

# The Ford Script



Vol. XXXVIII

July 2017

No. 7



Clem, Jason, Doug, and Jim at the DC July 4<sup>th</sup> 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](http://www.gwcmodela.org)  
Web Master: Greg Shepherd

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Copy for THE FORD SCRIPT should be e-mailed to the Editor to arrive by the Monday prior to the first Wednesday of the month to: [kosedeme@aol.com](mailto:kosedeme@aol.com)

**Next deadline: Monday, July 31st**



## GRAY WITH AN A

### SULLY A GRAND SUCCESS!

Thanks to Bill Worsham's committee; our volunteers; Erin Rock and the Sully Historic Site staff; our great sponsors – Black Wolf Automotive Specialties, J.C. Taylor Insurance, George's Automotive restoration, and Bratton's Antique Auto Parts – and, of course, the

weather, we put on a Sully show that drew nearly 5,000 people to the beautiful grounds of Sully.

We had nearly 300 cars registered, judged 128, and awarded 77 trophies in 33 classes.

Greg Shepherd and his family and crew sold snow cones and water at a furious clip, and an ample supply of maps made finding car classes and events easier for our guests. The "hit & miss" engines made a glorious racket, and we added a Model T hearse to our collection of memorable Model Ts. Our friend Mike Copperthite, the pie man and his wife, assisted by a crew assembled by Kathie, served a variety of incredible pies from his 1914 Model T pie wagon. And I finally got my 1970 Datsun 240Z back on the show field. Although we still lack the final accounting of the gate from Sully, all indications are that it was a very good year.

Please see the article later in this Script profiling the three fine scholars who won scholarships this year. If you have children or grandchildren who could qualify for one of these awards next year, be sure you encourage them to apply. We plan to have application information on the web page by May, 2018.

Chairman Bill is planning a "Hot Wash" review of our show with the Sully staff soon so we can identify those things that went well, as well as those that did not go so well. Feel free to contact Bill or me if you have an observation or idea that you believe could help us improve Sully. If you call me and I don't catch the phone, be sure to leave a message.

Our annual Ellen and Andy Jaeger-hosted Sully "Thank you" picnic was a great event again this year, with 37 club members and guests in attendance. The Jaeger house and location were stunning as always, and the weather – which threatened to be too warm – was grand. Next year, Ellen tells me, we'll move this event back to its traditional Sunday time slot.

Our third and final national parade of the season, the National Independence Day Parade was great! Although we only had three cars in the parade this year– driven by Clem, Doug Tomb and me (Jason Cunningham's car is still without a gas tank, but he rode with me) - the crowd was one of the largest I've seen in a decade of driving in

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

these parades. Security was tight, but the atmosphere inside the parade assembly area and all along the route was joyous. There is no other event we do that gets our cars out and seen by the public as much as do these national parades. I urge you to consider joining us next year. If you don't feel you can make it all the way into D.C. for the national parade, please consider participating in a local parade, such as the Fairfax parade. And make sure your horn works – parade throngs LOVE our Ahooga horns!

Don't miss our monthly Caffeine Double Clutch (CDC) breakfast at the Fair Oaks Silver Diner on Wednesday, July 12 from 9:30 a.m. to about 11:00 a.m. We normally have about 20 folks now. Still a congenial group and a great way to start the day.

As is our custom, we'll forgo the business part of our July monthly General Membership Meeting at our summer Flea Market in the parking lot of the McLean American Legion Hall on Wednesday, July 19.

Look for Jason Cunningham's list of upcoming activities – the jewel in the activities crown is our upcoming trip to Kent Island on September 9 & 10. There's still space available, so if you'd like to stay in an historic waterfront hotel; take an evening cruise; and get a photograph of you, your car and a Lindbergh-owned airplane on its home grass strip, then contact Jason Cunningham by email at [jjcunningham@gmail.com](mailto:jjcunningham@gmail.com), or by phone at 301-648-4201 ( C ) and get on the list! It will be a GREAT event!

If you're still considering attending the Hub City Model A Club-hosted MARC national meet in Gettysburg (Sunday, July 30 to Friday, August 4), please contact Stan Johnson, our National Club Liaison. He's organizing a group to attend, and would like to speak with you if you're planning to go. You can also go to: <http://hubcitymodelaclub.com/marc-meet-2017/> for more information. Please contact Doug Reed of the Organizing Committee directly to offer your services if you'd like to help. Doug tells me they could use help in several areas, including the Repair Tent and in parking. He also told me that the chairman of the Repair Tent is Warren Suker ([wasuker@comcast.net](mailto:wasuker@comcast.net)). Warren asks that you contact him directly if you would like to volunteer to work with them there. If you wish to volunteer to help in other areas, please contact Doug Reed at [doug@preservationassociatesinc.com](mailto:doug@preservationassociatesinc.com) or by phone at: 301-730-2699.

Our Nominating Committee (comprising Stan Johnson, Doug Tomb and Greg Shepherd) is putting together a slate for next year's BOD. We'll vote on this slate at our Annual Membership Meeting on November 15. Please let Stan, Doug, Greg or me know if you're interested in getting involved in helping lead and manage this great club. Prior experience is not required, all you need is enthusiasm and an interest in improving the club.

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

**NOTE: THE DECEMBER BROWN BAG SPECTACULAR GENERAL MEMBERSHIP MEETING WILL BE HELD ONE WEEK EARLY ON WEDNESDAY, DECEMBER 13! MARK YOUR CALENDARS!!**

Jim

## **FROM THE ASSISTANT EDITOR**

Driving my Model A to the last Sully planning meeting seemed like a good idea, except that if I went over 45 mph, the radiator would boil over and then as I left Sully, it stopped running. The rest of the attendees were behind me, so I had a lot of good help to get it going. It turned out that my Tilly's float needle seat had unscrewed and once that was fixed, it ran like a champ. Regarding the cooling problem, I ran two fills of vinegar through the system and drained out some nasty rusty water, which was good! I jacked the front of the car up high enough to fit a five gallon bucket under the engine pan, so collecting the drained coolant was a breeze. It made a big difference and I was cruising at 50 mph where I could coming home from Sully in the heat we had that day with no problems.

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

### **Board of Directors Meeting**

June 30, 2017

Call to Order: The June, 2017 Board meeting was called to order at 6:30 p.m. by President Jim Gray at the home of Doug and Beverly Tomb in Falls Church, Virginia. Attendance: Jim Gray, Stan Johnson, James Kolody, Benny Leonard, Bruce Metcalf, Tom Quigley, Greg Shepherd, Milford Sprecher and Doug Tomb were in attendance; a quorum was present. Jason Cunningham, Jerry Olexson, Bill Sims and Bill Worsham were absent.

President Jim called for the following Committee Reports:

Treasurer's Report: In the absence of Jerry, Milford reported on the adjusted budget, with spending to date. Most Sully payments and expenses are in, but we are waiting on final details.

Sully Committee: Jim reported for Bill Worsham, who was not able to join us. Attendance was estimated at 5,000 by the Sully staff. Judging (by 45 judges) went well with 128 cars judged of 271 registered. Twelve individuals have requested and received judging sheets. Jim thanked everyone who helped with the judging and in tallying the

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

results, especially his assistant, Jaime Nelson. Although the new judging sheets worked well, there is still some room for improvement. Jaime Nelson suggested that we have a Happy Father's Day banner sign at Sully, and possibly have a photographer available to take pictures of attendees with their cars in front of this banner.

There was general discussion about how the show field might be better laid out. We will move the "hit and miss engines" and the club compressor away from the mansion, reserving the mansion front lawn for quieter special displays. The Mustang raffle booth will also be relocated away from the mansion to make room for special displays. We plan to demonstrate the compressor next year so that our guests can see and hear it in action. Benny interjected that we need to replace the pressure tank since the drain valve is inoperative on the current tank.

Jim said that the Club will require fire extinguishers be present for every car on the Sully Show field next year for safety. The Sully staff reported that the snacks we provided for show volunteers were well received.

Programs: James reported that Stan's program on the Model A engine oiling system was great, and laid out the following list of upcoming programs:

July - Outdoor Flea Market;

August - Mike Pangia on his Lindbergh airplane;

September - Benny's Coupe restoration presentation;

October - the Model A Ford exhaust system.

See the web site for the latest news.

Activities: Jim reported for Jason, who was unable to attend. The next Caffeine Double Clutch will be Wednesday, July 12th, at 9:30 a.m. at the Fair Oaks Silver Diner. The Jaeger Picnic was a great success on a beautiful day, with 37 Club members and guests in attendance. He thanked our hostess and host, Ellen and Andy Jaeger, for sharing their wonderful estate on the shores of the Potomac with the Club again this year. Also, a big Thank You to Jason for making everything run smoothly.

The Fourth of July Parade is coming up, and we have four Club members signed up to participate. Six club members represented the GWC in the National Memorial Day parade, and we encourage more members to support these parades in the future. There is **NO OTHER EVENT** that gets our cars out in front of the public as well as a parade in Washington D.C. If we want our club to flourish, we need to take advantage of these free advertising venues!

Benny told us that he has permission for 5 Model As in the Fairfax 4<sup>th</sup> of July parade, but only has 2 Model As and a Volkswagen bug registered.

We discussed the possibility of a Model T driving school as a future event for the Club.

We also discussed having a Model A driving school at a future date.

The Kent Island Tour to see Mike Pangia's Lindbergh plane is set for the weekend of September 9th and 10th. Jason has sent out information to the membership. It will be an interesting two days, so members have been encouraged to sign up before the July

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

16th deadline. Jason has also planned a day trip which includes a Potomac crossing at White's Ferry and a picnic on Saturday, August 26.

Plans for the Warhurst picnic in September were discussed, and the Christmas Party Committee has already begun work.

**Membership:** Greg reported that we had two new members join the Club in the past two weeks, with one signing up at Sully, and one older member who rejoined the Club. Pictures of Sully, the Jaeger picnic, and the National Park Service event at Fort Hunt Park are on the web site.

**Editor:** Bill Sims is on his annual summer recess, so Bruce is filling in as Editor for the July and August *Script*. Please send all items for these *Script* editions to Bruce Metcalf at [kessedeme@aol.com](mailto:kessedeme@aol.com). The deadline for the July *Script* is July 5<sup>th</sup>. We are still in need of a Club photographer who can be on hand to capture pictures of more Club events. Any volunteers?

**National Club Liaison:** Stan Johnson reported on the July 30 thru Aug 4 National Meet in Gettysburg. Doug Reed is the POC for Club members who want to help out at the meet. Stan reminded us that John Leydon has volunteered to have members meet at his place for the drive up to the Gettysburg meet, via back roads. John knows of a low traffic way to get there. Members may contact Stan or John if they would like to join in. Hotel rooms are opening up at the host hotels in Gettysburg, and several members have recently been able to reserve rooms. Stan will represent the Club at the Presidents' Meeting on August 1<sup>st</sup>.

**Club Tool Chairman:** Benny reported that the Club compressor was at Sully, but that the Club will need to fit a new compressed air tank to it before we can safely operate it again. We will schedule a work day to fit and paint this replacement tank in the next several months.

**Youth Development Chairman:** Tom reported that he will forward the names of the Club scholarship recipients so they can be published in the *Script*. Pictures of the recipients at Sully will be included.

**Secretary:** Doug reported that he would like to hold at least two more Board Meetings at members' homes this year. The schedule for these will be announced. The Joint 2016 / 2017 Board Meeting will be held on Wednesday, December 20th, at a yet to be determined location.

**Old Business:** The membership will vote on the two previously published bylaws amendments at the November Annual Membership Meeting. We have received two nominations for Honorary Life Membership. We will appoint a committee to consider the nominees. The Club currently has 10 Lifetime Members.

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

Stan Johnson spoke for the BOD Nominating Committee, which comprises Greg Shepherd, Doug Tomb and Stan. They are seeking members to serve on the BOD. Please consider serving your club by supporting this key function of our club.

New Business: **CALENDAR CHANGE:** THE DECEMBER GENERAL MEMBERSHIP MEETING WILL BE HELD ONE WEEK EARLY ON WEDNESDAY, DECEMBER 13. MARK YOUR CALENDAR!!

Adjournment: The meeting was adjourned at 8:15 p.m. The next Board Meeting will be held Wednesday, July 26th, at the Red, Hot & Blue restaurant in Fairfax, VA, at 6:00 p.m. for dinner, and 7:00 p.m. for the meeting.

Doug Tomb  
Secretary

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO**

Sully '92 had been a roaring success, 67 Model A's turned out, registrations totaled 407 cars, over 100 vendors, and 57 vehicles were in the car corral. This was the first year that the Park Authority handled public parking and they had their hands full, but at the end of the day, they were all smiles. As now, the earnings from Sully were used to fund club activities throughout the year, and in this instance, starting with the annual pancake breakfast and barbecue at the Jaeger's which was to be held on the 19th of July. Meet chairman Bill Worsham thanked all who had contributed to the show's success, with a special thanks to those who worked behind the scenes, the Randolphs who were retiring from the registration task after 12 years, Don Temple, Hershel Brummit, Wheeler Rogers, Jerry Olexson, Ed Weincek, Frank Toscano, and John Kandl. Another activity coming up in September was the Pig Pickin', and a goal was set to have 50 Model A's there.

President Andy Pogan wrote of his trip to the Marc National Meet in Buffalo New York during which his departure time didn't align with anyone else's so it was a solo drive. Fortunately all went well, his trusty Tudor didn't skip a beat. A highlight of the meet was the award of a MARC of Excellence and the Henry Ford Award of Excellence to Millard and Judy Springer for their beautifully restored 1930 Town Sedan, scoring over 400 points on the former and 466 points on the latter award. On the road the Kraffts had carburetor float problems, and the Temples were said to have received "The Exxon Valdez Award" for the most impressive roadway oil slick. George Merkel earned an Unsung Hero Award for driving to Williamsport, Pa. at 2 AM to retrieve Temple's ailing '29.

Pictured on the Ford Script's cover this month was Jay Tennant's newly acquired '31 Deluxe Phaeton which the owner named Caroline, emerging from a rollback in which

## **THE GEORGE WASHINGTON CHAPTER 25 YEARS AGO (Cont.)**

Jay had spent 29 hours and traveled 1115 miles transporting his purchase. Overall it had been a bumpy acquisition, first no pictures, but only a written description of its condition, then the competition; "Others are interested, Louisiana, Connecticut", said the lady owner. Sweating out acceptance of his offer and waiting a week, he called for an update and was told "The man from Louisiana offered more, but we like you better. I just know you'll take care of her. Caroline is yours." So, another Model A acquisition story with a happy ending.

Dave Henderson

## **SULLY 2017**

The day was sunny with a chance of afternoon thunder storms. That forecast was enough to keep some people home. The rain never happened and we ended up with



329 cars registered, 29 cars in the car corral and 49 vendor spaces sold. It looks like those who stayed home missed a pretty good show.

We had some high quality cars on the field and a record number of cars in the foreign classes. We also had some interesting displays in the car display area. When have you seen so many one cylinder engines in in one place? Once again it was a team effort. From the Friday morning field layout until the last trophy was awarded. Club members seemed to be everywhere working to make this show a success.

Many thanks to everyone who helped.

Bill Worsham  
Meet Chairman

## SULLY 2017

Sully begins early... as in the December before the next year's show. That's when Bill first gathers his committee to meet with the staff at the Sully Historic Site to discuss the show that they will host in 6 months. As is always the case, we agree that it will all come down to the weather. Give us a good day, and we'll put on a great show. We had both again this year... and it didn't just happen by itself.

Mike Copperthite, our pie man, and his wife brought their 1914 Model T Pie Wagon again, and once again they offered free pie to the veterans in the crowd and to club members working the show.

Beverly Tomb and Cindy Olexson were two of the ladies Kathie recruited to help Mike and his wife serve up that incredible pie. Beverly reported seeing a WWII vet sitting by the band. Rather than sending him to the pie wagon, she brought him a piece of pie and a bottle of cold water... typical GI, he went for the pie first!



Bob Clubb brought his wonderful Paddy Wagon, and shuffled detainees in and out to sit with "Bonnie & Clyde".

New this year was John Morehead's 1923 Model T Hearse... funny, he didn't have a line clamoring to get inside that T like Bob Clubb had at his Paddy Wagon!

Although shade was at a premium this year, several of our stalwarts managed to find some. Milford Sprecher; Benny & Sharon Leonard; Cindy Olexson; and Bruce & Loretta Metcalf gathered under one of the last big trees left on the Model A side of the mansion. Unfortunately, the staff told me that this tree will have to be taken down before next year's show... maybe we need some tents!

"Team Benedict" ran registration and John Dougherty ran the car corral with 22 cars in place. Benny Leonard laid out the Flea Market, and Bruce Metcalf coordinated it. Dan and Donna Lyon ran the Information Booth, and Kathie organized a staff of ladies to help the Copperthites serve pie and to manage the sales of our 2017 "Team Benedict" pins. Team Shepherd once again did an amazing job selling cold water and snow cones to the parched masses.

## **SULLY 2017 (Cont.)**

I was Chief Judge and my daughter, Jaime Nelson was my assistant; we had 45 judges out on the field judging 128 cars. We presented 77 trophies with the help of Charlene & Gil Beckner at the conclusion of the show, and Tom Quigley presented scholarships to 3 deserving young ladies affiliated with the club.

We had nearly 300 cars on the field and as many as 5,000 people enjoying themselves.



The food was great, the water plentiful and cold, and the day both too long but not long enough.

And Kathie, unbeknown to her, entered our college car, my 1970 Datsun 240Z (just out of restoration by one of our major sponsors, Black Wolf Automotive) in class 28 to be judged. She was mighty surprised to win and get a trophy. A fitting tribute to a car that's crossed this incredible nation 5 times and was a daily driver for decades. It even taught us that a "Safe and Reasonable" speed on the western border of Texas could be nearly 115 mph.

So I ask you... did we Sully or what?!

Let's do it again next year!

Jim Gray





## **SULLY TROPHY WINNERS**

### Class

1. Ford A '28 & '29 Open & Closed
2. Ford A '30 Open & Closed
  
3. Ford A '31 Open & Closed
  
4. Ford A '28 –'31 Commercial
  
5. Ford T through '27
  
6. Fords '32 – '42
  
7. Fords '56 – '43

### No Trophy Awarded

Benny Leonard	1 <sup>st</sup>
Jeff Lackey	2 <sup>nd</sup>
Edna Cross	1 <sup>st</sup>
Bill Weinig	2 <sup>nd</sup>
John Condon	1 <sup>st</sup>
George Merkel, Jr.	2 <sup>nd</sup>
William Jaeger	3 <sup>rd</sup> (left field without trophy)
Jim Cross	1 <sup>st</sup>
Ford Chinworth	2 <sup>nd</sup>
John Morehead	3 <sup>rd</sup>
Peter Sanders	1 <sup>st</sup>
Jim Overson	2 <sup>nd</sup>
Michael Gallahan	3 <sup>rd</sup>
Frank Martin	1 <sup>st</sup>
Dan Gillenwater	2 <sup>nd</sup>
Tom Shaw	3 <sup>rd</sup>

## **SULLY TROPHY WINNERS (Cont.)**

8. Fords '54 – '92	David Claveloux	1 <sup>st</sup>
	David Clemmer	2 <sup>nd</sup>
	Carl Sumption	3 <sup>rd</sup>
9. Mustang '64 – '92	Rusty Rentsch	1 <sup>st</sup>
	Ken Guilliams	2 <sup>nd</sup>
	Hal Brown	3 <sup>rd</sup>
10. T-Bird '55 – '92	Steven Warner	1 <sup>st</sup>
	Caleb Burgoyne	2 <sup>nd</sup>
	J.W. Hayes	3 <sup>rd</sup>
11. Buick Through '92	Ronald Toth	1 <sup>st</sup>
	Joseph Lesmez	2 <sup>nd</sup>
	Chris Pasquinelli	3 <sup>rd</sup>
12. Cadillac	No Trophies – none in class	
13. Chevy '47 – '57	Jim Batchelder	1 <sup>st</sup>
	Robert Brown	2 <sup>nd</sup>
	Harold Chamberlain	3 <sup>rd</sup>
14. Chevy '58 – '92	J. R. Hughes	1 <sup>st</sup>
	Jim Simpson	2 <sup>nd</sup>
	Joe Young	3 <sup>rd</sup>
15. Corvette '53 – '67	John Kolb	1 <sup>st</sup>
	Sue Ann Schaerer	2 <sup>nd</sup>
	(The other 5 to be judged were no shows.)	
16. Corvette '68 – '92	Barry Goodwin	1 <sup>st</sup>
	Doug Norman	2 <sup>nd</sup>
	Andrew Bradick	3 <sup>rd</sup>
17. & 18. Combined Chrysler through '92	Chris Beveridge	1 <sup>st</sup>
	Stephen White	2 <sup>nd</sup>
	Phillip Ray	3 <sup>rd</sup>
19. Oldsmobile '60 – '92	Carl Shaffer	1 <sup>st</sup>
	Jim McCormack	2 <sup>nd</sup>
	Marvin Jackson	3 <sup>rd</sup>
20. Packard – All Years	William Kiefer	1 <sup>st</sup>
	John McMillian	2 <sup>nd</sup>
21. Plymouth through '92	Jeff Masoner	1 <sup>st</sup>
	Jim Tilley	2 <sup>nd</sup>
	Paul Reichart	3 <sup>rd</sup>
22. Pontiac through '92	Harlan Keplinger	1 <sup>st</sup>
	Timothy Meyer	2 <sup>nd</sup>
	Jim Ritter	3 <sup>rd</sup>
23. Other Vehicles through '49	Bill Winter	1 <sup>st</sup>
	Jim Dillard	2 <sup>nd</sup>
	Tim Travers	3 <sup>rd</sup>

## **SULLY TROPHY WINNERS (Cont.)**

24. Other Vehicles '50 – '59 Combined with Class 32, Military	George Kaennen 1 <sup>st</sup> Eddie Beahm 2 <sup>nd</sup> Keith Dana 3 <sup>rd</sup>
25. Other Vehicles '60 – '92	Joseph Plumpo 1 <sup>st</sup> Jack Beahm 2 <sup>nd</sup> Jeff Fox 3 <sup>rd</sup>
26. English through '70	Janet Wood 1 <sup>st</sup> John Gross 2 <sup>nd</sup> Don White 3 <sup>rd</sup>
26 A English '71 – '92	Robert Vignola 1 <sup>st</sup> Dennis Kruse 2 <sup>nd</sup> Carter Sensabaugh 3 <sup>rd</sup>
27. German through '70	Stephen Mackellar 1 <sup>st</sup> James Hobbins 2 <sup>nd</sup> Dean Turner 3 <sup>rd</sup>
27. German '71 – '92	Ralf Berthiez 1 <sup>st</sup> Kevin McLaughlin 2 <sup>nd</sup> Yan Chimomas 3 <sup>rd</sup>
28. Japanese & Italian through '92	Kathie Gray 1 <sup>st</sup> Phillip Ray 2 <sup>nd</sup> Andrew Meyerson 3 <sup>rd</sup>
29. MG through '92	William Derry Berry 1 <sup>st</sup> Douglas Breithaupt 2 <sup>nd</sup> (Third entry a no show)
30. Commercial through '92	Jason Javaras 1 <sup>st</sup> Michael Curles 2 <sup>nd</sup> (Others either no show or DNJ)
31. VW through '92	Robyn Leonard 1 <sup>st</sup> Alvin Dodson 2 <sup>nd</sup> Scott Casteel 3 <sup>rd</sup>
32 Combined with Class 24	
33. Original Unrestored through '82	Gaylord Reagan 1 <sup>st</sup> Keith Randall 2 <sup>nd</sup> Lee Ebert 3 <sup>rd</sup>

Jim Gray, Chief Judge, Sully Antique Car Show, 2017

## **2017 GWC MODEL A FORD CLUB SCHOLARSHIP AWARD PRESENTATION**

Nearly 5,000 agreed that it was a bright and sunny day for the Sully Antique Car show this year. One feature of the closing events at this year's show was the presentation of scholarships to three selected scholars.

Applicants were evaluated on scholarship (a B average or better) along an academic path leading them toward attending college or advanced training; community involvement; and involvement in the Model A hobby.

Each of this year's award winners showed exceptional involvement in community and school activities and demonstrated an interest in the heritage of the Model A Ford. Each also provided two letters of endorsement from academic and/or community leaders.

The scholarships were awarded to:

- Ms. Aimee Beardmore of St. Leonard, MD. Aimee was sponsored by her grandfather, Bill Beardmore, of Deale, MD. She will attend College of Southern Maryland in La Plata, MD majoring in Biology.
- Ms. Elizabeth Shepherd of Fairfax, VA. Elizabeth was sponsored by her father, Greg Shepherd. She will attend the University of Delaware (Newark Campus) in Newark, DE majoring in Chemical Engineering
- Ms. Cassandra VanGorder of Potomac Falls, VA. Cassandra was sponsored by her father, Mr. Jeffrey VanGorder. She will attend Liberty University in Lynchburg, VA majoring in Education.

Congratulations to these exemplary scholarship winners!

Tom Quigley, Scholarship Chairman



Scholarship Recipients (L-R) Aimee Beardmore, Elizabeth Shepherd, Cassandra Van Gorder

## **2017 Sully Antique Car Show Sponsors**

We want to recognize and thank our show sponsors for their financial help this year. Sponsor funding is used to help offset the cost of trophies which is a major show expense. Please keep them in mind when you need services they provide.

Black Wolf Automotive Specialties  
1320 Profit Court  
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Telephone: 703-490-4000  
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<https://www.brattons.com/>

Gil Beckner  
Sully Show Trophy Chairman

## **SETTING UP THE FLEA MARKET FOR SULLY 2017**

Setting up the flea market at Sully has always been a fun task for me. I arrived early Friday morning. Got our ops plan working and go after it. Always a jovial group, all of whom with strong opinions as to what we are doing. Benny Leonard was our great leader.

I have trouble remembering where to start. It is a little harder now that the trees are gone. We can still see the disturbed are where the trees were. (just like in giving travel directions: turn where the oak tree used to be, but don't go past the spot where Joe had a flat...). Benny reminded us that the key starting spot is the side entrance to the fleas.

## **SETTING UP THE FLEA MARKET FOR SULLY 2017 (Cont.)**

Measuring from there gets us in good shape. We get a chart from Bruce Metcalf depicting what booths have been sold and the \$\$ obtained. Then comes last-minuters and day-of's.

We use a long rope with spaces markings on it and a magic 12" poll for depth of the space. Flags are placed at the booth space corners and roads identified. Oh, Pres. Jim showed up with coffee and donuts so all work stopped. A couple three hours later and we wrapped up the job. Benny came back Saturday to paint the space numbers in the spaces (Rain was forecast for Friday).

Sully Sunday morning I arrived at 6am. Several booths were already occupied. GWC volunteers took turns assisting the flea marketers to their assigned spaces and make changes as needed (Back in the day many years ago, a lady setup her 3 tables of glassware in the wrong spaces. I was sent to adjudicate. We moved the road: I was too chicken to ask her to reset all that glass.)

I got to meet Jerry who had lots of stuff. In his car on the front seat was a nice boxed train set!!! All stop sez me and we discuss trains at a car show. He forces me to buy it with such a good story I hadda comply. Seems that the Marx set came out of storage every Christmas for 40+years. It was setup and run ONE loop. Then boxed up for the next Christmas to come around. The box and condition supported that story.)

A couple of buds of Ray Lambert brought in a huge load to Model A sheet metal. They parked near Ray and spread out their treasure load. 20 some doors, fenders, many goodies, on and on. I posted the find on Fordbarn with a number to call. My poor Smokey had a train set, two pieces of gauge 4 and 5 track, A board of train-related printer's plates, and a display track courtesy of Bill Beardmore; 5 shocks and debris from the A stuff, and other stuff loaded in her. We closed the entrance to the vendors at 9 am sharp. I did enjoy seeing the Rescue folks with their dogs being lead about. Next, I grabbed a bagel and headed to my judging duties at 10:30 am. I did get to speed thru the car corral and see a few of the many show cars on the way to judge my group.

Later, Sandy invited me to Father's Day dinner where she got to be surprised with all my newly found treasures!

Another great Sully passed so very quickly... Whatta great Sully team we have!  
Clem

## **REGISTER BY JULY 16: KENT ISLAND TOUR TO SEE LINDBERGH'S PLANE (SEPT 9-10)**

I think most of us will agree that one of the best ways to sight-see is behind the wheel of a Model A. It's an experience that combines the thrill of exploring unfamiliar parts of the country, with classic motoring.

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

To this end, I'm exciting to announce our big early-Fall tour: A club trip out to Kent Island (Sept. 9-10). Here are a few details about the trip:

- Dates: Saturday/Sunday, September 9-10
- Sign-up: Contact Jason Cunningham ([jjcunningham@gmail.com](mailto:jjcunningham@gmail.com), 301-648-4201)  
ONLY 12 SPOTS LEFT
- Reserve your Room at Kent Manor Inn by July 8 ([410 643-7716](tel:4106437716)) (Refundable until July 11)

### **VISITING LINDBERGH'S PLANE**

Located just over the Bay Bridge, Kent Island is packed with lots of historic charm, unique to our region. The tour's first stop will be Kentmorr, a grass strip airfield that is home to a bi-plane once owned by Charles Lindbergh. At the airfield, we'll park our cars along the runway, and enjoy a brief presentation by Mike Pangia, the plane's current owner, and enjoy a free, catered picnic lunch. Once there, we'll hold a photo shoot where each attendee will have the opportunity to have their car (owners optional) photographed with the classic aircraft.

### **VISITING OLD WYE MILL**

Once finished at the airfield, the club will drive through the scenic country roads of the Eastern Shore to the Old Wye Mill, the oldest continuously operated grist mill in the United States. Still powered by moving water, the mill offers a look back at rural life on the Eastern shore.

### **STAYING AT THE HISTORIC KENT MANOR INN**

Next, we'll be heading to the Historic Kent Manor Inn, where we'll be spending the night. This water-front property has a dock, free lawn games, free bikes, free kayaks and paddle boats, and many other amenities. We'll relax there before heading out to dinner.

### **EVENING CRUISE**

That night, we'll enjoy one of our region's defining features – the Chesapeake Bay. We'll take a boat from the Hotel's dock out for an evening cruise around the bay and enjoy some of the local sights and sounds that the bay has to offer.

### **INTERESTED?**

We have 12 spots available. To sign up, email Jason at [jjcunningham@gmail.com](mailto:jjcunningham@gmail.com)

**You will need to call to reserve your hotel room at the Historic Kent Manor ([410 643-7716](tel:4106437716)) by **July 16. The club will subsidize the entire cost of the hotel except for \$40. This means you get a \$200 hotel room for \$40!****

See you there!

## **SUNSHINE REPORT**

### **Sunshine Report**

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



### **Website Report**

Tons of pictures added to the website this month:

<http://www.gwcmodela.com/photomenu.asp> Enjoy!

We have Cyclor Car France rally, Sully and the Jaeger Picnic.

Keep 'em coming folks even if it's not a club related event but involves your Model A, interesting cars or a car event. I'll find a place for it on the web.



And then the Scholarship were awarded at Sully and the winners (and picture) are posted: <http://www.gwcmodela.com/scholarship.asp>

### **Membership Report**

Please welcome the following families to the club and add their info to your roster.

Jim Ryan  
2966 Lismore Lane  
Fairfax, VA 22031  
703-209-4011 (H)  
703-772-6612 (C)  
[Jim.Ryan.home@cox.net](mailto:Jim.Ryan.home@cox.net)

Jim ran into some members at a recent car show and still decided to join the club!



## **Membership Report (Cont.)**

Don B. White  
629 S. Walter Reed Drive #453 D  
Arlington, VA 22204  
703-521-4698 (H)  
703-281-8500 (W)  
703-623-9805 (C)  
[Don@DBWhite.com](mailto:Don@DBWhite.com)

Owens a 1970 Morgan and was a member a few years ago and came to a recent meeting and joined up again.

W. Ray Brafford Jr  
102 Fox Glove Dr.  
Winchester, VA 22602  
703-470-2151 (C)  
[WABraf@aol.com](mailto:WABraf@aol.com)

Came to Sully and was so impressed decided to join. At least that's what I heard. 😊

## **JAEGER PICNIC**

For close to 45 years the Andy and Ellen Jaeger have kindly opened their home to the club for a post-Sully picnic. This year, it was truly spectacular. The Jaeger home, with fantastic panoramic views of the Chesapeake Bay again served as the backdrop to a wonderful day of relaxed, casual time together. Plenty of shade and warm breezes kept everyone comfortable during one of the most beautiful days we've had so far this year.

## JAEGER PICNIC (Cont.)



Stan Johnson and Jerry Olexson share a laugh over their matching hats.

As club members spread out across the lush lawn with chairs and blankets, the gentle wind kept us all on our toes keeping bags and paper plates from blowing away. We had a great turn-out this year. More than 32 people brought their folding chairs and spread out in the shade.



Benny and Bruce agree with Gil that he has a great-looking roadster. Tom and Liz Quigley in their roadster.

## JAEGER PICNIC (Cont.)



Good friends getting together makes these events special.

Soon the food arrived – delicious BBQ from Virginia BBQ. Once again the bounty was plentiful. The two large tables were crowded with sides and desserts from members – each dish was delight.

I honestly I can't say I've ever had such a good time on such a pleasant day at a picnic before. Many Thanks to the Jaegers for continuing this wonderful annual tradition.

GWC'ers attending:

Marty French – first we've seen of him in a long time – says things are going well; Virginia has had him building decks and such.

Doug Tomb

Benny & Sharon Leonard – drove their Tudor

Paul and Laurel Gauthier – just back from the GREAT Pacific Northwest; attended a grandson's high school graduation in the Seattle area; now off to the Upper Peninsula of Michigan

Tom & Liz Quigley – drove their Roadster

Tony Hawker – drove his Coupe & brought Simone, the wonder dog

Al & Janet Iagnemmo

Jaime & Mary Lucas

Stan & Roz Johnson

Bill & Carol Benedict

Bruce & Loretta Metcalf

Gil & Charlene Beckner – drove their Roadster

## JAEGER PICNIC (Cont.)

Bill & May Lee Cassels – Bill in a knee brace; currently disqualified from ladder duty and driving their A

Bill & Judy Worsham

Jerry & Cindy Olexson

Ellen & Andy Jaeger

Bill & Debbie Jaeger & daughter

Jason Cunningham

Robyn Leonard & 2 friends – Robyn drove her Volkswagen

Jim Gray – drove his '31 Coupe



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## WILL I DRIVE IN THE CHERRY BLOSSOM PARADE?

It started on one of those early spring days in Northern Virginia. I was cruising the roads around Clifton VA and enjoying the early warm days in my 1930 Model A Standard Roadster. Exhilarating! Then, I detected that something was going sour in the engine compartment. The first symptom - clattering valves as I ascended a grade. The more I gave it gas, the more it "pinged", as we used to say. Bad gas? Timing? What could it be? I tried re-timing the car but it did not remedy the situation. I also noticed the car tended to run hotter while having less passing power than usual. This alarmed me because in a week I was scheduled to drive in the annual National Cherry Blossom Parade in Washington DC. So, I decided to pay a visit to the "Guru of Gears", or the "Lord of the Piston Rings" – you know him as Benny Leonard, the "Ford Fountain of Knowledge (FFK)".

## **CHERRY BLOSSOM PARADE (Cont.)**

Straight away, he said it was not timing. Check the compression he advised. We did. Sure enough, cylinders 1 and 2 had no poor compression and it was not firing on cylinder 1 at all. This is easily tested by removing the spark plug and covering the hole with your thumb. The compression stroke should literally blow your thumb off the hole. In this instance, it was a weak puff in cylinders 1 and 2. Our conclusion – worn valves or maybe a faulty head gasket. I presumed the latter. So, I went home to remove the cylinder head from the block in search of the cause. I did so with great difficulty because the head has not been off the engine for over 10 years. The car has 15,000 miles on the same head and gasket. Regardless, the head gasket had failed between cylinders 1 and 2 – hence no compression – no firing. FFK recommended having the head milled, which I did. In doing so the machinist called and after magna-fluxing the head, noticed 2 small cracks. Panic reigned! I found a spare cylinder head and gave it to the shop. It was OK. I got the milled head back in 2 days.

Now to the valves. After studying the Andrew's Mechanics Hand Book and consulting with another wise man, (Stan Johnson), I began to remove the valves one by one. If you ever do this, be sure to replace the valve removed into the same position to ensure tolerances are not disrupted. Of all the valves, #8 was the worst. It was worn and pitted to the extent that it had to be replaced. #4 was bad also – pitted and worn. Our club has a tool set that grinds valve seats and Stan knows how to use it. So, we used it. With that done, I reground all the valve faces by hand with grinding compound and elbow grease. With that, we reinstalled all valves springs and keepers.

To ensure each valve has the proper clearance, the adjustable tappets (those cylindrical things that move the valves up and down by the cam shaft lobes) set exhaust valves with 0.013 clearance and the intake valves require 0.015. I guess this means the exhaust valves will heat up more and expand more so they need less clearance than intake valves. Regardless, the clearance allows the valves to admit gas laden air and expel spent gas after it explodes. It is a tedious process to adjust valves and it involves rotating the engine to ensure each valve is seated (tappets contacting the heel of the cam lobe) and again to ensure it opens far enough (tappets contacting the high lobe of the cam). The process would be easier if the mechanic had 3 hands. One needs to loosen the lock nut on the adjustment screw, move the adjustment screw while holding the tappet from moving with the third wrench. There are special thin wrenches to do this work. Don't try to use your craftsman tools, they are just too wide. The space for operating in the valve gallery is very tight so there is simply not much room to do all this wrench twisting.

In due course, I reassembled the engine and had positive thoughts about the upcoming parade. At the point when I tried to start the car, it simply would not start. After a lot of head scratching and rumination – a couple of tests – it turns out the distributor was not distributing spark properly. So, I installed my touring spare distributor. Crank – crank – crank – it started! That feeling of accomplishment flowed through all there assembled.

## **CHERRY BLOSSOM PARADE (Cont.)**

Off I went on a test drive with skeptical confidence. It went fine until about a half a mile from home. Then it happened. While driving slowly through the neighborhood, the car began bucking and snorting, shockingly loud backfiring and stalling. The engine had no power and nothing I did in the driver's seat had a beneficial effect! I could do nothing with this wild mustang so I hobbled home. I called Stan and consulted. Like doctors over a stressed patient, we decided minor surgery was warranted. We agreed that the condenser from the replacement distributor might be the problem. I changed out the condenser. The car started and purred like nothing was ever wrong.

All's well that ends well – until the next problem. So, I have lessons learned I offer to those inclined to do this kind of work.

1. Rely on a FFK or equal to help diagnose the car's conditions and symptoms
2. If you experience head gasket problems, be sure the head is machined flat
3. Rely on the club tools
4. Have a good friend who can help do the work (and tow you home)

It ended well. I drove in the Cherry Blossom Parade and enjoyed myself thoroughly. What a sweet thing a well running Model A is!

Tom Quigley

## **NATIONAL INDEPENDENCE DAY PARADE 2017**

The morning of July 4<sup>th</sup> was refreshingly cool. After weeks of 90 degree plus temperatures we were all braced for a real scorcher. However, a light breeze and partial clouds protected us from most of the heat.

As usual, Jim Gray, Clem Clement and I (riding in Jim's car, Ruby) met at the McDonald's at the Pan Am shopping center. From there we headed in the direction of the mall.

"In the direction" is about as specific as I can be, because, due to increased security downtown, most of the roads were shut down. Thankfully, our caravan of cars was forcibly re-routed north of The Mall to K Street.

The morning drives through DC are one of the highlights of any parade downtown. In the stillness and quite of the morning you get a front-row seat to all the patriotic sights and symbols of our great country. One very interesting sight this year was a brick 3 or 4 story brick building being relocated away from downtown DC. It was just sitting there, all framed-up and supported on wheels, parked just like another car! You really see some very cool things when motoring through D.C.

## NATIONAL INDEPENDENCE DAY PARADE 2017 (Cont.)

Doug Tomb, who was to meet us down on the Mall described his route: “We drove east and drove up behind the Capital, and between the Capital and the Supreme Court Building, then down the south side of the Capital, past the National Arboretum, then along Independence avenue to the Seventh Street entry point. It was fun touring the city in the Model A, and maybe we should do that as a Club activity?”

Great idea Doug! I’ll have to set that up!

Once we arrived we got to enjoy watching the other parade participants get ready. A couple highlights were group of Sikhs who had a float and held a giant Uncle Sam balloon. They certainly seemed emblematic of the diversity our country benefits from every day.

Another first-time attendee was an original 1902 Barnum and Baily Circus band wagon. Towering above the street, the musician’s benches were more than 12 feet from the ground. With only a few small carriage steps to help you climb up to the top, a few of us joked that it would be awfully hard to “get on the band wagon”, and very easy to “fall off the wagon”. There were lots of wagon jokes flying around.

All of us who participated felt the energy in the crowd once the parade began. We had a huge turn-out this time. They were eager to wave and cheer our cars and their horns. Clem waved his “go-to-hell” Vietnam rain hat through the air which was greeted with waves and cheers. I think Clem summed it up best when he said, “We did a fine job for our citizens during the parade. We served our people well.”



## **NATIONAL INDEPENDENCE DAY PARADE 2017 (Cont.)**



Here is a link to the entire National Independence Day Parade,  
<https://www.youtube.com/watch?v=dNBVz8Ah3js&spfreload=1>

Our cars are first seen at 17:56, and last seen at 19:56.

## **FROM THE FRONT LINES TO THE HOME FRONT: OATLANDS AND WORLD WAR II**

Visit Oatlands Historic House and Gardens for a unique World War I and II experience. This event commemorates our country's experience in the World Wars with a focus on Loudoun County and Oatlands House. Both wars had an impact on every American, from rationing and victory gardens, to knowing someone who served. The Eustis family at Oatlands and the surrounding community sent young men to serve and experienced tragedy and loss.

Come experience Living History interpreters and Re-enactors, Oral history recording program military vehicles, weapons carrier and jeep rides, vintage cars and much more.

Saturday, July 15, 10 AM to 5 PM -and-

Sunday, July 16, 11 AM to 3 PM

Cost is \$20/family \$10/individual

Food and beverages will be available for purchase

Oatlands Historic House and Gardens  
20850 Oatlands Plantation Lane, Leesburg, VA 20175  
[www.oatlands.org](http://www.oatlands.org) or 703-777-3174 x103

Jason Cunningham

## **CDC BREAKFAST**

The next CDC is scheduled for Wednesday, July 12, 2017, 9:30 am at the Fair Oaks Silver Diner. 12251 Fair Lakes Parkway Fairfax, VA 22030 (Corner of Fair Lakes Parkway and West Ox Road.) 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 folk with an affinity for trains. Come on out it is cool and friendly inside the Silver Diner!  
Clem

## **FAIRFAX 4TH OF JULY PARADE**

The Model A's and the one VW was a big hit in Fairfax 4th of July parade, Dick Johns, James and Sharon Kolody, Benny and Sharon Leonard, drove Model A Fords, the VW was driven by Robyn Leonard. After the parade, we all went to American Legion for their 4th of July buffet which was free. Then Sharon and I went to the 25th Anniversary of Fairfax Museum with our Model A. The Museum used to be the Fairfax Elementary school, where Benny went to school in the 50's. He answered questions about what school life was like back then.



## **7TH ANNUAL MODEL A DAY AT THE GILMORE CAR MUSEUM**

September 16, 2017 @ 9:00 am – 6:00 pm  
Gilmore Car Museum / Model A Ford Museum  
6865 W Hickory Rd  
Hickory Corners, MI 49060

The Gilmore Car Museum is the proud home of the **Model A Ford Museum**, the world's largest museum dedicated solely to the Model A! On Saturday, September 16th, hop in your Model A and head out to the Gilmore Car Museum for the **7th annual Ford Model A Day** and celebrate the heritage of a trusty American car with friends and family.

## **GILMORE CAR MUSEUM(Cont.)**

Special events and activities will be held throughout the day including a swap meet, a Model A Hall of Fame induction, special seminars, and more! Bring your Model A or come as a spectator, this show and swap meet will be sure to please as hundreds of Model As gather in Hickory Corners, Michigan on the Gilmore's Historic Campus.

**Spectator Admission: \$12.00/person, children 11 and under free**

**Model A Exhibitor: \$10.00**

**MAFFI Members: Free to the Gilmore Museum**

For more information, please visit [www.MAFFI.org](http://www.MAFFI.org)

Or contact:

Lou Ironside – Model A Ford Foundation

[\(810\)798-8803](tel:(810)798-8803)

[louironside@aol.com](mailto:louironside@aol.com)

## **SHEPHERDSTOWN JULY 4<sup>TH</sup> PARADE**



Tom Frazier's car in the Shepherdstown July 4<sup>th</sup> parade.

## **A MODEL A GASOLINE FIRE**

Like other club members, I was horrified to read Bill Sims's tale of woe. Halfway through, I was afraid he'd say how he was injured ... but thankfully he came out of it unscathed. Not so his trusty Model A, but that can be repaired with parts, tools, and Don Temple's skills.



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As a professional fire protection engineer working these past four decades in the nuclear industry, I haven't had much cause to worry about gasoline fires such as the one Bill experienced. Nonetheless, I'd like to take Bill's very fortunate escape to offer some fire safety advice about what to do if your Model A catches fire on the road. There are basically two kinds of fire you might experience. Though our Model A's have very little combustible material under the hood, there is some: a bit of wiring, the generator, the starter, some phenolic, and so on. I venture to say that no one in the club still has cloth-covered wiring, so about the worst fire you can experience from a short circuit is smoldering wire insulation that will not sustain strong combustion. This kind of fire creates some acrid smoke (easy to identify), very little heat, and will usually self-extinguish when the current is cut off. But it would be perfectly safe to use an extinguisher as well to limit the damage.

The other kind of fire is the one Bill experienced. He said: There was a "whoosh" and suddenly there were flames shooting out of the engine compartment! I instantly veered the car over the curb onto the adjoining grassy field and braked to a stop. I glanced down and the heat from the fire had set the floor mat on the passenger side on fire.

## **MODEL A GASOLINE FIRE (Cont.)**

This is a gasoline fire, characterized by flames, heat, and the “whoosh” sound which is a telltale sign of a deflagration of gasoline vapor. As Bill soon concluded, the fire was being fed by more gasoline, possibly from the area of the shutoff valve and fuel filter (or sediment bowl). Bill battled a faulty extinguisher which had no effect once it operated. He then “opened the back door on the passenger side and was flinging out tools, a heavy duty jack, and anything else I could save.” In retrospect, Bill concluded that “the gas tank could’ve exploded, vaporizing me and the car.” Is that true?

Well, not exactly. Unlike what you see in action films, gasoline tanks don’t explode like artillery shells. Gasoline in the liquid state is not explosive like, say, nitroglycerine. If you put a small amount in a glass cup and light it, it will burn away, but not blow up. To combust, gasoline needs to be in the vapor phase and mix with air in a certain range of concentration. Hence your Model A won’t start with too little gas vapor or too much (“flooded”). However, Bill is right that the situation was extremely dangerous and could have led to his death or terrible burn injuries.

In Bill’s accident, liquid gasoline was escaping into the hot engine compartment and quickly turning into flammable vapor. A spark from the distributor ignited the initial deflagration that Bill heard as a “whoosh.” At that moment, the temperature under the hood rose to several thousand degrees for a short time. As gasoline leaked into the blaze, it vaporized and kept everything going. In these circumstances, a little fire extinguisher is utterly useless even if it fires off the first time.

Henry Ford gave us a very sturdy steel gas tank that is not easy to rupture. And the cap is vented to let off pressure. The reason Bill was actually in terrible danger is that the great heat from the fire was cooking the gasoline in his tank, driving vapor out the cap but probably not fast enough. The pressure in the tank was therefore rising, causing more gasoline to spew out, making the fire hotter, and stressing the tank itself. If the tank had ruptured while Bill was gathering up his tools, a major deflagration would have occurred, something like a fireball, spewing flaming gasoline in all directions. There is no way to predict when that would have happened, but given the circumstances, it was almost inevitable.

So what to do if, like Bill, you suddenly are confronted with a flaming engine compartment that can’t possibly be an electrical fire? Step number one, as Bill did, is to stop the car as fast as you possibly can consistent with safety. Number two: **GET EVERYONE AWAY FROM THE VEHICLE.** Away means at least 50 feet but 100 feet is better. Call 911 and tell the dispatcher your car is experiencing a major fire. **STAY AWAY FROM THE VEHICLE.** And if Good Samaritans stop by, keep them away too. If someone offers to use a trunkful of extinguishers to save your Model A, tell them you forbid it. Only a fire crew with a powerful foam hose and water stream can douse the fire safely and then flood the gas tank with water (if any gasoline is left in it).

Bill was very fortunate: he’s alive and well and editing our fine newsletter. His misfortune is a cautionary tale for all of us. When gasoline is burning, run for your life and replace what you lose at Fall Hershey.

Bill Shields  
Society of Fire Protection Engineers



## **COMING EVENTS [Club events are in bold]**

Calendar as of July 11, 2017

### **July**

- 12 - CDC at the Silver Diner
- 19 - **GWC August Monthly Meeting**
- 26 - **GWC BOD Meeting**

### **August**

- 9 - CDC at the Silver Diner
- 16 - **GWC August Monthly Meeting** <http://www.gwcmodela.com/>
- 23 - **GWC BOD Meeting**
- 26 - **Day trip which includes a Potomac crossing at White's Ferry and a picnic**

### **September**

- 4 - Labor Day Show in Fairfax (not in Clifton anymore)
- ? - **GWC Pig Pickin' Picnic**. . Details to follow.
- 13 - CDC at the Silver Diner
- 20 - **GWC September Monthly Meeting**
- 16 - Bull Run AACA Edgar Rohr 42nd Anniversary Car Show  
 Manassas Museum, 9101 Prince William St., Manassas, VA. Antique and street rod cars and trucks (over 150 vehicles last year!) 1992 and older. Fifty "class" trophies, 14 special awards. Flea market, car corral, door prizes, silent auction, and special display of unique antique commercial vehicles, two Model-T Ford assembly demonstrations, and more. Free trailer parking, free spectator admission and free garage parking across from show field. Takes place in historic downtown Manassas, a short walk from unique shops, farmer's market, and International Food Festival. Sponsored by Bull Run Region, AACA. Rain or shine! Information: Darryll Baker, (571) 294-7853 or [darryllbaker@aol.com](mailto:darryllbaker@aol.com) . See flyer at Club website, <http://www.bullrunaaca.org/rohr/gallery.php>

## WANT ADS

### **For Sale**

Engine, Transmission, bell housing and transmission top

I am ready to sell my spare Model A engine. I used it several years ago while my current engine was rebuilt. Also I have a spare transmission minus reverse gear, spare bell housing and a top to a transmission. Parts believed to all be 1930 versions. Located in VIENNA VA  
Eng and eng stand \$350, rest will accept a responsible offer



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Phil McCormick  
703-801-6854 (c)  
703-938-9704 (h)  
[vze1qpog@verizon.net](mailto:vze1qpog@verizon.net)

Briggs body sedan. Right Hand Drive. Manufactured in Argentina. Older restoration showing signs of age and some paint failure and rust issues but mechanically robust and a good daily driver. Grey interior is in good condition. All documentation from most recent restoration c. 1998. Car has seen very little use the past several years, but starts and runs well. Unique trunk custom made for the vehicle. Car is currently located in Owings, MD 20736  
Asking \$6500



Please contact  
Charles Krafft  
410-257-2379  
[chaskrafft@comcast.net](mailto:chaskrafft@comcast.net)

## WANT ADS (Cont.)

For Sale: 1931 matching VA license plates. Selling on behalf of the family of a very elder gentleman. Family is asking \$250 dollars. Plates appear to have been refinished a couple of decades ago and never used. One is excellent: the second is good as base color is slightly faded and electrician's tape holding plates together deteriorated onto base color. Pictures available upon request. Bud Pratsch [703-620-2518](tel:703-620-2518) or [LPRATSCH@VERIZON.NET](mailto:LPRATSCH@VERIZON.NET)

1929 rolling chassis w/ engine, trans, all new brakes & hardware, frame cleaned & painted, on wheels & tires w/ extra wheel, engine hood, fenders & running boards. Would make a great build for a street rod or a really good restoration project.

Other parts include:

- 1 block
- 2 cranks
- 3 cams
- 3 heads
- box of pistons, rods, bearings & gaskets
- 1 trans w/ bell housing, flywheel & clutch
- 1 radiator
- 2 firewalls (new)
- leaf springs
- 5, 21" wheels
- 5, 19" wheels
- 1929 truck cowl w/ windshield frame

Please let me know if someone might be interested. Can be sold separately or all together.

Thanks,  
Mike Kalcheff  
[703-402-5725](tel:703-402-5725)

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