guard the treasures I display and hawk there, and to participate in the after hours' "library sessions." My Chevy Tahoe was a little short for me so I had to sleep on an angle. It had worked out fine, but as I've gotten older, the bones have gotten fussier. A little more room would be welcome. Anyway, Luke got a fine deal, trading in his Explorer for this Expedition. Seems his Ford Dealer had gotten in some low mileage Expeditions from a rental car company and was giving them away. Good deal for Luke.

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THE NEW FORD CARRIES CLEM TO SMALL PARTS DAY (Cont.)

Last Sunday night I scanned the web for such deals and found only one used Expedition at the NTM (Near to Me) Ted Britt dealership. So Monday morning, after taking Ms. Sandy to IHOP for omelets, coffee and soft chat, I sez, "Let's pop into Ted's and just look at an Expedition to see what they look like."

As I parked my 160K-mile Tahoe out front, out comes a very cheerful Sonny Robinson all afire for his first customer of the day. I asked about deals and he sez, "Lucky you...We have two, gently used by AVIS, 2015 Expos in just this morning!" About that time this black-on-black-on-black Expo rolls up like the Presidential car in a parade. "This vehicle runs out very nice with 31K miles on it," we're told. About that time the second one is brought out all in silver. Ms. Sandy sez we can borrow \$\$ from my train accounts and I'm heading outa' the car store. We think the black car looks pretty spiffy, and just then Sonny sez, "...my prep team is not busy and we can get her ready for you TODAY"! Shazzam: we're signing papers. About that time another couple comes in and buys the other 2015 Expo. Wow: two in and two out and it isn't even lunch time yet. About that time the chief of the used car division comes up to me and sez I want your old Tahoe as it is in really good shape and my growing family needs it! (Seems over the years I have heard that about many of the cars I have traded in. I take that as a compliment). But I don't tell him about listening to it rust in the rain up at Hershey.

Moving on thru the week, Sandy and I were reading the manuals and poking buttons to figure out how things work. Saturday morning, Benny and I head for Janet's, with Benny in the right seat reading the manual and me activating things. Learning anything at my age is tough. We arrived at the Farm full of questions and inaction of some of the car's gadgets. I park right beside Luke's gem and he comes running to see what this is all about. It's discovery time for us. Luke has some of the stuff figured out and we note many differences in the cars. Dash configuration, and "switchology" is different, and my truck is 18 inches longer. Luke's truck has a V-8, and mine has the Eco-6. I learn how to: open the tailgate from outside; turn on the MPG (Miles per gallon) screen and zero it out, etc. Luke points out that I'm missing a rubber door bumper and a tailgate wiper motor cover (he watches his all day to be sure I don't steal his). In sum we're both happy with our NTU (new To Us) vehicles, since I trust Luke's judgment, I figure I'm in great shape.



But I digress. Benny and I arrived on scene, and after greeting all (and grabbing big fat donuts), we got to work. Benny worked on Jason's fuel line for his Roadster; Paul's steering box; and assorted other sick parts.

Paul was rebuilding a steering column and needed a bit of assistance removing the steering wheel—a job made more difficult since a previous owner had apparently tried and failed.

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THE NEW FORD CARRIES CLEM TO SMALL PARTS DAY (Cont.)

Stan Johnson worked on a spring for his Flat Head V-8 project car. We can't call it a hot rod, since we restore Model A's to their pristine early glory... but let's be honest... it's a hot rod.



Luke tested 6 of my spare coils on Jim Gray's vintage Snap-On Tools "Coil and Condenser Tester". Of course they were all perfect, and they're for sale.



Jim also brought his NTH (New to Him) vintage "Koilster" ignition system testing machine, which Luke disassembled for a health survey. As it was not healthy (with missing pieces and badly frayed wiring), Luke gave Jim some assignments of what to fix so we could plug it in without fear of frying the machine or ourselves. The guts were impressive, containing Model A points and a Model A era coil.



Craig Sawyer was in heaven working on carbs at his usual spot in Janet's garage. He and I had a nice chat about world situations and busted cars. We even got to talk about the late John Kandl's and my thermos steam engine (which is sinking ever deeper into the mud at Eisenman's farm). The Virginia Museum of Transportation in Roanoke had expressed interest in this old engine, since it had worked at Potomac Yard as a switcher for many years. Based on Craig's current situation report, recovering that engine for display at the museum sounds like a lost dream.

Luke and I fixed the sick distributor that failed on me on my way to James Kolody's car show on April 1. NUREX was to blame. The modern upper plate replacements from NUREX need to have their shaft hole peened down to fit more tightly around the shaft – without that peening, the plate moves too much, which adversely affects the point gap.



Jim Gray reports that we had 30 clubbers and guests at the event: Janet "The Hostess with the Mostest"; Donna & George Merkel, Jr; Kari Merkel (Janet's granddaughter); Ellen & Andy Jaeger; Loretta & Bruce Metcalf; Laurel & Paul Gauthier; Carol & Tom Terko; Betty & Phil McCormick; Kathie & Jim Gray; Ricki & Bill Beardmore; Mark Kuklewicz; Luke Chaplin; Jason Cunningham; Stan Johnson; Harry White; Milford Sprecher; Craig Sawyer; Tom Wilson (Craig's brother-in-law); Doug Tomb; Dave Ault; Benny and me.

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THE NEW FORD CARRIES CLEM TO SMALL PARTS DAY (Cont.)

Did I mention the scrumptious spread of chow that our hostess Janet put on? Each of the ladies brought something great to eat – and all of it complemented the barbecue (and Janet’s famous potato salad) very well. The ladies had a great time talking about how wonderful we all were for dragging them into this old car hobby. Either that, or just enjoying catching up with each other.



Although I’d also brought a carb for my ‘39 pickup to rebuild. It was deemed too much of a mess, and in need of a good soaking in a bucket of gas before much more can be done. George Jr., straightened a bent ‘49/’50 Ford grill guard I had gotten in trade for a red trike. None of this was a topic of conversation at the ladies’ table, although I’m not sure why.



As we were all getting ready to leave, George, Jr. fetched some big iron with wonderful patina on it. His sales pitch was flawless, his reasoning sound. I knew I had to have some, if not all of it. But in the end, the inner “Miss Sandy” voice told me to leave it all right there. And with a deep sigh, I did.

All too quickly it was time to go. Benny and I played with the screens and buttons on the NTM Expo all the way home. We did get the car to talk to us, but not to talk to Ms. Sandy.

Thanks Janet and all for a wonderful Small Parts Day. It was good to see all and catch up on happenings.

Clem
As told to Jim;
photo credits: Jim & Phil



FIRST ANNUAL ADAM NESBITT MEMORIAL RACE/CAR SHOW



Many of you heard about Vice President Kolody's call for support for his Kid's Soapbox/Car Show event scheduled on April 1. James, Steve Ellis, and co-worker Adam Nesbitt planned this event with and for the students they taught at Gunston Middle School in Arlington, Virginia. Among VP James' many accomplishments is his recently completed restoration of his 1931 Model A, which he succeeded in doing inside a space measuring approxi-mately 13 X 9 feet. My own garage space is 17 X 8 feet (I'm often sucking in deeply to get around the rear of the old Ford to get to the other side), so I'm very impressed with James' tenacity and talent, even beyond the mechanical challenges of car restoration.

Presented at and by Gunston Middle School, Arlington, VA



James' '31 Model and alongside the Kolody, Jr. race car

When Clem Clement, in his own inimitable style, encouraged support of the Gunston Middle School's Design & Engineering Club's first "box car" event at our March meeting, it just *had* to happen. No fooling! The weather forecast was supposed to preclude it. The event was scheduled from 1:30 to 4:30 p.m. and right up until noon of the day of the show; severe thunderstorms were predicted at 2:30 p.m. with 80% certainty. The rains never came. Maybe it was Adam? (Read on.) Maybe not. All I know is I forgot my sunscreen and should have had it that day! Instead of the predicted storm, at noon that day the grayness lifted and white clouds appeared sharp against a gorgeous blue sky. The sun came beaming out. The afternoon turned out to be a perfect Virginia spring with temperatures reaching into the 70's.

James is a teacher in the Tech Shop program at Gunston, and he led this event with great enthusiasm and genuine respect for the kids he's been teaching. I mentioned that another

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NESBITT MEMORIAL RACE/CAR SHOW (Cont.)

teacher worked with James from the start to make this event happen. That other Tech Shop teacher's name is Adam Nesbitt, and he was a co-founder of Gunston's Design & Engineering Club. Unexpectedly, at age 23, Adam passed away just a few months into the start of the 2015—2016 school year. So Gunston Middle School lost one of its beloved teachers last Fall. In honor of Mr. Nesbitt, the club continued the plan they started with him—they worked to design, build, test, and race their boxcars in the spring. And on April 1, with Adam's mother Diane, his stepfather Sean, and his best friend from childhood, Doc, making the trip from Binghamton, NY, all the way to Arlington, VA, the 1st Annual Nesbitt Race & Car Show was held at Gunston Middle School.



The kids and their cars line up. Kolody, Jr. is on the left and Batman is on the right.

What a glorious day it was! Teams of students in the club readied their boxcars for the trial runs and the races. Their cars were distinctive in colors, styles, and names: Rhino, Hornet, Batman, Kolody Jr, and the Chariot. Kolody Jr. was inspired by James' green-colored Model A Ford, which he drove to school one day to share with the students.

John Doherty, Jim Gray, Bill Simons, and I drove our old Fords to the show, sharing these old cars with the students, and representing the Model A and [Northern Virginia Regional Group 96 \(NVRG\)](#) clubs. A youthful BMW Club drove their cars, and a local Maserati dealer had two nice cars there as well. A big attraction was a 70's Volkswagen pop-up camper, owned by another Gunston tech shop teacher. A lot of kids wanted to move into it right then and there. Races were run, photos were taken, and smiles were everywhere. The day was one the students could be proud of for all the work and effort they put into its success. Adam and his family were recognized and, though I never met Adam Nesbitt, I will offer a guess that he would have been very proud of the Gunston students' at this first annual race and car show event. Their cars were fast, functional, and fun!

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Bill Simons' '49 Convertible gets the once over from Jim Gray.



NESBITT MEMORIAL RACE/CAR SHOW (Cont.)

James Kolody has offered that the GWC, NVRG and other local car clubs might want to make boxcars of their own for next year's race. The teachers raced The Chariot this year, and there is room for expansion in this field of competition. James even offered to supply car plans to any interested car clubs. So if you missed this year's event, just know that it was the FIRST (not the last) of an annual tradition.



James gets set to send two racers down the course.



The Budster had lots of admirers as did the VW camper in the background.



The most original design was this stretch job.

And now for the post script: As things sometimes happen with unpredictable old Fords, Clem's '39 truck was too sick to attend. Undeterred and determined to get there, Clem and Jim set out for Gunston Middle School in their Model As. Soon, Clem's Cabriolet decided to act up. He and Jim got Old Smokey to run well enough to nurse her back to the barn. After trailing him home, Jim struck out on his own to the show in Ruby, his '31 coupe. Next year, Clem!

Gay Harrington, NVRG

Revised from the May, 2016 *Valve Clatter*, the newsletter of the NVRG, Early V-8 Club

SPRING CARLISLE

VP James Kolody, Benny Leonard, President Jim, our Pontiac buddy Glenn MacKinnon and I arrived at our secret parking place in Carlisle, PA, at 8 a.m., and quaffed eggs at the Fairgrounds Diner just outside Gate 1. The food here is great and fast. I had eggs, spuds, and chipped beef gravy on toast for 8 Bux or so. The fairgrounds were already crowded. I'm pleased to report that there were many more spaces filled than last fall.



The car corral was filled up the hill and nearly to the cliff edge. Many of the dealers were new to their spots. We heard an announcement that they had added spaces to this show. It was like the Carlisle of several years ago, except that rusty old '31 Model A gas tanks now demand \$250 or so... but I don't think they get it.



A '57 T Bird for 9K was a sieve, but apparently sold. Clearly a SEEMOR vehicle: See more rust and air than metal. The lady parked it outside after her husband passed in 1991.

The killer of the corral was Dady Rat for 110K. A 6-by frame with a 12 cylinder bulldozer engine & 600+ horsepower. The builder was present. He said it was appraised at \$110K. He said he would not start it as the diesel smoke would get soot all over the nearby cars. Air cooled with twin blowers.

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SPRING CARLISLE (Cont.)



A white '58 Cad Biarritz convert for about 135K was nice!! I got a little worried when I saw that turnstile – I flashed back to *Blazing Saddles* and started looking for a whole load of dimes... but I recovered and just jumped it.



As I walked past the row of modern Porta Potties, I saw a nice looking washing machine that I was sure Miss Sandy would love. But I had no way to get it home. Maybe it'll still be available in the fall... what a fine Christmas present THAT would be!

We left at 1:30 pm still in sweet weather and got home before the rush hour hit. We had a wonderful day in the open air, and VP James got his introduction to Carlisle the way it should be: with gravitas and eggs.

Clem Clement
As told to Jim;
photos by Jim & Clem

NEW PERMANENT SCHEDULE FOR CAFFEINE DOUBLE CLUTCH (CDC) BREAKFAST

The next CDC is scheduled for Wednesday, May 11th, at 9:30 am, at the Fair Oaks Silver Diner, 12251 Fair Lakes Parkway Fairfax, VA 22033 (corner of Fair Lakes Parkway & West Ox Road.) **Starting this month, the CDC will always be held on the second Wednesday of the month.** So now you can mark your calendars and know the CDC will be consistent, month to month.

This is a great opportunity to get out for a couple hours of good food and great company. Very informal, grab a seat and talk with the folks around you: V-8 lovers, Model A fans and folks with an affinity for trains. Hopefully we will have some real cars attend as well.

Clem Clement

SATURDAY, MAY 14TH - NATIONAL PARK SERVICE EVENT HAS BEEN POSTPONED

In celebration of the Centennial of the National Park Service, they are holding several events this summer that we can participate in.

The first event was to have been held on Saturday, May 14th, where we would have parked our vintage vehicles (1920's thru 1940's) on either side of Memorial Avenue (approaching Arlington National Cemetery). However, the Park Service has postponed it to an undeclared future time. If it occurs in the next few weeks, Greg Shepherd will send out a notice. If it is rescheduled for later than the first week in June, look for information in the June Script.

MAY 18 GENERAL MEMBERSHIP MEETING AND ICE CREAM SOCIAL!

We will begin our May general membership meeting on the 18th with our Chief Judge for Sully this year, Woody Williams, conducting our annual pre-Sully judging seminar. We have invited the membership of the Northern Virginia Regional Group 96, Early Ford V-8 Club of America (NVRG), to join us in this seminar, so we hope this will be a very well-attended event.

We will have sign-up sheets for volunteering and for registering for the Show at the meeting, and Bill Worsham and Bill Benedict will help us get the tickets for volunteering sorted out. Since the NVRG, like we, travels on its stomach, after completing the business of the evening, we will retire to the Legion Hall to enjoy some comradery and some ice cream.

Please RSVP to James Kolody, grubsworms1@verizon.net with a cc to Doug Tomb, douglas.tomb@verizon.net by May 15 so we have a good headcount for the ice cream. If you can't reach those individuals, just call me or send me an email. If you call and I don't get to the phone, please be sure you leave a message. 703-250-1991 (H) 410-353-0381 (C)

Jim Gray

MIDDLEBURG LUNCH & SHOPPING TOUR, SUNDAY – MAY 15

We will gather at John Leydon's garage on ALDIE HILL at 9:30 AM, and on to Middleburg for shopping and lunch, followed by some touring of the country roads in that neck of the woods.

Parking has been arranged while we are in Middleburg. After lunch, a 60-minute 'loop' of the surrounding countryside will be offered to those who want to take advantage of the scenery and explore some back roads in horse country.



*For those going on the **Middleburg Tour**, here are some detailed driving instructions:*

For those coming from the east, get on US-50 West. Drive straight past Chantilly and keep going.

After US-50 narrows down (a little past South Riding) you will hit three roundabouts in a row. Go straight through all three to the little town of Aldie.

Still on US-50, past the Aldie Garage (a real garage) you will see a sign that says "ALDIE HILL" with a couple of horseshoes attached to the bottom of the sign. There will also be a couple of old sewing machines near the base of the sign, painted PINK, to advertise a little craft shop on the hill (*Cupcakes & Lace*). Take a right there.



When you take the right at the "ALDIE HILL" sign you will see



three garages at the top of the rise. All the doors will be open, with a bunch of 'A's poking their grills out. John will have fresh-brewed coffee and fresh-baked donuts and pastries inside.

If you hit Snickersville Pike at the other end of Aldie, you've gone about 50 yards too far just double back to ALDIE HILL.

From Leydon's Garage to Middleburg is about 15 minutes. Maps of the town locating some of the more fun shops will be e-mailed ahead of time, or handed out when you arrive. Several casual lunch spots are recommended, and a list will be sent out by email in early May, for those who want to make reservations. (Only needed for the more upscale).



After lunch, some shopping around town, and a visit to the National Sporting Museum, we will regroup for more optional touring in the countryside either following a scenic 'loop' led by John, or on your own. Details to follow.

At the end of the day, retrace your steps and head home.

Addendum: For those interested, we will gather at a convenient spot for many members (like a parking lot or restaurant in Fairfax or Chantilly) and convoy over to Aldie Hill. We'll explore this in the coming couple of weeks and let you know when we ask for a headcount and get a feel for who's coming and from where.

SPEAKEASY IN LEESBURG! TUESDAY, MAY 24!

We've received an invitation to bring our cars out for a display at the entrance to a "Speakeasy" "living history" recreation event. This invitation comes from Cary Knor, a middle school teacher at the Harper Park Middle School located at 701 Potomac Station Drive, Leesburg, VA 20176 (just off of Route 7, about 1 ½ mile southeast of the Leesburg bypass).

Cary told us that for many years, he had put together a 1920's Speakeasy event for his 7th grade students. We've supported him in the past with cars, which he has parked outside the entrance to his "Speakeasy" as his "patrons" enter. Cary took a few years off from this show, but has decided this year to start it up again. We discussed this at the April BOD meeting, and we agreed this is a good complement to our Youth Development program of scholarships.

Since Cary can only get the use of the school on weekdays, the event will be held on Tuesday, May 24. We will need to be there by 6:00 p.m. We can expect 250-300 people to see and enjoy our cars. The doors open at 6:30 p.m., and the event concludes at 8:30. Cary says the parents are asked to bring an entrance fee of "a dessert," and that we are invited to partake in these.

Please RSVP to Doug Tomb (with a cc to Tom Quigley) so we have an idea of who we can expect to be there; this will help Cary plan on how he wants to park us for his display. I plan to drive Ruby, and will most likely even dress the part (so Tom doesn't' upstage me). I told Cary that one of our members drives a recently restored bootlegger's car... he's mighty excited to see that coupe, Benny!

Jim



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George Washington's Trip to the Model A Ford Museum



Plan now to join other GW Model A Club Members on a trip to the museum

August 19-22, 2016

A Modern Car Caravan from DC to Hickory Corners, Michigan

The plan:

- Leave early Friday morning, August 19, to drive to Battle Creek
- Stay overnight in a Baymont Motel in Battle Creek
- After breakfast, caravan to the Gilmore Museum Campus
- Spend Saturday in the Model A Museum, including lunch in 50's Diner
- Return to Motel and dinner in Battle Creek
- Sunday the same schedule, free time at other museums and Gilmore's many other museums and sights – Lincoln, Cadillac, Pierce Arrow, Franklin, Classic Car Club of America and the 7 huge buildings holding the Gilmore collection of rare cars (e.g., Tucker, Scarab, Cord, early Fords)
- Monday after breakfast, drive back to DC area.
- Options available to individual cars to enhance tour by extending one or more days and including stops at Greenfield Village/Henry Ford Museum near Detroit and/or visit the Early V8 museum, Auburn-Dusenburg- Cord museum both in Auburn, Indiana. Other possibilities are the regions other museums – Studebaker, Hudson, Buick, and Kalamazoo's famous AirZoo Museum.

The Rules:

- Each carload determines the car-rules regarding who and how many go – (e.g., Five Guys in a Sedan, or one married couple in their own car, or a group in a rented van).
- Each room occupant makes his/her own reservations at the Baymont Motel 4725 Beckley Rd, Battle Creek, MI 49017, Phone:(269) 979-5400
- Each group decides on shared paying of gas e.g., each occupant takes a turn buying tankfull.

Museum Admission Fees: \$12 per person per day, or join MAFFI and get free admission year-round for \$25.

Reservations: To make a tentative reservation and/or provide an indication of interest in making the trip, email Stan Johnson at Fordyhorses@aol.com; subject MUSEUM TRIP.

COMING EVENTS

[Club events are in bold]

May

May 11 Wednesday Caffeine Double Clutch (CDC) breakfast, now to be held on the 2nd Wednesday of each month

May 14 Saturday National Park Service event at Arlington Cemetery. **Postponed.**

May 15 Sunday The Aldie Hill “Man Cave” and Middleburg Shopping Tour. Gather at the Man Cave at 9:30 AM, and on to Middleburg. (See p. 26 for details.)

May 18 Wednesday General Membership Meeting and ice cream social. (See p. 23.)

May 21 Saturday Fairfax Antique Car Show, City Hall, Old Town Fairfax. Bluegrass music and food, Model T reassembly in 15 minutes! For more info, go to www.visitfairfax.com or www.nvrq.org

May 24 Tuesday Speakeasy in Leesburg. (See p. 25 for details.)

May 30 Monday Memorial Day Parade in downtown Washington, DC

June

June 8 Wednesday CDC breakfast

June 15 Wednesday General Membership Meeting

June 19 Sunday SULLY! (Info. on p. 9; sign-up sheet for volunteers on p. 29.)

June 19 – 24 MAFCA National Convention in Loveland, CO. See the March/April Restorer (p. 29) for information.

June 27 – July 1 MARC National Meet in Toledo, OH. See the March/April Model A News (pp. 2-3) for information.

June 25 Saturday Jaeger Picnic; details to follow

JULY

July 4 Independence Day Parade, Washington, DC. Sign-up sheets will be available at the May and June meetings.

July 4 Fairfax 50th Annual Independence Day Celebration with parade and fireworks

July 4 Shepherdstown, WVA. Parade and community picnic (See June’s Script for details.)

Be sure to check the GWC web site for the latest breaking news:

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

WANT ADS

For Sale

1929 Packard Phaeton Straight out of Jay Gatsby's (Clem Clement's) collection, offered for sale to a loving new home. Very straight, rust free and original, including most of the interior, excellent wooden wheels and rare trunk with fitted luggage, this Packard is truly a time capsule. Runs and drives beautifully. Included with the sale is a large collection of extra spare parts, original correct books and manuals. Title in hand. Call to arrange a personal inspection today. Asking \$90,000. Call George at 703-969-1715.

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 most of the glass. Very little rust other than a little bit of surface rust. Four new inner tubes and 4 new tires. 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. George Smolenyak says it looks like the paint is original. Asking \$3,500. Contact Reggie Ostwalt at rostwalt6391@gmail.com or at 704-528-4855 (h), or 704-437-2455 (c). (See the GWC website for photos.)

Hard to find 6 volt seal beam headlights. High and low beam. \$7 each. Contact: Jerry Olexson [571 338 0166](tel:5713380166)

Trailer. Just in time for touring season. 18 years garaged and used only once when 3 of us drove in my town sedan to Lexington and there was no room in the car for luggage. So it's time to get it to someone who can actually use it. \$50. Call Bill Sims at 301-891-3616 or email him at billhsims@gmail.com



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

Sully Volunteer Statement

June 19, 2016

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

NAME: _____
PHONE NUMBER: _____ EMAIL: _____
ADDRESS: _____

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

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

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

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

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

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

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

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

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

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

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

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